RIVERSIDE COUNTY TRANSPORTATION COMMISSION

MEETING AGENDA

Budget and Implementation Committee

Time: 9:30 a.m.

Date: November 23, 2026

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

TELECONFERENCE SITES

ADMISTRATIVE 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

Linda Molina, **Chair** / Eric Cundieff, City of Calimesa
Valerie Vandever, **Vice Chair** / Alonso Ledezma, City of San Jacinto
Jeremy Smith / Kasey Castillo, City of Canyon Lake
Raymond Gregory / Ernesto Gutierrez, City of Cathedral City
Bob Magee / Timothy Sheridan, City of Lake Elsinore
Kathleen Fitzpatrick / Deborah McGarrey, City of La Quinta
Ricky Estrada / Bob Karwin, City of Menifee
Ulises Cabrera / Edward Delgado, City of Moreno Valley
Cindy Warren / Lisa DeForest, City of Murrieta
Jan Harnik / Joe Pradetto, City of Palm Desert
David Ready / Grace Garner, City of Palm Springs
Steve Downs / Ted Weill, City of Rancho Mirage
James Stewart / Brenden Kalfus, City of Temecula
Chuck Washington, County of Riverside, District III
Yxstian Gutierrez, County of Riverside, District V

STAFF

Aaron Hake, Executive Director
David Knudsen, 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

AGENDA*

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

9:30 a.m.

Monday, November 23, 2026

BOARD ROOM
County of Riverside Administrative Center
4080 Lemon Street, First Floor
Riverside, California 92501

TELECONFERENCE SITES

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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.

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 – SEPTEMBER 28, 2026

Page 1

6B. MONTHLY INVESTMENT REPORT

Page 8

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 October 31, 2026.

6C. QUARTERLY FINANCIAL STATEMENTS

Page 10

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 year ending June 30, 2026.

6D. QUARTERLY REPORTING OF EXECUTED CONTRACT CHANGE ORDERS FOR CONSTRUCTION CONTRACTS

Page 19

Overview

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

1) Receive and file the Quarterly Report of Executed Contract Change Orders for Construction Contracts for the three-month period ending September 30, 2026.

6E. ENTERPRISE RESOURCE PLANNING SOFTWARE CONTRACT AMENDMENT

Page 21

Overview

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

1) Approve Agreement No. 18-19-082-06, Amendment No. 6 to Agreement No. 18-19-082-00, with Tyler Technologies, Inc. (Tyler) for the Munis Enterprise Resource Planning (ERP) adding additional functionality to the system for both finance and human resources functions and allow use of accumulated credits (reducing contract costs) in the amount of $489,769 plus a contingency amount of $48,500, for a total amount not to exceed $538,269; and
2) Authorize the use of contract credits totaling $203,269 reducing amount payable towards Agreement No. 18-19-082-06, Amendment No. 6.

6F. SB 821 UPDATED PROGRAM GUIDELINES FOR FISCAL YEAR 2027/28 CALL FOR PROJECTS

Page 88

Overview

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

1) Approve the proposed administrative updates to the Transportation Development Act (TDA) Article 3 (SB 821) Program Guidelines for the upcoming Fiscal Year (FY) 2027/28 Call for Projects.

6G. SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS 2027 CALL FOR PROJECT NOMINATIONS PROJECT PRIORITIZATION FRAMEWORK

Page 113

Overview

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

1) Approve the 2027 RCTC Project Prioritization Framework (2027 Framework) for the Southern California Association of Governments (SCAG) 2027 Call for Project Nominations.

6H. MEASURE A RENEWAL PUBLIC ENGAGEMENT SUMMARY

Page 131

Overview

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

1) Receive and file the Measure A Renewal Public Information and Awareness Program completion summary.

7. APPROVAL OF METROLINK OPERATING AND CAPITAL SUBSIDIES FOR FISCAL YEAR 2026/27 AND RELATED ACTION ITEMS

Page 147

Overview

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

1) Approve RCTC's share of the Fiscal Year (FY) 2026/27 Southern California Regional Rail Authority (SCRRA) operating budget, including an annual operating subsidy of $31,359,674, inclusive of funding authorized for the first and second quarters of FY 2026/27 through approved continuing resolutions and remaining balance of $14,425,640;
2) Authorize a contingency of $1,840,326 for a total operating amount not to exceed $33,200,000;
3) Authorize the Executive Director, or designee, to approve use of the contingency as may be required for SCRRA during FY 2026/27;
4) Approve RCTC's share of the FY 2026/27 SCRRA capital budget, with authorization of SCRRA to draw down Federal Transit Administration (FTA) funds to cover the Commission's amount of $11,502,591; and
5) Authorize the Executive Director, pursuant to legal counsel review, to finalize and execute Memorandum of Understanding (MOU) No. 27-25-030-00 with SCRRA regarding annual funding, and subrecipient matters related to the pass-through of federal funding.

8. ACTIVE TRANSPORTATION PROGRAM CYCLE 8 METROPOLITAN PLANNING ORGANIZATION COMPONENT RIVERSIDE COUNTY PROJECT RECOMMENDATIONS

Page 179

Overview

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

1) Approve the Active Transportation Program (ATP) Cycle 8 Metropolitan Planning Organizations' (MPO) Component Riverside County recommended projects and contingency list in the amount of $17,405,000.

9. STATE AND FEDERAL LEGISLATIVE UPDATE

Page 184

Overview

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

1) Adopt the Commission's 2027 State and Federal Legislative Platform; and
2) Receive and file a state and federal legislative update.

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., December 28, 2026**.

AGENDA ITEM 6A

MINUTES

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

BUDGET AND IMPLEMENTATION COMMI TTEE

Monday, September 28, 2026

MINUTES

1. CALL TO ORDER

The meeting of the Budget and Implementation Committee was called to order by Vice Chair Valerie Vandever at 9:32 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	Members Absent
Steve Downs*****	Ulises Cabrera
Ricky Estrada*	Raymond Gregory
Kathleen Fitzpatrick**	Yxstian Gutierrez
Bob Magee	Jan Harnik
David Ready**	Linda Molina
Jeremy Smith	James Stewart
Valerie Vandever	Chuck Washington
Cindy Warren*	

*Joined the meeting at French Valley.
**Joined the meeting at Palm Desert.
***Joined after the meeting was called to order.

Lisa Mobley, Director of Administrative Services/Clerk of the Board, announced at this time, the Budget and Implementation Committee does not have a quorum and will continue as the "Committee of the Whole" until we receive a quorum. There are items on the agenda that are a receive and file that do not require final action if Vice Chair Vandever would like to take anything out of order.

3. PLEDGE OF ALLEGIANCE

Commissioner Magee then 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.

At this time, Vice Chair Vandever announced the Budget and Implementation Committee will go directly to Agenda Item 8, *"Citizens and Specialized Transit Advisory Committee Transit Needs Public Hearing Update"*.

8. CITIZENS AND SPECIALIZED TRANSIT ADVISORY COMMITTEE TRANSIT NEEDS PUBLIC HEARING UPDATE

Eric DeHate, Transit Manager, presented the Citizens and Specialized Transit Advisory Committee Public Hearing update, highlighting the following:

- Background
  - ✓ Transportation Development Act (TDA) Public Utilities Code (PUC) 99238.5
    - Establish a Citizen Participation Process
    - Hold one public hearing represented by Social Services Transportation Advisory Council
  - ✓ RCTC created Citizens and Specialized Transit Advisory Committee (CSTAC)
    - 13 members of the public and two Consolidated Transportation Service Agency (CTSA) Members
    - Assists the Commission in fulfilling its TDA regulations
- Public Hearing
  - ✓ Public Hearing was held on August 10, 2026
    - Advertised by transit operators, specialized transit providers and other stakeholders
    - 30-day notice in *The Press Enterprise*, *The Desert Sun*, and *Palo Verde Times*
    - Comments were made by email or verbally at the hearing
  - ✓ Comments and Feedback
    - 18 public comments received
  - ✓ Summary of Comments Received Table
    - Public Comment Categories:
      - Bus Stop/Station Improvements
      - Customer Service
      - Frequency
      - Fares and Funding
      - New Service

- Other
- Safety

Lisa Mobley stated there is nobody who wishes to speak on this item. We do now have a quorum so we will be meeting as the Budget and Implementation Committee and no longer as the "Committee of the Whole".

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

1) Receive and file an update on the Citizens and Specialized Transit Advisory Committee (CSTAC) Transit Needs Public Hearing.

Vice Chair Vandever announced the next item is Item 6, *"Consent Calendar".*

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/Magee) to approve the following Consent Calendar item(s):

6A. APPROVAL OF MINUTES – AUGUST 24, 2026

6B. 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 August 31, 2026.

6C. STATE AND FEDERAL LEGISLATIVE UPDATE

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

7. FISCAL YEAR 2025/26 LOW CARBON TRANSIT OPERATIONS PROGRAM CYCLE B ALLOCATIONS

Eric DeHate presented an update for the Fiscal Year 2025/26 Low Carbon Transit Operations Program (LCTOP) Cycle B allocations, highlighting the following:

- Background Information
  - ✓ LCTOP was established in 2014 under the Cap-and-Trade Program and extended in 2025 under the Cap-and-Invest Program

- ✓ Eligible Projects:
  - Discounted fare programs
  - Increased frequency, hours and services
  - Expansion vehicles
  - Zero-emission buses and related equipment and infrastructure

- RCTC responsibilities
  - ✓ Apportionments directed to regional transportation planning agencies based on State Transit Assistance (STA) formulas: PUC 99313 (population) and PUC 99314 (transit operators' local revenues)
  - ✓ Determined by State Controller's Office (SCO) – Estimate provided in February (Cycle A was $4,872,489) and August (Cycle B) this year
  - ✓ Total Cycle B available for Riverside County is $3,121,773
    - PUC 99313 – $2,688,694 (to be suballocated by the Commission)
    - PUC 99314 – $433,079 (directed to transit operators)
  - ✓ Submit list of projects to Caltrans by October 30, 2026
- Recommended LCTOP Cycle B Allocations Table

Commissioner Downs stated regarding allocations for SunLine Transit Agency (SunLine) he understands what the allocation for the Liquid Hydrogen Station in Indio means and he probably understands what the Student Hall Pass means but wanted more context as to what that does mean.

Eric DeHate replied there are two different projects that SunLine is requesting funding for. The first one is their Student Hall Pass Program so SunLine has been successful over the last few cycles of LCTOP to fully fund and provide discounted or free fares for high school students through their Student Hall Pass Program. They have a separate program for their college students, but this one typically helps the high school students. The Indio Liquid Hydrogen Station Project is still accumulating some funds. SunLine has two major hubs, they have one at their major facility at Thousand Palms, but they also have a smaller facility that would be in Indio, and they are trying to upgrade this facility so they can also accommodate hydrogen fuel cells at that location.

Commissioner Estrada asked going forward if a city decides to implement a program who is the primary representative to communicate with RCTC to apply for funds like these in the future.

Eric DeHate replied this program is specifically for the transit operators so if there is a specific Menifee type program that is looking for some sort of reduced fares or discounted fare program then you would work with Riverside Transit Agency (RTA) as the primary transit operator. RTA already offers a free and discounted fare program. Right now, they are doing their 25 cents for the summer and will likely continue that going forward. They also have special promotional options throughout the calendar year for discounted fares.

Commissioner Estrada asked do programs like Dial-A-Ride in a city qualify for funds like these.

Eric DeHate replied if RTA decided to use it for some sort of discounted fare program it would be through their action that they would do at their board. He explained that when we tell RTA that there is this amount of funding, they turn to us and say this is what we request.

Aaron Hake clarified with Eric DeHate to directly answer the question to reduce the subsidy of Dial-A-Ride is that an eligible use of these funds.

Eric DeHate replied if they wanted to reduce some fares for Dial-A-Ride they could use this. The other option is they could also work with our Measure A transit providers that may provide transit in that area. He knows specifically in the city of Menifee a Care A Van does provide specialized transit, and we work with the city of Menifee on another project to provide additional transportation options for residents within Menifee.

Aaron Hake stated if the city of Menifee was interested in a reduced fare program either at Dial-A-Ride or with Care A Van they would approach RCTC and RTA. He suggested to Commissioner Estrada to have your city manager or your public works director reach out to Eric DeHate to discuss that. He noted that these LCTOP funds have become a funding source that is pretty important to our transit operators, and you saw in our previous item how popular they are with the riders, the customers. However, these funds are constantly under threat of being reduced, cut, or taken in state budget negotiations every year. With changes to the now Cap-and-Invest Program they are vulnerable and this year the California Transit Association, RCTC, and many others across the state worked very hard to push back against the Governor's proposal that would have significantly impacted these funds. It is just something that we have to be vigilant about every year. It is something that if they are important to your community to make sure it is included in your city's Legislative Platform it is in RCTC's platform and we will continue to fight for it.

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

1) **Approve the allocation of $3,121,773 from Fiscal Year (FY) 2025/26 Low Carbon Transit Operations Program (LCTOP) Cycle B funds to eligible Riverside County transit operators; and**
2) **Authorize the Executive Director, or designee, to review the transit operators' projects to ensure consistency with the LCTOP guidelines and to execute and submit required documents to the California Department of Transportation (Caltrans) for LCTOP.**

9. ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA

There were no items pulled from the Consent Calendar.

10. EXECUTIVE DIRECTOR REPORT

Aaron Hake:

- Announced on October 2, 2026, is the Mobility 21 Summit. It is the largest transportation conference in California, and we are members of that organization. It is a one-day conference in Anaheim, and the Commissioners are welcome to attend and your registration is complimentary. They are sold out but they will make space for you and to contact Lisa Mobley if you are interested to attend. He and some other RCTC staff will be speaking about all the wonderful work that we are doing, and Chair Gregory will be there as well.
- Announced on October 5, 2026, the Chair of the Assembly Transportation Committee Assemblymember Lori Wilson will be in the Inland Empire. She will be holding a Townhall meeting at the University of Redlands and both San Bernardino County Transportation Authority (SBCTA) and RCTC will be there to discuss with Chair Wilson the community state transportation funding and transportation needs. Stakeholders are welcome to attend, and you all are welcome to attend. If you are interested, we will send you information on that Transportation Townhall meeting with Chair Wilson. That is important because Chair Wilson has a say in what policy bills comes out of the assembly on transportation matters.
- Reminded all the Commissioners the October 14 Commission meeting will be held in Cathedral City at the DoubleTree Hotel where we had the workshop and the April Commission meeting.

11. COMMISSIONER COMMENTS

12A. Commissioner Magee announced for the fifth time in their 33-year history the Lake Elsinore Storm won the California League Championship. Now the Padres are in the playoffs with seven former Lake Elsinore Storm players so go Padres.

12. ADJOURNMENT

There being no further business for consideration by the Budget and Implementation Committee, the meeting was adjourned at 9:55 a.m.

Respectfully submitted,

Tara S. Byerly
Deputy Clerk of the Board

AGENDA ITEM 6B

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	November 23, 2026
TO:	Budget and Implementation Committee
FROM:	Maria Garcia, Financial Budget Manager Jennifer Fuller, Deputy Director of Finance
THROUGH:	Sergio Vidal, Chief Financial Officer
SUBJECT:	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 October 31, 2026.

BACKGROUND INFORMATION:

As of October 31, 2026, the Commission's cash and investments totaled approximately $2.1 billion across Operating Funds, Funds Held in Trust, and the Commission-Managed Portfolio, as summarized below. Funds are invested primarily in the Riverside County Pooled Investment Fund, with additional amounts held in mutual funds and trustee-held reserve accounts established under the applicable sales tax revenue and toll revenue bond indentures.

CASH AND INVESTMENTS PORTFOLIO	AMOUNT [1]
Operating Funds	$1,482,404,393
Funds Held in Trust	$386,587,086
Commission-Managed Portfolio	$248,053,138
Total	**$2,117,044,617**
Note [1]: Amounts are unreconciled and unaudited.	

As of October 31, 2026, the Commission's cash and investments complied with its investment policy, adopted December 10, 2025, and the permitted investment provisions of the applicable sales tax revenue and toll revenue bond indentures. Based on current projections, the Commission has sufficient liquidity to meet anticipated cash flow requirements for the next six months.

FISCAL IMPACT:

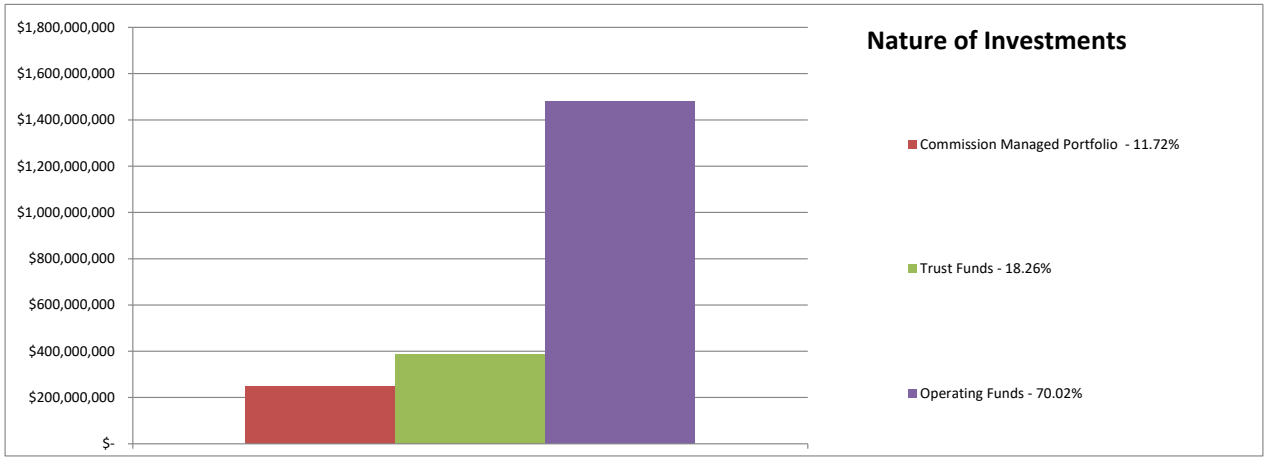
This item is informational and has no fiscal impact.

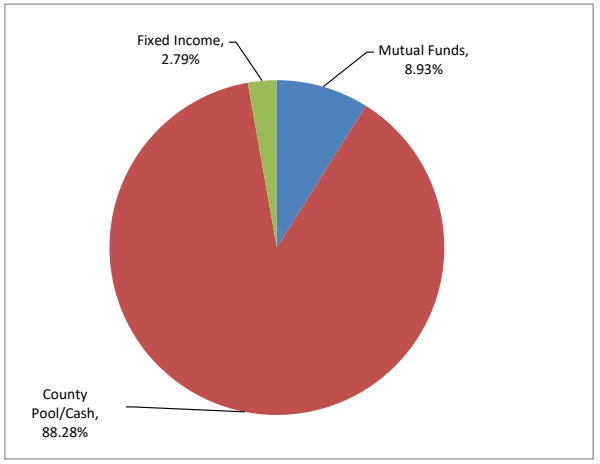
Attachment: Investment Portfolio Report for the Month Ended October 31, 2026

Riverside County Transportation Commission
Investment Portfolio Report
Period Ended: October 31, 2026

	STATEMENT BALANCE [1]	FINANCIAL INSTITUTION	STATEMENTS	RATING Fitch [2]	COUPON RATE	PAR VALUE	PURCHASE DATE	MATURITY DATE	YIELD TO MATURITY	PURCHASE COST	MARKET VALUE	UNREALIZED GAIN (LOSS)
OPERATING FUNDS												
City National Bank Deposits	43,703,210	City National Bank	Available upon request	AA-	N/A				N/A			
County Treasurer's Pooled Investment Fund	1,438,701,183	County Treasurer	Available upon request	AAAf/S1								
Subtotal Operating Funds	1,482,404,393											
FUNDS HELD IN TRUST												
County Treasurer's Pooled Investment Fund:												
Local Transportation Fund	386,587,086	County Treasurer	Available upon request	AAAf/S1								
Subtotal Funds Held in Trust	386,587,086											
COMMISSION MANAGED PORTFOLIO												
2013 Series A & Series B Reserve Fund	12,415,043	US Bank	Available upon request					Available upon request				
2021 Series B Reserve Fund	39,022,315	US Bank	Available upon request					Available upon request				
2021 Series C Reserve Fund	7,590,977	US Bank	Available upon request					Available upon request				
First American Government Obligation Fund	189,024,803	US Bank	Available upon request	N/A	N/A				N/A			
Subtotal Commission Managed Portfolio	248,053,138											
TOTAL All Cash and Investments	**2,117,044,617**											

Notes:
[1] Amounts are unreconciled and unaudited
[2] As of latest available information





AGENDA ITEM 6C

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	November 23, 2026
TO:	Budget and Implementation Committee
FROM:	Jennifer Fuller, Deputy Director of Finance
THROUGH:	Sergio Vidal, Chief Financial Officer
SUBJECT:	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 year ending June 30, 2026.

BACKGROUND INFORMATION:

Staff have monitored RCTC's revenues and expenditure for fiscal year ending June 30, 2026. Attachment 1, Quarterly Financial Statements, presents the revenues and expenditures as of completion of the 2025/26 fiscal year.

The operating statement (Quarterly Budget to Actual) presents Measure A, Local Transportation Fund (LTF), State Transit Assistance, and State of Good Repair as sales tax revenue for the year at 104 percent of the budget. The increase was primarily attributable to the County's current inflationary conditions and one-time revenue from a green energy company located in the County.

Federal, state, and local reimbursements are generally received on a reimbursement basis. Specifically, the Commission will receive these revenues as eligible project costs are incurred and invoiced to the respective agencies. Federal Reimbursement revenue reflects funding for various projects with many of the amounts received relating to Mid County Parkway (MCP), Smart Freeways, and I-15 Express Lanes Project Southern Extension. Spending on several projects was delayed due to contract negotiations which extended longer than anticipated during budget development limiting the number of federal reimbursements requested resulting in revenues not meeting budgetary expectations.

State reimbursements increased during the fourth quarter. SB 125 funding for Fiscal Year 2025/26 was recognized as nearly $62 million. MCP state reimbursements of over $14 million were also billed to the state as well as nearly $8 million related to the 71/91 connector. As projects were delayed due to extended contract negotiations, state reimbursements were less than budgeted.

The local reimbursements relate to funding from the Western Riverside Council of Governments (WRCOG) for San Jacinto Valley Expressway Project, from the Toll Corridor Agencies (TCA) for the 241/91 connector project, from RCA, and from local agencies for partner projects. As with the federally and state-funded projects noted above, project delays resulted in local reimbursements falling below budget.

Transportation Uniform Mitigation Fee (TUMF) revenues of approximately $30 million exceeded the forecasted $22 million at year-end which is 137 percent of budget. Collections increased during the second half of the fiscal year, and over 72 percent of the collections were received after March 31, 2026.

Toll revenues, penalties, and fees for RCTC's 91 Express Lanes and 15 Express Lanes totaled nearly $163 million, including nearly $107 million from the 91 Express Lanes and nearly $56 million from the 15 Express Lanes. Combined revenues reached approximately 110 percent of the budget due to increased traffic within the corridors.

During the FY 2025/26 budget process, the Commission estimated investment income at $44 million. The operating statement (Quarterly Budget to Actual) reflects investment income of approximately $72 million, including net unrealized investment gains or losses, or about 161 percent of budget. Continued strong performance of the Riverside County Treasurer's Pool Investment Fund accounts for the increase in revenues.

Overall expenditure/expenses totaled approximately $689.4 million, or 62 percent of budget, for the recently completed fiscal year. Most expenditure categories were below budget, while local streets and roads expenditures were essentially at budget. Explanations by expenditure category are noted below:

- Salaries and benefits are under budget primarily due to unfilled positions
- Professional services are under budget primarily due to unused budget authority related to unused contract authority related to studies anticipated but were not conducted.
- Support Costs are about 91 percent of budget. These costs primarily include Commission leases expenses including office space, maintenance and repairs for Commission-owned stations, and insurance costs.
- 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 – expenditure categories) with budget amounts exceeding $5 million is discussed within Attachment 2.
- Operating and capital disbursements include monthly LTF payments and reimbursements that are made as claims are submitted to the Commission by transit operators. Budgeted costs for many capital disbursements were not received during the fiscal year leading to 31 percent of the budget remaining unused.

- Special Studies are primarily related to reports for the SCAG REAP 2.0, Next Generation Toll Feasibility, and Commuter Rail Studies.
- Local streets and road expenditures are related to Measure A sales tax revenue collections and totaled approximately $87.2 million against a budget of $87.2 million.
- Regional arterial expenditures represent activity for the highway and regional arterial program administered by the Coachella Valley Association of Governments (CVAG).
- Principal payments on the Commission's sales tax debt and SR91 toll revenue debt totaled approximately $40.7 million. Interest expense also primarily related to the Commission's sales tax and toll revenue debt obligations was in alignment with budgetary expectations.
- Capital outlay expenditures are under budget due to unused budget authority for office improvements; property improvements for station rehabilitation; toll operations equipment; smart freeways equipment; and Commission network, hardware, and software improvements.
- Transfers in and out include administrative cost allocation, Measure A Sales Tax Bonds funding, and LTF disbursements for planning and programming activities.

FISCAL IMPACT:

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

Attachments:
1) Quarterly Financial Statements – as of June 30, 2026
2) Quarterly Project Status – as of June 30, 2026

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
QUARTERLY BUDGET TO ACTUAL
4th QUARTER
FOR 12 MONTHS ENDED 6/30/2026

	FY 2025/26 BUDGET	4TH QUARTER ACTUAL	REMAINING BALANCE	PERCENT UTILIZATION
Revenues				
Sales tax	463,936,200	480,412,117	(16,475,917)	104%
Federal reimbursements	82,643,100	36,080,501	46,562,599	44%
State reimbursements	116,380,100	96,048,332	20,331,768	83%
Local reimbursements	90,979,200	43,626,408	47,352,792	48%
Transportation Uniform Mitigation Fee	22,000,000	30,173,392	(8,173,392)	137%
Tolls, penalties, and fees	147,857,700	162,543,395	(14,685,695)	110%
Other revenues	949,900	4,431,274	(3,481,374)	466%
Investment income	44,392,100	71,588,349	(27,196,249)	161%
Total revenues	969,138,300	924,903,768	44,234,532	95%
Expenditures/Expenses				
Salaries and benefits	20,963,400	18,778,755	2,184,645	90%
Professional and support				
Professional services	34,804,700	16,439,907	18,364,793	47%
Support costs	19,136,800	17,505,816	1,630,984	91%
Total Professional and support costs	53,941,500	33,945,723	19,995,777	63%
Projects and operations				
Program operations	54,752,810	40,944,557	13,808,253	75%
Engineering	73,330,700	20,378,654	52,952,046	28%
Construction	284,124,070	96,141,801	187,982,269	34%
Design Build	16,419,100	2,550,684	13,868,416	16%
Right of way/land	65,806,700	9,028,815	56,777,885	14%
Operating and capital disbursements	278,980,900	193,052,187	85,928,713	69%
Special studies	10,598,300	5,513,930	5,084,370	52%
Local streets and roads	87,229,000	87,228,905	95	100%
Regional arterials	58,108,900	53,445,318	4,663,582	92%
Total projects and operations	929,350,480	508,284,851	421,065,629	55%
Debt service				
Principal	40,690,000	40,690,000	-	100%
Interest	61,031,200	59,498,259	1,532,941	97%
Total debt service	101,721,200	100,188,259	1,532,941	98%
Capital outlay	7,933,100	3,975,087	3,958,013	50%
Depreciation	-	24,205,643	(24,205,643)	N/A
Total Expenditures/Expenses	1,113,909,680	689,378,318	424,531,362	62%
Excess revenues over (under) expenditures/expenses	(144,771,380)	235,525,450	(380,296,830)	-163%
Other financing sources/(uses)				
Transfer in	298,363,700	163,782,106	134,581,594	55%
Transfer out	(298,363,700)	(163,782,106)	(134,581,594)	55%
Total financing sources/(uses)	-	-	-	N/A
Net change in fund balances	(144,771,380)	235,525,450	380,296,830	-163%
Fund balance July 1, 2025	1,805,547,000	2,025,055,292	219,508,292	112%
Fund balance June 30, 2026	1,660,775,620	2,260,580,742	599,805,122	136%

Fund Balance (actual) at July 1, represents Governmental Activities (fund balance) amounts and Enterprise Cash and Restricted Investment at 6/30/2025.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
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		SPECIAL REVENUE FUNDS												
			MEASURE A SALES TAX			TRANSPORTATION DEVELOPMENT ACT								
	GENERAL FUND	FSP/SAFE	WESTERN COUNTY	COACHELLA VALLEY	PALO VERDE VALLEY	LOCAL TRANSPORTATION FUND	STATE TRANSIT ASSISTANCE	STATE OF GOOD REPAIR	SB 125 - TIRCP	TRANSPORTATION UNIFORM MITIGATION FEE (TUMF)	COACHELLA VALLEY RAIL	OTHER AGENCY PROJECTS	REGIONAL CONSERVATION	SB132
Revenues														
Sales tax	-	-	234,766,868	53,715,589	957,890	158,292,971	27,640,127	5,038,672	-	-	-	-	-	-
Federal reimbursements	2,216,492	-	22,992,825	-	-	-	-	-	-	741,111	-	-	-	-
State reimbursements	5,330,479	5,996,656	22,683,919	-	-	-	-	-	61,846,734	101,721	88,823	-	-	-
Local reimbursements	1,928,996	3,842	5,954,729	656,215	-	2,996,590	-	-	-	13,848,456	-	518,727	10,240,830	-
Transportation Uniform Mitigation Fee	-	-	-	-	-	-	-	-	-	30,173,392	-	-	-	-
Tolls, penalties, and fees	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other revenues	76	-	4,295,855	-	-	-	-	-	-	29,706	-	-	-	-
Investment income	1,348,232	524,975	18,913,992	1,326,820	-	13,450,742	6,440,062	675,111	6,471,584	8,536,766	85,039	25,207	18,492	80,364
Total revenues	10,824,275	6,525,473	309,608,188	55,698,624	957,890	174,740,303	34,080,189	5,713,783	68,318,318	53,431,152	173,862	543,934	10,259,322	80,364
Expenditures/Expenses														
Salaries and benefits	8,319,352	176,863	3,301,320	-	-	-	-	-	33,497	532,540	120,018	101,558	3,064,634	-
Professional and support														
Professional services	4,980,550	287,583	1,082,604	8,834	-	-	17,670	-	-	363,973	57,788	33,854	3,943,470	-
Support costs	2,793,371	59,460	6,005,601	-	-	-	-	-	251	2,465	893	98	536,572	-
Total Professional and support costs	7,773,921	347,043	7,088,205	8,834	-	-	17,670	-	251	366,438	58,681	33,952	4,480,042	-
Projects and operations														
Program operations	-	4,638,325	15,587,761	-	-	-	-	-	69,779	809,222	156,214	115,828	80,362	-
Engineering	-	-	8,716,571	-	-	-	-	-	2,244,005	7,032,075	859,078	261,647	-	-
Construction	-	-	78,648,857	-	-	-	-	-	10,000,000	5,006,350	-	-	-	-
Design Build	-	-	(357,249)	-	-	-	-	-	-	-	-	-	-	-
Right of way/land	-	-	3,656,597	-	-	-	-	-	15,650	4,824,616	-	10,600	514,102	-
Operating and capital disbursements	36,343,573	-	7,564,518	7,000,000	-	125,979,570	15,440,637	707,829	16,060		-	-	-	-
Special studies	3,797,087	-	461,889	-	-	-	-	-	-	559,146	-	-	-	-
Local streets and roads	-	-	67,666,959	18,692,456	869,490	-	-	-	-	-	-	-	-	-
Regional arterials	-	-	-	53,445,318	-	-	-	-	-	-	-	-	-	-
Total projects and operations	40,140,660	4,638,325	181,945,903	79,137,774	869,490	125,979,570	15,440,637	707,829	12,345,494	18,231,409	1,015,292	388,075	594,464	-
Debt service														
Principal				-	-	-	-	-	-	-	-	-	-	-
Interest				-	-	-	-	-	-	-	-	-	-	-
Total debt service	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital outlay	75,906	-	3,849,205	-	-	-	-	-	-	-	-	-	-	-
Depreciation														
Total Expenditures/Expenses	56,309,839	5,162,231	196,184,633	79,146,608	869,490	125,979,570	15,458,307	707,829	12,379,242	19,130,387	1,193,991	523,585	8,139,140	-
Excess revenues over (under) expenditures/expenses	(45,485,564)	1,363,242	113,423,555	(23,447,984)	88,400	48,760,733	18,621,882	5,005,954	55,939,076	34,300,765	(1,020,129)	20,349	2,120,182	80,364
Other financing sources/(uses)														
Transfer in	34,377,873	-	55,756,960	73,917	-	-	-	-	149,476	14,463	313,148	-	-	-
Transfer out	(2,853,900)	(418,080)	(111,493,195)	(324,000)	(88,400)	(21,605,000)	(3,495,114)	(316,006)	(2,225,385)	(6,504,845)	(184,800)	-	(2,102,500)	(3,516,552)
Total financing sources/(uses)	31,523,973	(418,080)	(55,736,235)	(250,083)	(88,400)	(21,605,000)	(3,495,114)	(316,006)	(2,075,909)	(6,490,382)	128,348	-	(2,102,500)	(3,516,552)
Net change in fund balances	(13,961,591)	945,162	57,687,320	(23,698,067)	-	27,155,733	15,126,768	4,689,948	53,863,167	27,810,383	(891,781)	20,349	17,682	(3,436,188)
Fund balance July 1, 2025	54,085,713	15,874,095	557,855,764	29,815,960	-	420,317,999	172,255,331	15,888,224	200,529,516	216,199,085	2,518,506	103,900	94,757	3,436,188
Fund balance June 30, 2026	40,124,122	16,819,257	615,543,084	6,117,893	-	447,473,732	187,382,099	20,578,172	254,392,683	244,009,468	1,626,725	124,249	112,439	-

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
QUARTERLY BUDGET TO ACTUAL BY FUND
4th QUARTER
FOR 12 MONTHS ENDED 6/30/2026

	ENTERPRISE FUND		CAPITAL PROJECTS FUNDS			
	15 EXPRESS LANES	91 EXPRESS LANES	COMMERCIAL PAPER	SALES TAX BONDS	DEBT SERVICE	COMBINED TOTAL
Revenues						
Sales tax	-	-	-	-	-	480,412,117
Federal reimbursements	6,577,017	740,924	-	-	2,812,133	36,080,502
State reimbursements	-	-	-	-	-	96,048,332
Local reimbursements	-	7,478,026	-	-	-	43,626,411
Transportation Uniform Mitigation Fee	-	-	-	-	-	30,173,392
Tolls, penalties, and fees	55,714,182	106,829,213	-	-	-	162,543,395
Other revenues	105,636	-	-	-	-	4,431,273
Investment income	2,288,190	9,509,140	651,738	95,343	1,146,552	71,588,349
Total revenues	64,685,025	124,557,303	651,738	95,343	3,958,685	924,903,771
Expenditures/Expenses						
Salaries and benefits	1,224,589	1,904,383	-	-	-	18,778,754
Professional and support						
Professional services	2,317,628	3,345,954	-	-	-	16,439,908
Support costs	3,891,028	4,216,078	-	-	-	17,505,817
Total Professional and support costs	6,208,656	7,562,032	-	-	-	33,945,725
Projects and operations						
Program operations	7,940,315	11,546,752	-	-	-	40,944,558
Engineering	-	1,265,279	-	-	-	20,378,655
Construction	55,925	2,430,669	-	-	-	96,141,801
Design Build	-	2,907,933	-	-	-	2,550,684
Right of way/land	-	7,250	-	-	-	9,028,815
Operating and capital disbursements	-	-	-	-	-	193,052,187
Special studies	-	695,808	-	-	-	5,513,930
Local streets and roads	-	-	-	-	-	87,228,905
Regional arterials	-	-	-	-	-	53,445,318
Total projects and operations	7,996,240	18,853,691	-	-	-	508,284,853
Debt service						
Principal	-	4,875,000	-	-	35,815,000	40,690,000
Interest	736,169	25,391,902	-	-	33,370,188	59,498,259
Total debt service	736,169	30,266,902	-	-	69,185,188	100,188,259
Capital outlay	-	49,976	-	-	-	3,975,087
Depreciation	11,335,669	12,869,974				24,205,643
Total Expenditures/Expenses	27,501,323	71,506,958	-	-	69,185,188	689,378,321
Excess revenues over (under) expenditures/expenses	37,183,702	53,050,345	651,738	95,343	(65,226,503)	235,525,450
Other financing sources/(uses)						
Transfer in	-	3,911,080	-	-	69,185,189	163,782,106
Transfer out	(1,168,300)	(1,504,500)	(2,664,981)	(416,762)	(2,899,786)	(163,782,106)
Total financing sources/(uses)	(1,168,300)	2,406,580	(2,664,981)	(416,762)	66,285,403	-
Net change in fund balances	36,015,402	55,456,925	(2,013,243)	(321,419)	1,058,900	235,525,450
Fund balance July 1, 2025	72,879,517	237,355,368	9,747,061	1,542,804	14,555,504	2,025,055,292
Fund balance June 30, 2026	108,894,919	292,812,293	7,733,818	1,221,385	15,614,404	2,260,580,742

Riverside County Transportation Commission
Quarterly Project Status
4th Quarter
For the 12 Months Ended June 30, 2026

Project Description	FY 2025/26 Adopted Budget	100% of Budget	4th Quarter Actuals	Project Status
Coachella Valley Rail - Tier II (P004203)				
This project proposes daily intercity passenger rail service between Los Angeles and the Coachella Valley, spanning approximately 144 miles with up to nine stations across Los Angeles, Orange, San Bernardino, and Riverside Counties. With Tier I environmental clearance certified in July 2022, RCTC and Caltrans are pursuing funding for the Tier II Project-Level environmental analysis.	$10,975,600	$10,681,000	$1,170,984	The underrun of the FY 2025/26 budget in the fourth quarter is due to Preliminary Engineering ($9.1M). Work began during Q4, therefore, expenditures for the fiscal year were lower than planned as consultant billing activity ramped up gradually.
I-15 Express Lanes Southern Extension (P153044)				
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.	$16,989,800	$16,826,950	$8,978,376	The underrun of the FY 2025/26 budget in the fourth quarter is due to a PDB procurement delay requiring an additional ITP Addendum, resulting in a deferral of work for the Project Construction Manager ($7.9M). Preliminary Engineering ($0.9M) of PA&ED contract authority was budgeted to respond to potential DED challenges that were not encountered.
71/91 Connector Project (P003021)				
The project includes ROW acquisition, utility relocation, and environmental revalidation work for improvements to the 71/91 connector.	$9,539,700	$11,339,700	$10,519,096	The minimal underrun of the FY 2025/26 budget for the fourth quarter is due to final design ($1.2M), Construction Management ($0.4M), and Construction Support ($0.3M) that were offset by the overrun in Construction ($1.1M).

Riverside County Transportation Commission
Quarterly Project Status
4th Quarter
For the 12 Months Ended June 30, 2026

Project Description	FY 2025/26 Adopted Budget	100% of Budget	4th Quarter Actuals	Project Status
Mid County Parkway (MCP) (P002302, P002317, P002320, P002324, & P002328)				
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 is scheduled for completion over multiple years as funding becomes available; the total project cost is estimated at $1.3 to $2.1 billion.	$77,303,700	$71,268,400	$30,323,512	The underrun of the FY 2025/26 budget for the fourth quarter is primarily due to the following for each project: MCP: The minimal underrun is due to ROW Support Services ($0.1M). MCP: I-215/Placentia Interchange: The minimal underrun for this project was due to ROW Support Services ($0.1M). MCP Mitigation: The first year of plant establishment was completed during the beginning of the fourth quarter in FY 2020/21 and the underrun in the fourth quarter of FY 2025/26 was due to ROW Support Services ($0.3M). MCP2 and MCP3: The Commission approved the shift from MCP2 to MCP3 at the May 2022 Commission meeting. The underrun on MCP2 was due to ROW Acquisition/Support Services ($3.5M) and the underrun on MCP3 was due to ROW Acquisition/Support services ($3.7M), as well as Construction ($31M), and Construction Management/Support ($1.3M) that did not commence until the fourth quarter of FY 2025/26.
South Perris Station and Layover Facility (P003837)				
The South Perris Station and Layover Facility Project is the result of the combined efforts between the Commission and SCRRA to improve the existing loading platform, along the Metrolink Perris Valley Line. The improvements, along with other added amenities, will add 1,100 feet of new track which will service two additional passenger trains for loading and deboarding services. In addition, the project includes a fourth layover track at the south layover maintenance yard for various track operations.	$15,087,100	$15,068,900	$6,019,608	The underrun of the FY 2025/26 budget in the fourth quarter is due to unused contingency for Final Design ($2.0M), as well as Construction ($4.7M), Construction Management ($1.1M), and Construction Support Services ($1.1M), that did not commence until the fourth quarter of FY 2025/26.

Riverside County Transportation Commission
Quarterly Project Status
4th Quarter
For the 12 Months Ended June 30, 2026

Project Description	FY 2025/26 Adopted Budget	100% of Budget	4th Quarter Actuals	Project Status
San Jacinto Valley Expressway Project (P003003, P005127, P005146, P005147, and P005148)				
The project includes the preliminary engineering environmental document, which was approved in October 2016, ROW activities for the mitigation of the project, and Segment 3 design of a new county expressway (approximately 2.7 miles), including ROW acquisition.	$44,383,600	$44,311,000	$2,758,649	The underrun of the FY 2025/26 budget in the fourth quarter is primarily due to the following for each project: San Jacinto Valley Expressway Study: The minimal underrun was due to special studies ($0.2M). San Jacinto Valley Expressway ROW: The minimal underrun was due to ROW Support ($0.1M) for the project. San Jacinto Valley Expressway Segment 3 and Segment 1: The underrun of FY 2025/26 budget at the fourth quarter is due to final design ($2.8M). Additionally, the underrun in ROW acquisitions ($37.0M) and ROW Support Services ($0.4M) is due to ongoing acquisition negotiations with property owners.
Smart Freeways (P003051)				
The project includes environmental clearance, design, and commencement of construction of a pilot project to install a smart freeway system on the northbound I-15 in the city of Temecula.	$9,400,800	$13,555,800	$13,724,149	The minimal overrun of the FY 2025/26 budget in the fourth quarter is due to year-end GASB 96 accounting adjustments related to the project's software subscription construction ($3.8M) that was offset by an underrun in Construction and related Support Services ($3.7M) that completed in the second quarter of FY 2025/26.

Riverside County Transportation Commission
Quarterly Project Status
4th Quarter
For the 12 Months Ended June 30, 2026

Project Description	FY 2025/26 Adopted Budget	100% of Budget	4th Quarter Actuals	Project Status
Santa Ana River Trail Extension (SART) (P007201 and P007202)				
The Commission provides support to the Riverside County Regional Park and Open Space District (District) for the projects under a cooperative planning and development agreement. The district is the lead agency for environmental compliance with NEPA and CEQA, and the Commission is responsible for project oversight and approval, final design, and construction. The projects are a joint effort between public and private agencies including the County of Orange and the United States Army Corps of Engineers. The District is responsible for 100% of the costs and is contingent on funding from the District.	$14,361,800	$14,312,200	$509,038	The underrun in the fourth quarter of the FY 2025/26 budget is due to: SART 1: ROW Support Services ($0.04M) and Final Design ($0.05M) following the ramp down due to the circulation of the environmental documents for the public. SART 2: ROW Acquisition/Support ($4.0M), Construction ($7.9M), and Construction Management ($1.0M) that are not scheduled to commence until FY 2026/27.
EB 91 COP (P913055)				
This project will add an operational lane approximately three miles in length in the eastbound direction on SR-91 from the SR-241 general purpose connector to the SR-71 connector auxiliary lane.	$6,143,800	$7,266,800	$5,038,985	The underrun of the FY 2025/26 budget in the fourth quarter is due to the extension of the RFQ release date and Phase 2 award, which resulted in underutilized project Construction Manager ($1.1M), Construction ($0.7M), and Special Legal Services ($0.4M).

This report discusses the significant capital projects (i.e. total original or revised budget of $5 million or greater) and the related status. Capital project expenditures are 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.

AGENDA ITEM 6D

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	November 23, 2026
TO:	Budget and Implementation Committee
FROM:	John Tarascio, Senior Capital Projects Manager
THROUGH:	Erik Galloway, Project Delivery Director
SUBJECT:	Quarterly Reporting of Executed Contract Change Orders for Construction Contracts

STAFF RECOMMENDATION:

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

1) Receive and file the Quarterly Report of Executed Contract Change Orders for Construction Contracts for the three-month period ending September 30, 2026.

BACKGROUND INFORMATION:

During the past quarter, July through September 2026, the Commission has had the following projects with open construction contracts:

1. SR-71 / SR-91 Interchange
2. I-15 SMART Freeways
3. Perris-South Metrolink Station Expansion
4. Mid-County Parkway / Ramona Expressway Construction Contract 3
5. SR-60 / Potrero Boulevard Interchange – Phase II

DISCUSSION:

At the direction of the Executive Committee in its March 2021 meeting, a quarterly report will be filed listing the construction Contract Change Orders issued during the previous quarter. The following table summarizes the Contract Change Orders issued in the third quarter of 2026, which is the first quarter of Fiscal Year 2026/27.

Contractor Change Orders executed in the 3rd Quarter of CY 2026			
Project	**CCO No.**	**Description**	**Amount**
SR-71 / SR-91 Interchange	CCO 04-S2	Public Trash Removal	$123,824.00
	CCO 43	Value Engineering Change Proposal (VECP) for Drainage System No. 16 (RFI 100)	($8,432.00)
	CCO 55	SKANSKA Global Impacts	$3,400,000.00
I-15 SMART Freeways	CCO 19	Additional Works for French Valley Project (FVP) Ramp Metering System (RMS) 1 & 2	$66,157.00
	CCO 22	Additional Activated Blank-out (ABO) Sign at French Valley Project (FVP) I-15 Connector	$112,179.00
	CCO 23	Miscellaneous Additional Works for Project Close-out.	$95,840.00
	CCO 24	Furnish Dynamic Messaging System (DMS) / Variable Messing Sign (VMS) Spare Parts	$31,849.00
	CCO 25	Furnish TIRTL (The Infra-Red Traffic Logger) Spare Parts	$90,546.00
	CCO 26	Weed Control for TIRTLs (The Infra-Red Traffic Logger)	$25,412.00
	CCO 27	Misc. Additional Electrical Works (Relocate existing Caltrans streetlight poles at Temecula Parkway and provide temporary and permanent fiber-optic conduits, cables, and splicing required to accommodate changes resulting from the overlapping Caltrans Project 1K4004)	$153,008.00
	CCO 28	Additional Time Related Overhead (TRO) at Negotiated Rate	$99,981.00
	CCO 29	Bid Items Reconciliation	($895,180.53)
Perris-South Metrolink Station Expansion	CCO 01	Positive Train Control (PCT) Antenna and Signal House Relocation	$14,034.00
	CCO 03	Station, Slope Elevation and Plan Sheet Corrections	$0.00
	CCO 04	Additional Fence Removal	$8,328.00
Mid-County Parkway / Ramona Expressway Construction Contract 3	CCO 01	Maintain Traffic	$100,000.00
	CCO 03	Stormwater Pollution Prevention Plan (SWPPP) Maintenance	$50,000.00
	CCO 04	Trash Removal	$75,000.00
	CCO 05	Tribal Monitoring Connex Storage Container	$10,000.00
	CCO 06	Crash Cushion (RFI-021)	($1,430.00)
	CCO 02	Maintain Electrical	$50,000.00
	CCO 05-1	Tribal Monitoring Connex Storage Container	$5,000.00
	CCO 07	Unsuitable Material - Under Existing Road	$28,400.00
SR-60 / Potrero Blvd. Interchange - Phase II	CCO 01	Flagging and Maintenance of Traffic	$75,000.00
	CCO 02	Removal and Disposal of an Existing Billboard	$15,000.00
	CCO 08	Solid Waste and Debris Removal	$25,000.00

FISCAL IMPACT:

The Contract Change Orders were executed using available contingency authorized with the construction contract for each project.

AGENDA ITEM 6E

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	November 23, 2026
TO:	Budget and Implementation Committee
FROM:	Jennifer Fuller, Deputy Director of Finance
THROUGH:	Sergio Vidal, Chief Financial Officer
SUBJECT:	Enterprise Resource Planning Software Contract Amendment

STAFF RECOMMENDATION:

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

1) Approve Agreement No. 18-19-082-06, Amendment No. 6 to Agreement No. 18-19-082-00, with Tyler Technologies, Inc. (Tyler) for the Munis Enterprise Resource Planning (ERP) adding additional functionality to the system for both finance and human resources functions and allow use of accumulated credits (reducing contract costs) in the amount of $489,769 plus a contingency amount of $48,500, for a total amount not to exceed $538,269; and
2) Authorize the use of contract credits totaling $203,269 reducing amount payable towards Agreement No. 18-19-082-06, Amendment No. 6.

BACKGROUND INFORMATION:

In January 2018, the Commission approved a plan to update its Tyler Eden financial ERP software with the implementation of Tyler's Munis ERP software. The agreement has been amended several times previously as described below:

- The project was put on hold until August 2022 with Amendment No. 1 while Tyler developed a modification to the accounts payable invoice approval workflow.
- Amendment No. 2, executed in April 2023, extended the time frame to implement the new system.
- Amendment No. 3 added more concurrent users to the system and increased the yearly Software as a Service fee (SaaS) and extended the go-live date to September 2024 for the Financials ERP and March 2025 for Human Capital Management (HCM).
- Amendment No. 4 increased the implementation sessions with Tyler staff.
- Amendment No. 5 extended the contract terms to June 2027 and extended the go-live dates to April 2025 for the Financials ERP and April 2026 for HCM.
- A formal amendment was not made to extend the go-live dates again, but rather both parties agreed to the updated dates as noted below.

Implementation Status

The Financials ERP went live on April 1, 2026, modernizing the Commission's financial system. Staff are working with Tyler toward an April 1, 2027, HCM go-live date while evaluating additional functionality to streamline operations and replace paper-based processes.

Amendment

Amendment No. 6 expands Financials ERP and HCM functionality, along with adding implementation and project management support, and applying accumulated Tyler credits to partially offset costs. It also provides for implementation of ERP for the Western Riverside County Regional Conservation Authority (RCA) within RCTC's existing ERP system.

Effective July 1, 2026, the existing Payroll with Employee Self Service software is removed from the agreement. RCTC's access to that product, Tyler's associated support and hosting obligations, and RCTC's SaaS payment obligation for the product terminate on that date. The amendment concurrently provides for migration to Tyler's Payroll with Employee Access solution. Until RCTC goes live with HCM in April 2027, payroll will continue to be processed in Tyler Eden.

The amendment also adds several ERP enhancements and professional services. These include Employee Expense Reimbursement, Recruiting, Time and Attendance with Mobile Access, Accounts Payable Automation, Executive Insights for financial and human resources/payroll reporting, third-party verification services, and PACE post-implementation support services.

Employee Expense Reimbursement: Enables electronic submission of reimbursement requests and receipt images, replacing paper forms.

Recruiting: Replaces paper-based recruitment with online applications through Employee Access and allows internal and external applicants to maintain their information.

Time and Attendance: Enables direct electronic time entry, including mobile access from Commission-issued devices, eliminating paper timesheets and duplicate data entry.

Accounts Payable Automation: Automates invoice data capture and adds Fraud, Risk, and Compliance functionality. Staff will review captured data rather than manually enter invoices, allowing greater focus on analysis and reporting.

Executive Insights: Expands financial and human resources/payroll reporting through advanced statistical forecasting and performance analytics.

Third-Party Verification Services: Provides an Equifax employment verification connection at no additional contract cost, subject to the applicable Equifax service terms.

Planned Adoption, Consulting, and Education (PACE): Provides ongoing education to train staff on new features and functions as they become available. RCTC will have six PACE days per year to use on live modules and three passes to Tyler's annual Connect Conference. PACE is an annual recurring service that automatically renews for additional one-year terms unless terminated in writing at least 30 days before the end of the applicable term. Unused PACE days, assessments, and conference passes expire at the end of each annual term without credit.

RCA: In addition, the amendment also provides for implementation of ERP for RCA within RCTC's existing ERP system, consisting of 520 hours of remote implementation assistance and 208 hours of project management at a total one-time cost of $163,800. Tyler identifies the implementation effort as 55 days of remote implementation and 10 days of miscellaneous remote implementation available for custom reporting or other implementation needs, within the contracted implementation hours. Data conversion is not included. RCA costs will be fully reimbursed back to RCTC.

Estimated hours provided by the amendment and related costs: The proposed amendment also adds 112 hours of remote Financials implementation services, 120 hours of Human Resources implementation services, and 80 hours of Human Resources project management services.

Costs include one-time implementation services, retention, and outstanding invoices, as well as recurring SaaS fees. New recurring charges will be added to existing annual SaaS fees. Staff will include ongoing costs in the recurring contracts staff report presented in the spring.

The new SaaS and other services generally become effective on the first day of the first month following the amendment's effective date and continue coterminously with the existing SaaS term. Current SaaS fees are approximately $98,000 before these changes. First year recurring charges will be planned to align with the existing agreement term, and professional services are generally invoiced as services are provided. Except for the changes specifically identified in the amendment, all other terms and conditions of the existing agreement remain unchanged. Once the amendment is finalized, the annual SaaS fees will be reviewed, prorated, and billed by Tyler. The PACE fees are not SaaS fees, but a regular recurring annual amount that will be billed annually.

The following table outlines the costs associated with the contract changes and additional contract authority needed related to existing commitments.

Additional Service	Annual Fee	Implementation Cost	Existing Costs	Subtotal	Contingency	Totals
Employee Access	$ -	$ 5,400				
Employee Expense Reimbursement	13,500	14,700				
Additional Finance Time	-	19,600				
Additional HCM Time	-	21,000				
HCM Project Management Time	-	14,000				
Recruiting	722	3,500				
Time & Attendance	5,918	16,100				
Accounts Payable Automation	12,311	4,500				
Executive Insights	11,000	10,500				
PACE	9,300	-				
Equifax	-	-				
Total RCTC Additional Services Costs	52,751	109,300				
Retention			$ 17,072			
Outstaning Invoices			49,609			
FY2027 SaaS Fees			97,237			
Total RCTC Other Costs			163,918			
Subtotal RCTC Costs before Credits	52,751	109,300	163,918	325,969		
RCA Implementation	$ -	$ 163,800				
Subtotal RCA Additional Services Costs	-	163,800		163,800		
Subtotal - RCTC				325,969		
Subtotal - RCA				163,800		
Grand Total - RCTC & RCA before contingency				489,769		
Contingency				48,500		
Total RCTC & RCA before Credits				538,269		
Credits						(203,269)
FY2027 Total Cost after Credits						$ 335,000

FISCAL IMPACT:

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2026/27+	Amount:	FY 2026/27: **$538,269** (contract costs – including contingency) LESS **$203,269** in credits for a TOTAL out-of-pocket expense of **$335,000**
Source of Funds:	Measure A, Intergovernmental revenue (RCA portion), and Other(s)			Budget Adjustment:	No
GL/Project Accounting No.:	191001-90101-00000-0001 R11001-90101-00000-0000				
Fiscal Procedures Approved:				Date:	11/13/2026

Attachment: Amendment No. 18-19-082-06 with Tyler Technologies, Inc.



AMENDMENT NO. 6

This Amendment No. 6 ("Amendment No. 6") is effective as of the date of signature of the last party to sign as indicated below ("Amendment Effective Date"), by and between Tyler Technologies, Inc. with offices at One Tyler Drive, Yarmouth, Maine 04096 ("Tyler") and the Riverside County Transportation Commission, with offices at 4080 Lemon Street, 3rd Floor, Riverside, California 92502-2208 ("Client").

WHEREAS, Tyler and Client are parties to an agreement dated March 26, 2019, as amended by Amendment No. 1 dated November 17, 2020, Amendment No. 2 dated April 18, 2023, Amendment No. 3 dated November 15, 2023, Amendment No. 4 dated April 11, 2024, and Amendment No. 5 dated September 12, 2024 (collectively, "Agreement"); and

WHEREAS, Tyler and Client desire to amend the terms of the Agreement as provided herein.

NOW THEREFORE, in consideration of the mutual promises hereinafter contained, Tyler and Client agree as follows:

1. Payroll with ESS.
    a. The following Tyler Software as a Service (SaaS) are hereby removed from the Agreement as of July 1, 2026:

        Payroll with ESS

    b. As of such date, Client's right to access the above-listed software is terminated, as are Tyler's obligations to maintain, support, host and update such software.

    c. Additionally, Client's SaaS fees payment obligation for the above-listed software ends on the same date.

2. Payroll with Employee Access Migration. The items set forth in the Amendment Investment Summary attached as Exhibit 1 Schedule 1 to this Amendment No. 6 are hereby added to the Agreement as of July 1, 2026 and, notwithstanding anything to the contrary in Exhibit 1 Schedule 1, ending coterminous with the SaaS Term as defined in the Agreement. Payment of fees and costs for such items shall conform to the following terms:

    a. The first year's annual SaaS Fees shall be invoiced on July 1, 2026, prorated for the time period commencing on such date and ending concurrently with the Client's annual SaaS Term under the Agreement. Subsequent SaaS Fees shall be invoiced in accordance with the terms of the Agreement.

Draft

b. Unless otherwise provided herein, services identified at Exhibit 1 Schedule 1 and added to the Agreement pursuant to this Amendment No. 6, along with applicable expenses, shall be invoiced as provided and/or incurred.

3. Adding SaaS and Other Services. The items set forth in the Amendment Investment Summaries attached as Exhibit 1 Schedules 2 through 12 to this Amendment are hereby added to the Agreement as of the first day of the first month following the Amendment Effective Date and, notwithstanding anything to the contrary in Exhibit 1 Schedules 2 through 12, ending coterminous with the SaaS Term as defined in the Agreement. Payment of fees and costs for such items shall conform to the following terms:

a. The first year's annual SaaS Fees shall be invoiced on the first day of the first month following the Amendment Effective Date, prorated for the time period commencing on such date and ending concurrently with the Client's annual SaaS Term under the Agreement. Subsequent SaaS Fees shall be invoiced in accordance with the terms of the Agreement.

b. Unless otherwise provided herein, services identified at Exhibit 1 Schedules 2 through 12 and added to the Agreement pursuant to this Amendment, along with applicable expenses, shall be invoiced as provided and/or incurred.

4. Client has the following credits on account, to be applied at Client's direction:

$19,202.58 (Invoice VI045-388860)
$179,514 (Invoice 045-452242)
$4,552.08 (Invoice No. 045-507135)

5. This Amendment No. 6 shall be governed by and construed in accordance with the terms and conditions of the Agreement.

6. Except as expressly indicated in this Amendment No. 6, all other terms and conditions of the Agreement shall remain in full force and effect.

7. The recitals set forth above are incorporated into this Amendment No. 6 as though fully set forth herein.

8. A manually signed copy of this Amendment No. 6 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. 6 for all purposes. This Amendment No. 6 may be signed using an electronic signature.

9. This Amendment No. 6 may be signed in counterparts, each of which shall constitute an original.

Draft

[Signatures on following page]

SIGNATURE PAGE

TO

AMENDMENT NO. 6

IN WITNESS WHEREOF, the parties hereto have executed this Amendment No. 6 as of the dates set forth below.

Tyler Technologies, Inc.	Riverside County Transportation Commission
By: _____	By: _____
Name:	Name:
Title:	Title:
Date:	Date:

Draft

APPROVED AS TO FORM:

By: _____
Best Best & Krieger LLP
Counsel to the Riverside County
Transportation Commission

Exhibit 1
Schedule 1
Payroll & Employee Access Migration Amendment Investment Summary

The following Amendment Investment Summary details the additional software, products, and services to be delivered by us to you under the terms of the Agreement. This Amendment Investment Summary is effective as of the Amendment Effective Date, despite any expiration date in this Amendment Investment Summary that may have lapsed as of the Amendment Effective Date.

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Draft

Quoted By:	Karen Grosset
Quote Expiration:	03/02/27
Quote Name:	RCTC-ERP-Employee Access

Sales Quotation For:

Riverside County Transportation Comm, Ca
Attn: Account Payable
Riverside CA 92502-2208

Shipping Address:

Riverside County Transportation Commission
PO Box 12008
Riverside CA 92502-2208

Draft

Tyler SaaS and Related Services

Description	Qty	Imp. Hours	Annual Fee
Human Resources Management			
Payroll w Employee Access Migration	1	24	$ 6,593.00
Sub-Total:			$ 6,593.00
Less Discount:			$ 6,593.00
TOTAL		**24**	**$ 0.00**

Professional Services

Description	Quantity	Unit Price	Ext Discount	Extended Price	Maintenance
Remote Implementation	24	$ 225.00	$ 0.00	$ 5,400.00	$ 0.00
TOTAL				**$ 5,400.00**	**$ 0.00**

Summary	One Time Fees	Recurring Fees
Total Tyler License Fees	$ 0.00	$ 0.00
Total SaaS	$ 0.00	$ 0.00
Total Tyler Services	$ 5,400.00	$ 0.00
Total Third-Party Hardware, Software, Services	$ 0.00	$ 0.00
Summary Total	**$ 5,400.00**	**$ 0.00**
Contract Total	**$ 5,400.00**	

Client's purchase of the items listed above is subject to the Comments below
Unless otherwise indicated in the contract or amendment thereto, pricing for optional items will be held
For six (6) months from the Quote date or the Effective Date of the Contract, whichever is later.

Customer Approval: _____ Date: _____

Print Name: _____ P.O.#: _____

All Primary values quoted in US Dollars

Draft

Tyler Annual Discount Detail (Excludes Optional Products)

Description	Imp. Hours	Annual Fee	Annual Fee Discount	Annual Fee Net
Human Resources Management				
Payroll w Employee Access Migration	24	$ 6,593.00	$ 6,593.00	$ 0.00

	TOTAL	**24**	**$ 6,593.00**	**$ 6,593.00**	**$ 0.00**

Comments

Client agrees that items in this sales quotation are, upon Client's signature or approval of same, hereby added to the existing agreement ("Agreement") between the parties and subject to its terms. Additionally, payment for said items, as applicable but subject to any listed assumptions herein, shall conform to the following terms:

- License fees for Tyler and third party software are invoiced upon the earlier of (i) deliver of the license key or (ii) when Tyler makes such software available for download by the Client;
- Fees for hardware are invoiced upon delivery;
- Fees for year one of hardware maintenance are invoiced upon delivery of the hardware;
- Annual Maintenance and Support fees, SaaS fees, Hosting fees, and Subscription fees are first payable when Tyler makes the software available for download by the Client (for Maintenance) or on the first day of the month following the date this quotation was signed (for SaaS, Hosting, and Subscription), and any such fees are prorated to align with the applicable term under the Agreement, with renewals invoiced annually thereafter in accord with the Agreement.
- Fees for services included in this sales quotation shall be invoiced as indicated below.
    - Implementation and other professional services fees shall be invoiced as delivered.
    - Fixed-fee Business Process Consulting services shall be invoiced 50% upon delivery of the Best Practice Recommendations, by module, and 50% upon delivery of custom desktop procedures, by module.
    - Fixed-fee conversions are invoiced 50% upon initial delivery of the converted data, by conversion module, and 50% upon Client acceptance to load the converted data into Live/Production environment, by conversion module.
    - Except as otherwise provided, other fixed price services are invoiced upon complete delivery of the service. For the avoidance of doubt, where "Project Planning Services" are provided, payment shall be invoiced upon delivery of the Implementation Planning document. Dedicated Project Management services, if any, will be invoiced monthly in arrears, beginning on the first day of the month immediately following initiation of project planning.
    - If Client has purchased any change management services, those services will be invoiced in accordance with the Agreement.
    - Notwithstanding anything to the contrary stated above, the following payment terms shall apply to services fees specifically for migrations: Tyler will invoice Client 50% of any Migration Fees listed above upon Client approval of the product suite migration schedule. The remaining 50%, by line item, will be billed upon the go-live of the applicable product suite. Tyler will invoice Client for any Project Management Fees listed above upon the go-live of the first product suite. Unless otherwise indicated on this Sales quotation, annual services will be invoiced in advance, for annual terms commencing on the date this sales quotation is signed by the Client. If listed annual service(s) is an addition to the same service presently existing under the Agreement, the first term of the added annual service will be prorated to expire coterminous with the existing annual term for the service, with renewals to occur as indicated in the Agreement.
- Expenses associated with onsite services are invoiced as incurred.

Tyler's quote contains estimates of the amount of services needed, based on our preliminary understanding of the scope, level of engagement, and timeline as defined in the Statement of Work (SOW) for your project. The actual amount of services required may vary, based on these factors.

Draft

Tyler's pricing is based on the scope of proposed products and services contracted from Tyler. Should portions of the scope of products or services be altered by the Client, Tyler reserves the right to adjust prices for the remaining scope accordingly.

Unless otherwise noted, prices submitted in the quote do not include travel expenses incurred in accordance with Tyler's then-current Business Travel Policy.

Tyler's prices do not include applicable local, city or federal sales, use excise, personal property or other similar taxes or duties, which you are responsible for determining and remitting. Installations are completed remotely but can be done onsite upon request at an additional cost.

In the event Client cancels services less than four (4) weeks in advance, Client is liable to Tyler for (i) all non-refundable expenses incurred by Tyler on Client's behalf; and (ii) daily fees associated with the cancelled services if Tyler is unable to re-assign its personnel.

The Implementation Hours included in this quote assume a work split effort of 70% Client and 30% Tyler.

Implementation Hours are scheduled and delivered in four (4) or eight (8) hour increments.

Tyler provides onsite training for a maximum of 12 people per class. In the event that more than 12 users wish to participate in a training class or more than one occurrence of a class is needed, Tyler will either provide additional days at then-current rates for training or Tyler will utilize a Train-the-Trainer approach whereby the client designated attendees of the initial training can thereafter train the remaining users.

Your rights, and the rights of any of your end users, to use Tyler’s Access applications are subject to the Terms of Services, available at https://www.tylertech.com/terms/tyler-access-applications-migration-terms. By signing this sales quotation, or accessing, installing, or using any of the Tyler solutions listed at the linked terms, you certify that you have reviewed, understand, and agree to said terms.

New Access sku to replace existing Self Service sku. New Access fee to begin at next support renewal.

Draft

Exhibit 1
Schedule 2
Employee Expense Reimbursement Amendment Investment Summary

The following Amendment Investment Summary details the additional software, products, and services to be delivered by us to you under the terms of the Agreement. This Amendment Investment Summary is effective as of the Amendment Effective Date, despite any expiration date in this Amendment Investment Summary that may have lapsed as of the Amendment Effective Date.

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Quoted By:	Karen Grosset
Quote Expiration:	11/17/26
Quote Name:	Riverside County Transportation Commission - ERP - Employee Expense
Saas Term	1.00

Sales Quotation For:

Riverside County Transportation Comm, Ca
Attn: Account Payable
Riverside CA 92502-2208

Shipping Address:

Riverside County Transportation Commission
PO Box 12008
Riverside CA 92502-2208

Draft

Tyler SaaS and Related Services

Description	Qty	Imp. Hours	Annual Fee
Human Resources Management			
Employee Expense Reimbursement	1	72	$ 13,500.00
TOTAL		**72**	**$ 13,500.00**

Professional Services

Description	Quantity	Unit Price	Ext Discount	Extended Price	Maintenance
Project Management	12	$ 175.00	$ 0.00	$ 2,100.00	$ 0.00
Remote Implementation	72	$ 175.00	$ 0.00	$ 12,600.00	$ 0.00
TOTAL				**$ 14,700.00**	**$ 0.00**

Summary	One Time Fees	Recurring Fees
Total Tyler License Fees	$ 0.00	$ 0.00
Total SaaS	$ 0.00	$ 13,500.00
Total Tyler Services	$ 14,700.00	$ 0.00
Total Third-Party Hardware, Software, Services	$ 0.00	$ 0.00
Summary Total	**$ 14,700.00**	**$ 13,500.00**
Contract Total	**$ 28,200.00**	

Client's purchase of the items listed above is subject to the Comments below
Unless otherwise indicated in the contract or amendment thereto, pricing for optional items will be held
For six (6) months from the Quote date or the Effective Date of the Contract, whichever is later.

Customer Approval: _____ Date: _____

Print Name: _____ P.O.#: _____

All Primary values quoted in US Dollars

Draft

Comments

Client agrees that items in this sales quotation are, upon Client's signature or approval of same, hereby added to the existing agreement ("Agreement") between the parties and subject to its terms. Additionally, payment for said items, as applicable but subject to any listed assumptions herein, shall

conform to the following terms:

- License fees for Tyler and third party software are invoiced upon the earlier of (i) deliver of the license key or (ii) when Tyler makes such software available for download by the Client;
- Fees for hardware are invoiced upon delivery;
- Fees for year one of hardware maintenance are invoiced upon delivery of the hardware;
- Annual Maintenance and Support fees, SaaS fees, Hosting fees, and Subscription fees are first payable when Tyler makes the software available for download by the Client (for Maintenance) or on the first day of the month following the date this quotation was signed (for SaaS, Hosting, and Subscription), and any such fees are prorated to align with the applicable term under the Agreement, with renewals invoiced annually thereafter in accord with the Agreement.
- Fees for services included in this sales quotation shall be invoiced as indicated below.
    - Implementation and other professional services fees shall be invoiced as delivered.
    - Fixed-fee Business Process Consulting services shall be invoiced 50% upon delivery of the Best Practice Recommendations, by module, and 50% upon delivery of custom desktop procedures, by module.
    - Fixed-fee conversions are invoiced 50% upon initial delivery of the converted data, by conversion module, and 50% upon Client acceptance to load the converted data into Live/Production environment, by conversion module.
    - Except as otherwise provided, other fixed price services are invoiced upon complete delivery of the service. For the avoidance of doubt, where "Project Planning Services" are provided, payment shall be invoiced upon delivery of the Implementation Planning document. Dedicated Project Management services, if any, will be invoiced monthly in arrears, beginning on the first day of the month immediately following initiation of project planning.
    - If Client has purchased any change management services, those services will be invoiced in accordance with the Agreement.
    - Notwithstanding anything to the contrary stated above, the following payment terms shall apply to services fees specifically for migrations: Tyler will invoice Client 50% of any Migration Fees listed above upon Client approval of the product suite migration schedule. The remaining 50%, by line item, will be billed upon the go-live of the applicable product suite. Tyler will invoice Client for any Project Management Fees listed above upon the go-live of the first product suite. Unless otherwise indicated on this Sales quotation, annual services will be invoiced in advance, for annual terms commencing on the date this sales quotation is signed by the Client. If listed annual service(s) is an addition to the same service presently existing under the Agreement, the first term of the added annual service will be prorated to expire coterminous with the existing annual term for the service, with renewals to occur as indicated in the Agreement.
- Expenses associated with onsite services are invoiced as incurred.

Tyler's quote contains estimates of the amount of services needed, based on our preliminary understanding of the scope, level of engagement, and timeline as defined in the Statement of Work (SOW) for your project. The actual amount of services required may vary, based on these factors.

Tyler's pricing is based on the scope of proposed products and services contracted from Tyler. Should portions of the scope of products or services be altered by the Client, Tyler reserves the right to adjust prices for the remaining scope accordingly.

Draft

Unless otherwise noted, prices submitted in the quote do not include travel expenses incurred in accordance with Tyler's then-current Business Travel Policy.

Tyler's prices do not include applicable local, city or federal sales, use excise, personal property or other similar taxes or duties, which you are responsible for determining and remitting. Installations are completed remotely but can be done onsite upon request at an additional cost.

In the event Client cancels services less than four (4) weeks in advance, Client is liable to Tyler for (i) all non-refundable expenses incurred by Tyler on Client's behalf; and (ii) daily fees associated with the cancelled services if Tyler is unable to re-assign its personnel.

The Implementation Hours included in this quote assume a work split effort of 70% Client and 30% Tyler.

Implementation Hours are scheduled and delivered in four (4) or eight (8) hour increments.

Tyler provides onsite training for a maximum of 12 people per class. In the event that more than 12 users wish to participate in a training class or more than one occurrence of a class is needed, Tyler will either provide additional days at then-current rates for training or Tyler will utilize a Train-the-Trainer approach whereby the client designated attendees of the initial training can thereafter train the remaining users.

Standard Project Management responsibilities include project plan creation, initial stakeholder presentation, bi-weekly status calls, updating of project plan task statuses, and go-live planning activities.

Draft



Exhibit 1
Schedule 3
Financials Remote Implementation Services Amendment Investment Summary

The following Amendment Investment Summary details the additional software, products, and services to be delivered by us to you under the terms of the Agreement. This Amendment Investment Summary is effective as of the Amendment Effective Date, despite any expiration date in this Amendment Investment Summary that may have lapsed as of the Amendment Effective Date.

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Quoted By:	Karen Grosset
Quote Expiration:	01/16/27
Quote Name:	Riverside County Transportation Commission - ERP - Financial Additional Implementation
Quote Description:	Original rate per PM

Sales Quotation For:

Riverside County Transportation Comm, Ca
Attn: Account Payable
Riverside CA 92502-2208

Shipping Address:

Riverside County Transportation Commission
PO Box 12008
Riverside CA 92502-2208

Draft

Professional Services

Description	Quantity	Unit Price	Ext Discount	Extended Price	Maintenance
Implementation - Remote	112	$ 175.00	$ 0.00	$ 19,600.00	$ 0.00
	TOTAL			**$ 19,600.00**	**$ 0.00**

Summary	One Time Fees	Recurring Fees
Total Tyler License Fees	$ 0.00	$ 0.00
Total SaaS	$ 0.00	$ 0.00

Total Tyler Services	$ 19,600.00	$ 0.00
Total Third-Party Hardware, Software, Services	$ 0.00	$ 0.00
Summary Total	**$ 19,600.00**	**$ 0.00**
Contract Total	**$ 19,600.00**	

Client's purchase of the items listed above is subject to the Comments below
Unless otherwise indicated in the contract or amendment thereto, pricing for optional items will be held
For six (6) months from the Quote date or the Effective Date of the Contract, whichever is later.

Customer Approval: _____ Date: _____

Print Name: _____ P.O.#: _____

All Primary values quoted in US Dollars

Draft

Comments

Client agrees that items in this sales quotation are, upon Client's signature or approval of same, hereby added to the existing agreement ("Agreement") between the parties and subject to its terms. Additionally, payment for said items, as applicable but subject to any listed assumptions herein, shall conform to the following terms:

- License fees for Tyler and third party software are invoiced upon the earlier of (i) deliver of the license key or (ii) when Tyler makes such software available for download by the Client;
- Fees for hardware are invoiced upon delivery;
- Fees for year one of hardware maintenance are invoiced upon delivery of the hardware;
- Annual Maintenance and Support fees, SaaS fees, Hosting fees, and Subscription fees are first payable when Tyler makes the software available for download by the Client (for Maintenance) or on the first day of the month following the date this quotation was signed (for SaaS, Hosting, and Subscription), and any such fees are prorated to align with the applicable term under the Agreement, with renewals invoiced annually thereafter in accord with the Agreement.

- Fees for services included in this sales quotation shall be invoiced as indicated below.
  - Implementation and other professional services fees shall be invoiced as delivered.
  - Fixed-fee Business Process Consulting services shall be invoiced 50% upon delivery of the Best Practice Recommendations, by module, and 50% upon delivery of custom desktop procedures, by module.
  - Fixed-fee conversions are invoiced 50% upon initial delivery of the converted data, by conversion module, and 50% upon Client acceptance to load the converted data into Live/Production environment, by conversion module.
  - Except as otherwise provided, other fixed price services are invoiced upon complete delivery of the service. For the avoidance of doubt, where "Project Planning Services" are provided, payment shall be invoiced upon delivery of the Implementation Planning document. Dedicated Project Management services, if any, will be invoiced monthly in arrears, beginning on the first day of the month immediately following initiation of project planning.
  - If Client has purchased any change management services, those services will be invoiced in accordance with the Agreement.
  - Notwithstanding anything to the contrary stated above, the following payment terms shall apply to services fees specifically for migrations: Tyler will invoice Client 50% of any Migration Fees listed above upon Client approval of the product suite migration schedule. The remaining 50%, by line item, will be billed upon the go-live of the applicable product suite. Tyler will invoice Client for any Project Management Fees listed above upon the go-live of the first product suite. Unless otherwise indicated on this Sales quotation, annual services will be invoiced in advance, for annual terms commencing on the date this sales quotation is signed by the Client. If listed annual service(s) is an addition to the same service presently existing under the Agreement, the first term of the added annual service will be prorated to expire coterminous with the existing annual term for the service, with renewals to occur as indicated in the Agreement.
- Expenses associated with onsite services are invoiced as incurred.

Tyler's quote contains estimates of the amount of services needed, based on our preliminary understanding of the scope, level of engagement, and timeline as defined in the Statement of Work (SOW) for your project. The actual amount of services required may vary, based on these factors.

Tyler's pricing is based on the scope of proposed products and services contracted from Tyler. Should portions of the scope of products or services be altered by the Client, Tyler reserves the right to adjust prices for the remaining scope accordingly.

Unless otherwise noted, prices submitted in the quote do not include travel expenses incurred in accordance with Tyler's then-current Business Travel Policy.

Tyler's prices do not include applicable local, city or federal sales, use excise, personal property or other similar taxes or duties, which you are responsible for determining and remitting. Installations are completed remotely but can be done onsite upon request at an additional cost.

In the event Client cancels services less than four (4) weeks in advance, Client is liable to Tyler for (i) all non-refundable expenses incurred by Tyler on Client's behalf; and (ii) daily fees associated with the cancelled services if Tyler is unable to re-assign its personnel.

The Implementation Hours included in this quote assume a work split effort of 70% Client and 30% Tyler.

Draft

Implementation Hours are scheduled and delivered in four (4) or eight (8) hour increments.

Tyler provides onsite training for a maximum of 12 people per class. In the event that more than 12 users wish to participate in a training class or more than one occurrence of a class is needed, Tyler will either provide additional days at then-current rates for training or Tyler will utilize a Train-the-Trainer approach whereby the client designated attendees of the initial training can thereafter train the remaining users.

Draft

Exhibit 1
Schedule 4
Human Resources Management Remote Implementation Services Amendment Investment Summary

The following Amendment Investment Summary details the additional software, products, and services to be delivered by us to you under the terms of the Agreement. This Amendment Investment Summary is effective as of the Amendment Effective Date, despite any expiration date in this Amendment Investment Summary that may have lapsed as of the Amendment Effective Date.

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Draft

Quoted By:	Karen Grosset
Quote Expiration:	01/16/27
Quote Name:	Riverside County Transportation Commission - ERP - HRM Additional Implementation
Quote Description:	Original rate per PM

Sales Quotation For:

Riverside County Transportation Comm, Ca
Attn: Account Payable
Riverside CA 92502-2208

Shipping Address:

Riverside County Transportation Commission
PO Box 12008
Riverside CA 92502-2208

Draft

Professional Services

Description	Quantity	Unit Price	Ext Discount	Extended Price	Maintenance
Implementation - Remote	120	$ 175.00	$ 0.00	$ 21,000.00	$ 0.00
TOTAL				**$ 21,000.00**	**$ 0.00**

Summary	**One Time Fees**	**Recurring Fees**
Total Tyler License Fees	$ 0.00	$ 0.00
Total SaaS	$ 0.00	$ 0.00

Total Tyler Services	$ 21,000.00	$ 0.00
Total Third-Party Hardware, Software, Services	$ 0.00	$ 0.00
Summary Total	**$ 21,000.00**	**$ 0.00**
Contract Total	**$ 21,000.00**	

Client's purchase of the items listed above is subject to the Comments below
Unless otherwise indicated in the contract or amendment thereto, pricing for optional items will be held
For six (6) months from the Quote date or the Effective Date of the Contract, whichever is later.

Customer Approval: _____ Date: _____

Print Name: _____ P.O.#: _____

All Primary values quoted in US Dollars

Draft

Comments

Client agrees that items in this sales quotation are, upon Client's signature or approval of same, hereby added to the existing agreement ("Agreement") between the parties and subject to its terms. Additionally, payment for said items, as applicable but subject to any listed assumptions herein, shall conform to the following terms:

- License fees for Tyler and third party software are invoiced upon the earlier of (i) deliver of the license key or (ii) when Tyler makes such software available for download by the Client;
- Fees for hardware are invoiced upon delivery;
- Fees for year one of hardware maintenance are invoiced upon delivery of the hardware;
- Annual Maintenance and Support fees, SaaS fees, Hosting fees, and Subscription fees are first payable when Tyler makes the software available for download by the Client (for Maintenance) or on the first day of the month following the date this quotation was signed (for SaaS, Hosting, and Subscription), and any such fees are prorated to align with the applicable term under the Agreement, with renewals invoiced annually thereafter in accord with the Agreement.

- Fees for services included in this sales quotation shall be invoiced as indicated below.
  - Implementation and other professional services fees shall be invoiced as delivered.
  - Fixed-fee Business Process Consulting services shall be invoiced 50% upon delivery of the Best Practice Recommendations, by module, and 50% upon delivery of custom desktop procedures, by module.
  - Fixed-fee conversions are invoiced 50% upon initial delivery of the converted data, by conversion module, and 50% upon Client acceptance to load the converted data into Live/Production environment, by conversion module.
  - Except as otherwise provided, other fixed price services are invoiced upon complete delivery of the service. For the avoidance of doubt, where "Project Planning Services" are provided, payment shall be invoiced upon delivery of the Implementation Planning document. Dedicated Project Management services, if any, will be invoiced monthly in arrears, beginning on the first day of the month immediately following initiation of project planning.
  - If Client has purchased any change management services, those services will be invoiced in accordance with the Agreement.
  - Notwithstanding anything to the contrary stated above, the following payment terms shall apply to services fees specifically for migrations: Tyler will invoice Client 50% of any Migration Fees listed above upon Client approval of the product suite migration schedule. The remaining 50%, by line item, will be billed upon the go-live of the applicable product suite. Tyler will invoice Client for any Project Management Fees listed above upon the go-live of the first product suite. Unless otherwise indicated on this Sales quotation, annual services will be invoiced in advance, for annual terms commencing on the date this sales quotation is signed by the Client. If listed annual service(s) is an addition to the same service presently existing under the Agreement, the first term of the added annual service will be prorated to expire coterminous with the existing annual term for the service, with renewals to occur as indicated in the Agreement.
- Expenses associated with onsite services are invoiced as incurred.

Tyler's quote contains estimates of the amount of services needed, based on our preliminary understanding of the scope, level of engagement, and timeline as defined in the Statement of Work (SOW) for your project. The actual amount of services required may vary, based on these factors.

Tyler's pricing is based on the scope of proposed products and services contracted from Tyler. Should portions of the scope of products or services be altered by the Client, Tyler reserves the right to adjust prices for the remaining scope accordingly.

Unless otherwise noted, prices submitted in the quote do not include travel expenses incurred in accordance with Tyler's then-current Business Travel Policy.

Tyler's prices do not include applicable local, city or federal sales, use excise, personal property or other similar taxes or duties, which you are responsible for determining and remitting. Installations are completed remotely but can be done onsite upon request at an additional cost.

In the event Client cancels services less than four (4) weeks in advance, Client is liable to Tyler for (i) all non-refundable expenses incurred by Tyler on Client's behalf; and (ii) daily fees associated with the cancelled services if Tyler is unable to re-assign its personnel.

The Implementation Hours included in this quote assume a work split effort of 70% Client and 30% Tyler.

Draft

Implementation Hours are scheduled and delivered in four (4) or eight (8) hour increments.

Tyler provides onsite training for a maximum of 12 people per class. In the event that more than 12 users wish to participate in a training class or more than one occurrence of a class is needed, Tyler will either provide additional days at then-current rates for training or Tyler will utilize a Train-the-Trainer approach whereby the client designated attendees of the initial training can thereafter train the remaining users.

Draft

Exhibit 1
Schedule 5
Project Management Services Amendment Investment Summary

The following Amendment Investment Summary details the additional software, products, and services to be delivered by us to you under the terms of the Agreement. This Amendment Investment Summary is effective as of the Amendment Effective Date, despite any expiration date in this Amendment Investment Summary that may have lapsed as of the Amendment Effective Date.

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Draft

Quoted By:	Karen Grosset
Quote Expiration:	01/24/27
Quote Name:	Riverside County Transportation Commission - ERP - HRM PM

Sales Quotation For:

Riverside County Transportation Comm, Ca
Attn: Account Payable
Riverside CA 92502-2208

Shipping Address:

Riverside County Transportation Commission
PO Box 12008
Riverside CA 92502-2208

Draft

Professional Services

Description	Quantity	Unit Price	Ext Discount	Extended Price	Maintenance
Project Management	80	$ 175.00	$ 0.00	$ 14,000.00	$ 0.00
	TOTAL			**$ 14,000.00**	**$ 0.00**

Summary	One Time Fees	Recurring Fees
Total Tyler License Fees	$ 0.00	$ 0.00
Total SaaS	$ 0.00	$ 0.00

Total Tyler Services	$ 14,000.00	$ 0.00
Total Third-Party Hardware, Software, Services	$ 0.00	$ 0.00
Summary Total	**$ 14,000.00**	**$ 0.00**
Contract Total	**$ 14,000.00**	

Client's purchase of the items listed above is subject to the Comments below
Unless otherwise indicated in the contract or amendment thereto, pricing for optional items will be held
For six (6) months from the Quote date or the Effective Date of the Contract, whichever is later.

Customer Approval: _____ Date: _____

Print Name: _____ P.O.#: _____

All Primary values quoted in US Dollars

Draft

Comments

Client agrees that items in this sales quotation are, upon Client's signature or approval of same, hereby added to the existing agreement ("Agreement") between the parties and subject to its terms. Additionally, payment for said items, as applicable but subject to any listed assumptions herein, shall conform to the following terms:

- License fees for Tyler and third party software are invoiced upon the earlier of (i) deliver of the license key or (ii) when Tyler makes such software available for download by the Client;
- Fees for hardware are invoiced upon delivery;
- Fees for year one of hardware maintenance are invoiced upon delivery of the hardware;
- Annual Maintenance and Support fees, SaaS fees, Hosting fees, and Subscription fees are first payable when Tyler makes the software available for download by the Client (for Maintenance) or on the first day of the month following the date this quotation was signed (for SaaS, Hosting, and Subscription), and any such fees are prorated to align with the applicable term under the Agreement, with renewals invoiced annually thereafter in accord with the Agreement.

- Fees for services included in this sales quotation shall be invoiced as indicated below.
  - Implementation and other professional services fees shall be invoiced as delivered.
  - Fixed-fee Business Process Consulting services shall be invoiced 50% upon delivery of the Best Practice Recommendations, by module, and 50% upon delivery of custom desktop procedures, by module.
  - Fixed-fee conversions are invoiced 50% upon initial delivery of the converted data, by conversion module, and 50% upon Client acceptance to load the converted data into Live/Production environment, by conversion module.
  - Except as otherwise provided, other fixed price services are invoiced upon complete delivery of the service. For the avoidance of doubt, where "Project Planning Services" are provided, payment shall be invoiced upon delivery of the Implementation Planning document. Dedicated Project Management services, if any, will be invoiced monthly in arrears, beginning on the first day of the month immediately following initiation of project planning.
  - If Client has purchased any change management services, those services will be invoiced in accordance with the Agreement.
  - Notwithstanding anything to the contrary stated above, the following payment terms shall apply to services fees specifically for migrations: Tyler will invoice Client 50% of any Migration Fees listed above upon Client approval of the product suite migration schedule. The remaining 50%, by line item, will be billed upon the go-live of the applicable product suite. Tyler will invoice Client for any Project Management Fees listed above upon the go-live of the first product suite. Unless otherwise indicated on this Sales quotation, annual services will be invoiced in advance, for annual terms commencing on the date this sales quotation is signed by the Client. If listed annual service(s) is an addition to the same service presently existing under the Agreement, the first term of the added annual service will be prorated to expire coterminous with the existing annual term for the service, with renewals to occur as indicated in the Agreement.
- Expenses associated with onsite services are invoiced as incurred.

Tyler's quote contains estimates of the amount of services needed, based on our preliminary understanding of the scope, level of engagement, and timeline as defined in the Statement of Work (SOW) for your project. The actual amount of services required may vary, based on these factors.

Tyler's pricing is based on the scope of proposed products and services contracted from Tyler. Should portions of the scope of products or services be altered by the Client, Tyler reserves the right to adjust prices for the remaining scope accordingly.

Unless otherwise noted, prices submitted in the quote do not include travel expenses incurred in accordance with Tyler's then-current Business Travel Policy.

Tyler's prices do not include applicable local, city or federal sales, use excise, personal property or other similar taxes or duties, which you are responsible for determining and remitting. Installations are completed remotely but can be done onsite upon request at an additional cost.

In the event Client cancels services less than four (4) weeks in advance, Client is liable to Tyler for (i) all non-refundable expenses incurred by Tyler on Client's behalf; and (ii) daily fees associated with the cancelled services if Tyler is unable to re-assign its personnel.

The Implementation Hours included in this quote assume a work split effort of 70% Client and 30% Tyler.

Draft

Implementation Hours are scheduled and delivered in four (4) or eight (8) hour increments.

Tyler provides onsite training for a maximum of 12 people per class. In the event that more than 12 users wish to participate in a training class or more than one occurrence of a class is needed, Tyler will either provide additional days at then-current rates for training or Tyler will utilize a Train-the-Trainer approach whereby the client designated attendees of the initial training can thereafter train the remaining users.

Standard Project Management responsibilities include project plan creation, initial stakeholder presentation, bi-weekly status calls, updating of project plan task statuses, and go-live planning activities.

Draft

Exhibit 1
Schedule 6
Instance Expansion Amendment Investment Summary

The following Amendment Investment Summary details the additional software, products, and services to be delivered by us to you under the terms of the Agreement. This Amendment Investment Summary is effective as of the Amendment Effective Date, despite any expiration date in this Amendment Investment Summary that may have lapsed as of the Amendment Effective Date.

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Draft

Quoted By:	Karen Grosset
Quote Expiration:	10/27/26
Quote Name:	Riverside County Transportation Commission - ERP - RCA Expansion

Sales Quotation For:

Riverside County Transportation Comm, Ca
Attn: Account Payable
Riverside CA 92502-2208

Shipping Address:

Riverside County Transportation Commission
PO Box 12008
Riverside CA 92502-2208

Draft

Professional Services

Description	Quantity	Unit Price	Ext Discount	Extended Price	Maintenance
Implementation - Remote	520	$ 225.00	$ 0.00	$ 117,000.00	$ 0.00
Project Management	208	$ 225.00	$ 0.00	$ 46,800.00	$ 0.00
	TOTAL			**$ 163,800.00**	**$ 0.00**

Summary	**One Time Fees**	**Recurring Fees**
Total Tyler License Fees	$ 0.00	$ 0.00
Total SaaS	$ 0.00	$ 0.00
Total Tyler Services	$ 163,800.00	$ 0.00
Total Third-Party Hardware, Software, Services	$ 0.00	$ 0.00
Summary Total	**$ 163,800.00**	**$ 0.00**

Contract Total	**$ 163,800.00**

Client's purchase of the items listed above is subject to the Comments below
Unless otherwise indicated in the contract or amendment thereto, pricing for optional items will be held
For six (6) months from the Quote date or the Effective Date of the Contract, whichever is later.

Customer Approval: _____ Date: _____

Print Name: _____ P.O.#: _____

All Primary values quoted in US Dollars

Draft

Comments

Client agrees that items in this sales quotation are, upon Client's signature or approval of same, hereby added to the existing agreement ("Agreement") between the parties and subject to its terms. Additionally, payment for said items, as applicable but subject to any listed assumptions herein, shall conform to the following terms:

- License fees for Tyler and third party software are invoiced upon the earlier of (i) deliver of the license key or (ii) when Tyler makes such software available for download by the Client;
- Fees for hardware are invoiced upon delivery;
- Fees for year one of hardware maintenance are invoiced upon delivery of the hardware;
- Annual Maintenance and Support fees, SaaS fees, Hosting fees, and Subscription fees are first payable when Tyler makes the software available for download by the Client (for Maintenance) or on the first day of the month following the date this quotation was signed (for SaaS, Hosting, and Subscription), and any such fees are prorated to align with the applicable term under the Agreement, with renewals invoiced annually thereafter in accord with the Agreement.
- Fees for services included in this sales quotation shall be invoiced as indicated below.
    - Implementation and other professional services fees shall be invoiced as delivered.
    - Fixed-fee Business Process Consulting services shall be invoiced 50% upon delivery of the Best Practice Recommendations, by module, and 50% upon delivery of custom desktop procedures, by module.
    - Fixed-fee conversions are invoiced 50% upon initial delivery of the converted data, by conversion module, and 50% upon Client acceptance to load the converted data into Live/Production environment, by conversion module.

- Except as otherwise provided, other fixed price services are invoiced upon complete delivery of the service. For the avoidance of doubt, where "Project Planning Services" are provided, payment shall be invoiced upon delivery of the Implementation Planning document. Dedicated Project Management services, if any, will be invoiced monthly in arrears, beginning on the first day of the month immediately following initiation of project planning.
- If Client has purchased any change management services, those services will be invoiced in accordance with the Agreement.
- Notwithstanding anything to the contrary stated above, the following payment terms shall apply to services fees specifically for migrations: Tyler will invoice Client 50% of any Migration Fees listed above upon Client approval of the product suite migration schedule. The remaining 50%, by line item, will be billed upon the go-live of the applicable product suite. Tyler will invoice Client for any Project Management Fees listed above upon the go-live of the first product suite. Unless otherwise indicated on this Sales quotation, annual services will be invoiced in advance, for annual terms commencing on the date this sales quotation is signed by the Client. If listed annual service(s) is an addition to the same service presently existing under the Agreement, the first term of the added annual service will be prorated to expire coterminous with the existing annual term for the service, with renewals to occur as indicated in the Agreement.

- Expenses associated with onsite services are invoiced as incurred.

Tyler's quote contains estimates of the amount of services needed, based on our preliminary understanding of the scope, level of engagement, and timeline as defined in the Statement of Work (SOW) for your project. The actual amount of services required may vary, based on these factors.

Tyler's pricing is based on the scope of proposed products and services contracted from Tyler. Should portions of the scope of products or services be altered by the Client, Tyler reserves the right to adjust prices for the remaining scope accordingly.

Unless otherwise noted, prices submitted in the quote do not include travel expenses incurred in accordance with Tyler's then-current Business Travel Policy.

Tyler's prices do not include applicable local, city or federal sales, use excise, personal property or other similar taxes or duties, which you are responsible for determining and remitting. Installations are completed remotely but can be done onsite upon request at an additional cost.

In the event Client cancels services less than four (4) weeks in advance, Client is liable to Tyler for (i) all non-refundable expenses incurred by Tyler on Client's behalf; and (ii) daily fees associated with the cancelled services if Tyler is unable to re-assign its personnel.

The Implementation Hours included in this quote assume a work split effort of 70% Client and 30% Tyler.

Implementation Hours are scheduled and delivered in four (4) or eight (8) hour increments.

Tyler provides onsite training for a maximum of 12 people per class. In the event that more than 12 users wish to participate in a training class or more than one occurrence of a class is needed, Tyler will either provide additional days at then-current rates for training or Tyler will utilize a Train-the-Trainer approach whereby the client designated attendees of the initial training can thereafter train the remaining users.

Draft

Standard Project Management responsibilities include project plan creation, initial stakeholder presentation, bi-weekly status calls, updating of project plan task statuses, and go-live planning activities.

Pricing is for implementation of a second instance under the parent Riverside County Transportation Commission (RCTC) account. All billing for the quoted services will be to RCTC. The quoted services details are as follows -

- Project Management time – 26 days
- Remote Implementation time – 55 days
- Misc Remote Implementation Time – 10 days (for Custom Reports or any other needs that come up during the implementation process)
- Conversions – none

Draft

Exhibit 1
Schedule 7
Recruiting Amendment Investment Summary

The following Amendment Investment Summary details the additional software, products, and services to be delivered by us to you under the terms of the Agreement. This Amendment Investment Summary is effective as of the Amendment Effective Date, despite any expiration date in this Amendment Investment Summary that may have lapsed as of the Amendment Effective Date.

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Quoted By:	Karen Grosset
Quote Expiration:	11/17/26
Quote Name:	Riverside County Transportation Commission - ERP - Recruiting
Saas Term	1.00

Sales Quotation For:

Riverside County Transportation Comm, Ca
Attn: Account Payable
Riverside CA 92502-2208

Shipping Address:

Riverside County Transportation Commission
PO Box 12008
Riverside CA 92502-2208

Draft

Tyler SaaS and Related Services

Description	Qty	Imp. Hours	Annual Fee
Human Resources Management			
Recruiting	1	16	$ 772.00
TOTAL		**16**	**$ 772.00**

Professional Services

Description	Quantity	Unit Price	Ext Discount	Extended Price	Maintenance
Project Management	4	$ 175.00	$ 0.00	$ 700.00	$ 0.00
Remote Implementation	16	$ 175.00	$ 0.00	$ 2,800.00	$ 0.00
TOTAL				**$ 3,500.00**	**$ 0.00**

Summary	One Time Fees	Recurring Fees
Total Tyler License Fees	$ 0.00	$ 0.00
Total SaaS	$ 0.00	$ 772.00
Total Tyler Services	$ 3,500.00	$ 0.00
Total Third-Party Hardware, Software, Services	$ 0.00	$ 0.00
Summary Total	**$ 3,500.00**	**$ 772.00**
Contract Total	**$ 4,272.00**	

Client's purchase of the items listed above is subject to the Comments below
Unless otherwise indicated in the contract or amendment thereto, pricing for optional items will be held
For six (6) months from the Quote date or the Effective Date of the Contract, whichever is later.

Customer Approval: _____ Date: _____

Print Name: _____ P.O.#: _____

All Primary values quoted in US Dollars

Draft

Comments

Client agrees that items in this sales quotation are, upon Client's signature or approval of same, hereby added to the existing agreement ("Agreement") between the parties and subject to its terms. Additionally, payment for said items, as applicable but subject to any listed assumptions herein, shall

conform to the following terms:

- License fees for Tyler and third party software are invoiced upon the earlier of (i) deliver of the license key or (ii) when Tyler makes such software available for download by the Client;
- Fees for hardware are invoiced upon delivery;
- Fees for year one of hardware maintenance are invoiced upon delivery of the hardware;
- Annual Maintenance and Support fees, SaaS fees, Hosting fees, and Subscription fees are first payable when Tyler makes the software available for download by the Client (for Maintenance) or on the first day of the month following the date this quotation was signed (for SaaS, Hosting, and Subscription), and any such fees are prorated to align with the applicable term under the Agreement, with renewals invoiced annually thereafter in accord with the Agreement.
- Fees for services included in this sales quotation shall be invoiced as indicated below.
    - Implementation and other professional services fees shall be invoiced as delivered.
    - Fixed-fee Business Process Consulting services shall be invoiced 50% upon delivery of the Best Practice Recommendations, by module, and 50% upon delivery of custom desktop procedures, by module.
    - Fixed-fee conversions are invoiced 50% upon initial delivery of the converted data, by conversion module, and 50% upon Client acceptance to load the converted data into Live/Production environment, by conversion module.
    - Except as otherwise provided, other fixed price services are invoiced upon complete delivery of the service. For the avoidance of doubt, where "Project Planning Services" are provided, payment shall be invoiced upon delivery of the Implementation Planning document. Dedicated Project Management services, if any, will be invoiced monthly in arrears, beginning on the first day of the month immediately following initiation of project planning.
    - If Client has purchased any change management services, those services will be invoiced in accordance with the Agreement.
    - Notwithstanding anything to the contrary stated above, the following payment terms shall apply to services fees specifically for migrations: Tyler will invoice Client 50% of any Migration Fees listed above upon Client approval of the product suite migration schedule. The remaining 50%, by line item, will be billed upon the go-live of the applicable product suite. Tyler will invoice Client for any Project Management Fees listed above upon the go-live of the first product suite. Unless otherwise indicated on this Sales quotation, annual services will be invoiced in advance, for annual terms commencing on the date this sales quotation is signed by the Client. If listed annual service(s) is an addition to the same service presently existing under the Agreement, the first term of the added annual service will be prorated to expire coterminous with the existing annual term for the service, with renewals to occur as indicated in the Agreement.
- Expenses associated with onsite services are invoiced as incurred.

Tyler's quote contains estimates of the amount of services needed, based on our preliminary understanding of the scope, level of engagement, and timeline as defined in the Statement of Work (SOW) for your project. The actual amount of services required may vary, based on these factors.

Tyler's pricing is based on the scope of proposed products and services contracted from Tyler. Should portions of the scope of products or services be altered by the Client, Tyler reserves the right to adjust prices for the remaining scope accordingly.

Draft

Unless otherwise noted, prices submitted in the quote do not include travel expenses incurred in accordance with Tyler's then-current Business Travel Policy.

Tyler's prices do not include applicable local, city or federal sales, use excise, personal property or other similar taxes or duties, which you are responsible for determining and remitting. Installations are completed remotely but can be done onsite upon request at an additional cost.

In the event Client cancels services less than four (4) weeks in advance, Client is liable to Tyler for (i) all non-refundable expenses incurred by Tyler on Client's behalf; and (ii) daily fees associated with the cancelled services if Tyler is unable to re-assign its personnel.

The Implementation Hours included in this quote assume a work split effort of 70% Client and 30% Tyler.

Implementation Hours are scheduled and delivered in four (4) or eight (8) hour increments.

Tyler provides onsite training for a maximum of 12 people per class. In the event that more than 12 users wish to participate in a training class or more than one occurrence of a class is needed, Tyler will either provide additional days at then-current rates for training or Tyler will utilize a Train-the-Trainer approach whereby the client designated attendees of the initial training can thereafter train the remaining users.

Standard Project Management responsibilities include project plan creation, initial stakeholder presentation, bi-weekly status calls, updating of project plan task statuses, and go-live planning activities.

Draft

Exhibit 1
Schedule 8
Time & Attendance w Mobile Access Amendment Investment Summary

The following Amendment Investment Summary details the additional software, products, and services to be delivered by us to you under the terms of the Agreement. This Amendment Investment Summary is effective as of the Amendment Effective Date, despite any expiration date in this Amendment Investment Summary that may have lapsed as of the Amendment Effective Date.

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Quoted By:	Karen Grosset
Quote Expiration:	11/17/26
Quote Name:	Riverside County Transportation Commission - ERP - Time and Attendance
Saas Term	1.00

Sales Quotation For:

Riverside County Transportation Comm, Ca
Attn: Account Payable
Riverside CA 92502-2208

Shipping Address:

Riverside County Transportation Commission
PO Box 12008
Riverside CA 92502-2208

Draft

Tyler SaaS and Related Services

Description	Qty	Imp. Hours	Annual Fee
Human Resources Management			
Time & Attendance w Mobile Access - Up to 150 Employees	1	80	$ 5,918.00
TOTAL		**80**	**$ 5,918.00**

Professional Services

Description	Quantity	Unit Price	Ext Discount	Extended Price	Maintenance
Project Management	12	$ 175.00	$ 0.00	$ 2,100.00	$ 0.00
Remote Implementation	80	$ 175.00	$ 0.00	$ 14,000.00	$ 0.00
TOTAL				**$ 16,100.00**	**$ 0.00**

Summary	One Time Fees	Recurring Fees
Total Tyler License Fees	$ 0.00	$ 0.00
Total SaaS	$ 0.00	$ 5,918.00
Total Tyler Services	$ 16,100.00	$ 0.00
Total Third-Party Hardware, Software, Services	$ 0.00	$ 0.00
Summary Total	**$ 16,100.00**	**$ 5,918.00**
Contract Total	**$ 22,018.00**	

Client's purchase of the items listed above is subject to the Comments below
Unless otherwise indicated in the contract or amendment thereto, pricing for optional items will be held
For six (6) months from the Quote date or the Effective Date of the Contract, whichever is later.

Customer Approval: _____ Date: _____

Print Name: _____ P.O.#: _____

All Primary values quoted in US Dollars

Draft

Comments

Client agrees that items in this sales quotation are, upon Client's signature or approval of same, hereby added to the existing agreement ("Agreement") between the parties and subject to its terms. Additionally, payment for said items, as applicable but subject to any listed assumptions herein, shall

conform to the following terms:

- License fees for Tyler and third party software are invoiced upon the earlier of (i) deliver of the license key or (ii) when Tyler makes such software available for download by the Client;
- Fees for hardware are invoiced upon delivery;
- Fees for year one of hardware maintenance are invoiced upon delivery of the hardware;
- Annual Maintenance and Support fees, SaaS fees, Hosting fees, and Subscription fees are first payable when Tyler makes the software available for download by the Client (for Maintenance) or on the first day of the month following the date this quotation was signed (for SaaS, Hosting, and Subscription), and any such fees are prorated to align with the applicable term under the Agreement, with renewals invoiced annually thereafter in accord with the Agreement.
- Fees for services included in this sales quotation shall be invoiced as indicated below.
    - Implementation and other professional services fees shall be invoiced as delivered.
    - Fixed-fee Business Process Consulting services shall be invoiced 50% upon delivery of the Best Practice Recommendations, by module, and 50% upon delivery of custom desktop procedures, by module.
    - Fixed-fee conversions are invoiced 50% upon initial delivery of the converted data, by conversion module, and 50% upon Client acceptance to load the converted data into Live/Production environment, by conversion module.
    - Except as otherwise provided, other fixed price services are invoiced upon complete delivery of the service. For the avoidance of doubt, where "Project Planning Services" are provided, payment shall be invoiced upon delivery of the Implementation Planning document. Dedicated Project Management services, if any, will be invoiced monthly in arrears, beginning on the first day of the month immediately following initiation of project planning.
    - If Client has purchased any change management services, those services will be invoiced in accordance with the Agreement.
    - Notwithstanding anything to the contrary stated above, the following payment terms shall apply to services fees specifically for migrations: Tyler will invoice Client 50% of any Migration Fees listed above upon Client approval of the product suite migration schedule. The remaining 50%, by line item, will be billed upon the go-live of the applicable product suite. Tyler will invoice Client for any Project Management Fees listed above upon the go-live of the first product suite. Unless otherwise indicated on this Sales quotation, annual services will be invoiced in advance, for annual terms commencing on the date this sales quotation is signed by the Client. If listed annual service(s) is an addition to the same service presently existing under the Agreement, the first term of the added annual service will be prorated to expire coterminous with the existing annual term for the service, with renewals to occur as indicated in the Agreement.
- Expenses associated with onsite services are invoiced as incurred.

Tyler's quote contains estimates of the amount of services needed, based on our preliminary understanding of the scope, level of engagement, and timeline as defined in the Statement of Work (SOW) for your project. The actual amount of services required may vary, based on these factors.

Tyler's pricing is based on the scope of proposed products and services contracted from Tyler. Should portions of the scope of products or services be altered by the Client, Tyler reserves the right to adjust prices for the remaining scope accordingly.

Draft

Unless otherwise noted, prices submitted in the quote do not include travel expenses incurred in accordance with Tyler's then-current Business Travel Policy.

Tyler's prices do not include applicable local, city or federal sales, use excise, personal property or other similar taxes or duties, which you are responsible for determining and remitting. Installations are completed remotely but can be done onsite upon request at an additional cost.

In the event Client cancels services less than four (4) weeks in advance, Client is liable to Tyler for (i) all non-refundable expenses incurred by Tyler on Client's behalf; and (ii) daily fees associated with the cancelled services if Tyler is unable to re-assign its personnel.

The Implementation Hours included in this quote assume a work split effort of 70% Client and 30% Tyler.

Implementation Hours are scheduled and delivered in four (4) or eight (8) hour increments.

Tyler provides onsite training for a maximum of 12 people per class. In the event that more than 12 users wish to participate in a training class or more than one occurrence of a class is needed, Tyler will either provide additional days at then-current rates for training or Tyler will utilize a Train-the-Trainer approach whereby the client designated attendees of the initial training can thereafter train the remaining users.

Standard Project Management responsibilities include project plan creation, initial stakeholder presentation, bi-weekly status calls, updating of project plan task statuses, and go-live planning activities.

Draft

Exhibit 1
Schedule 9
AP Automation Amendment Investment Summary

The following Amendment Investment Summary details the additional software, products, and services to be delivered by us to you under the terms of the Agreement. This Amendment Investment Summary is effective as of the Amendment Effective Date, despite any expiration date in this Amendment Investment Summary that may have lapsed as of the Amendment Effective Date.

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Draft

Quoted By:	Karen Grosset
Quote Expiration:	03/02/27
Quote Name:	Riverside County Transportation Commission - ERP - AP Automation

Sales Quotation For:

Riverside County Transportation Comm, Ca
Attn: Account Payable
Riverside CA 92502-2208

Shipping Address:

Riverside County Transportation Commission
PO Box 12008
Riverside CA 92502-2208

Draft

Tyler SaaS and Related Services

Description	Qty	Imp. Hours	Annual Fee
Financial Management			
AP Automation - Capture & Disbursements	1	16	$ 12,311.00
TOTAL		**16**	**$ 12,311.00**

Professional Services

Description	Quantity	Unit Price	Ext Discount	Extended Price	Maintenance
Project Management	4	$ 225.00	$ 0.00	$ 900.00	$ 0.00
Remote Implementation	16	$ 225.00	$ 0.00	$ 3,600.00	$ 0.00
TOTAL				**$ 4,500.00**	**$ 0.00**

Summary	One Time Fees	Recurring Fees
Total Tyler License Fees	$ 0.00	$ 0.00
Total SaaS	$ 0.00	$ 12,311.00
Total Tyler Services	$ 4,500.00	$ 0.00
Total Third-Party Hardware, Software, Services	$ 0.00	$ 0.00
Summary Total	**$ 4,500.00**	**$ 12,311.00**
Contract Total	**$ 16,811.00**	

Client's purchase of the items listed above is subject to the Comments below
Unless otherwise indicated in the contract or amendment thereto, pricing for optional items will be held
For six (6) months from the Quote date or the Effective Date of the Contract, whichever is later.

Customer Approval: _____ Date: _____

Print Name: _____ P.O.#: _____

All Primary values quoted in US Dollars

Draft

Comments

Client agrees that items in this sales quotation are, upon Client's signature or approval of same, hereby added to the existing agreement ("Agreement") between the parties and subject to its terms. Additionally, payment for said items, as applicable but subject to any listed assumptions herein, shall

conform to the following terms:

- License fees for Tyler and third party software are invoiced upon the earlier of (i) deliver of the license key or (ii) when Tyler makes such software available for download by the Client;
- Fees for hardware are invoiced upon delivery;
- Fees for year one of hardware maintenance are invoiced upon delivery of the hardware;
- Annual Maintenance and Support fees, SaaS fees, Hosting fees, and Subscription fees are first payable when Tyler makes the software available for download by the Client (for Maintenance) or on the first day of the month following the date this quotation was signed (for SaaS, Hosting, and Subscription), and any such fees are prorated to align with the applicable term under the Agreement, with renewals invoiced annually thereafter in accord with the Agreement.
- Fees for services included in this sales quotation shall be invoiced as indicated below.
    - Implementation and other professional services fees shall be invoiced as delivered.
    - Fixed-fee Business Process Consulting services shall be invoiced 50% upon delivery of the Best Practice Recommendations, by module, and 50% upon delivery of custom desktop procedures, by module.
    - Fixed-fee conversions are invoiced 50% upon initial delivery of the converted data, by conversion module, and 50% upon Client acceptance to load the converted data into Live/Production environment, by conversion module.
    - Except as otherwise provided, other fixed price services are invoiced upon complete delivery of the service. For the avoidance of doubt, where "Project Planning Services" are provided, payment shall be invoiced upon delivery of the Implementation Planning document. Dedicated Project Management services, if any, will be invoiced monthly in arrears, beginning on the first day of the month immediately following initiation of project planning.
    - If Client has purchased any change management services, those services will be invoiced in accordance with the Agreement.
    - Notwithstanding anything to the contrary stated above, the following payment terms shall apply to services fees specifically for migrations: Tyler will invoice Client 50% of any Migration Fees listed above upon Client approval of the product suite migration schedule. The remaining 50%, by line item, will be billed upon the go-live of the applicable product suite. Tyler will invoice Client for any Project Management Fees listed above upon the go-live of the first product suite. Unless otherwise indicated on this Sales quotation, annual services will be invoiced in advance, for annual terms commencing on the date this sales quotation is signed by the Client. If listed annual service(s) is an addition to the same service presently existing under the Agreement, the first term of the added annual service will be prorated to expire coterminous with the existing annual term for the service, with renewals to occur as indicated in the Agreement.
- Expenses associated with onsite services are invoiced as incurred.

Tyler's quote contains estimates of the amount of services needed, based on our preliminary understanding of the scope, level of engagement, and timeline as defined in the Statement of Work (SOW) for your project. The actual amount of services required may vary, based on these factors.

Tyler's pricing is based on the scope of proposed products and services contracted from Tyler. Should portions of the scope of products or services be altered by the Client, Tyler reserves the right to adjust prices for the remaining scope accordingly.

Draft

Unless otherwise noted, prices submitted in the quote do not include travel expenses incurred in accordance with Tyler's then-current Business Travel Policy.

Tyler's prices do not include applicable local, city or federal sales, use excise, personal property or other similar taxes or duties, which you are responsible for determining and remitting. Installations are completed remotely but can be done onsite upon request at an additional cost.

In the event Client cancels services less than four (4) weeks in advance, Client is liable to Tyler for (i) all non-refundable expenses incurred by Tyler on Client's behalf; and (ii) daily fees associated with the cancelled services if Tyler is unable to re-assign its personnel.

The Implementation Hours included in this quote assume a work split effort of 70% Client and 30% Tyler.

Implementation Hours are scheduled and delivered in four (4) or eight (8) hour increments.

Tyler provides onsite training for a maximum of 12 people per class. In the event that more than 12 users wish to participate in a training class or more than one occurrence of a class is needed, Tyler will either provide additional days at then-current rates for training or Tyler will utilize a Train-the-Trainer approach whereby the client designated attendees of the initial training can thereafter train the remaining users.

Tyler Cybersecurity services are governed by the terms found here: Cybersecurity Services Terms of Service (tylertech.com). Your signature on this order or your receipt or use of Tyler Cybersecurity services indicates that you have read, understand, and agree to be bound by such terms. Additionally, your signature on this order indicates that you are authorized to bind the entity listed on this order to such terms.

Standard Project Management responsibilities include project plan creation, initial stakeholder presentation, bi-weekly status calls, updating of project plan task statuses, and go-live planning activities.

Tyler Software may include artificial intelligence ("AI") features that are provided as an administrative convenience, designed to analyze data or make suggestions, subject to changing laws applicable in your local jurisdiction. Client is responsible for independently validating the accuracy of data analyzed or suggestions provided via AI features and using such features only to the extent permissible under applicable law. Your use of AP Automation is subject to the terms found at: https://www.tylertech.com/client-terms/ap-automation-disbursements-software-and-services-terms-of-use

Your purchase of AP Automation includes Fraud, Risk & Compliance for Accounts Payable.

Draft

Exhibit 1
Schedule 10
Executive Insights Amendment Investment Summary

The following Amendment Investment Summary details the additional software, products, and services to be delivered by us to you under the terms of the Agreement. This Amendment Investment Summary is effective as of the Amendment Effective Date, despite any expiration date in this Amendment Investment Summary that may have lapsed as of the Amendment Effective Date.

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Draft

Quoted By:	Karen Grosset
Quote Expiration:	03/02/27
Quote Name:	Riverside County Transportation Commission - ERP - Executive Insights
Saas Term	1.00

Sales Quotation For:

Riverside County Transportation Comm, Ca
Attn: Account Payable
Riverside CA 92502-2208

Shipping Address:

Riverside County Transportation Commission
PO Box 12008
Riverside CA 92502-2208

Draft

Tyler SaaS and Related Services

Description	Qty	Imp. Hours	Annual Fee
Data Insights			
Enterprise ERP Financial Insights	1	0	$ 8,500.00
Enterprise ERP Payroll & HR Insights	1	0	$ 2,500.00
TOTAL		**0**	**$ 11,000.00**

Professional Services

Description	Quantity	Unit Price	Ext Discount	Extended Price	Maintenance
Executive Insights Implementation	1	$ 10,500.00	$ 0.00	$ 10,500.00	$ 0.00
TOTAL				**$ 10,500.00**	**$ 0.00**

Summary	One Time Fees	Recurring Fees
Total Tyler License Fees	$ 0.00	$ 0.00
Total SaaS	$ 0.00	$ 11,000.00
Total Tyler Services	$ 10,500.00	$ 0.00
Total Third-Party Hardware, Software, Services	$ 0.00	$ 0.00
Summary Total	**$ 10,500.00**	**$ 11,000.00**
Contract Total	**$ 21,500.00**	

Client's purchase of the items listed above is subject to the Comments below
Unless otherwise indicated in the contract or amendment thereto, pricing for optional items will be held
For six (6) months from the Quote date or the Effective Date of the Contract, whichever is later.

Customer Approval: _____ Date: _____

Print Name: _____ P.O.#: _____

All Primary values quoted in US Dollars

Draft

Comments

Client agrees that items in this sales quotation are, upon Client's signature or approval of same, hereby added to the existing agreement ("Agreement") between the parties and subject to its terms. Additionally, payment for said items, as applicable but subject to any listed assumptions herein, shall

conform to the following terms:

- License fees for Tyler and third party software are invoiced upon the earlier of (i) deliver of the license key or (ii) when Tyler makes such software available for download by the Client;
- Fees for hardware are invoiced upon delivery;
- Fees for year one of hardware maintenance are invoiced upon delivery of the hardware;
- Annual Maintenance and Support fees, SaaS fees, Hosting fees, and Subscription fees are first payable when Tyler makes the software available for download by the Client (for Maintenance) or on the first day of the month following the date this quotation was signed (for SaaS, Hosting, and Subscription), and any such fees are prorated to align with the applicable term under the Agreement, with renewals invoiced annually thereafter in accord with the Agreement.
- Fees for services included in this sales quotation shall be invoiced as indicated below.
    - Implementation and other professional services fees shall be invoiced as delivered.
    - Fixed-fee Business Process Consulting services shall be invoiced 50% upon delivery of the Best Practice Recommendations, by module, and 50% upon delivery of custom desktop procedures, by module.
    - Fixed-fee conversions are invoiced 50% upon initial delivery of the converted data, by conversion module, and 50% upon Client acceptance to load the converted data into Live/Production environment, by conversion module.
    - Except as otherwise provided, other fixed price services are invoiced upon complete delivery of the service. For the avoidance of doubt, where "Project Planning Services" are provided, payment shall be invoiced upon delivery of the Implementation Planning document. Dedicated Project Management services, if any, will be invoiced monthly in arrears, beginning on the first day of the month immediately following initiation of project planning.
    - If Client has purchased any change management services, those services will be invoiced in accordance with the Agreement.
    - Notwithstanding anything to the contrary stated above, the following payment terms shall apply to services fees specifically for migrations: Tyler will invoice Client 50% of any Migration Fees listed above upon Client approval of the product suite migration schedule. The remaining 50%, by line item, will be billed upon the go-live of the applicable product suite. Tyler will invoice Client for any Project Management Fees listed above upon the go-live of the first product suite. Unless otherwise indicated on this Sales quotation, annual services will be invoiced in advance, for annual terms commencing on the date this sales quotation is signed by the Client. If listed annual service(s) is an addition to the same service presently existing under the Agreement, the first term of the added annual service will be prorated to expire coterminous with the existing annual term for the service, with renewals to occur as indicated in the Agreement.
- Expenses associated with onsite services are invoiced as incurred.

Tyler's quote contains estimates of the amount of services needed, based on our preliminary understanding of the scope, level of engagement, and timeline as defined in the Statement of Work (SOW) for your project. The actual amount of services required may vary, based on these factors.

Tyler's pricing is based on the scope of proposed products and services contracted from Tyler. Should portions of the scope of products or services be altered by the Client, Tyler reserves the right to adjust prices for the remaining scope accordingly.

Draft

Unless otherwise noted, prices submitted in the quote do not include travel expenses incurred in accordance with Tyler's then-current Business Travel Policy.

Tyler's prices do not include applicable local, city or federal sales, use excise, personal property or other similar taxes or duties, which you are responsible for determining and remitting. Installations are completed remotely but can be done onsite upon request at an additional cost.

In the event Client cancels services less than four (4) weeks in advance, Client is liable to Tyler for (i) all non-refundable expenses incurred by Tyler on Client's behalf; and (ii) daily fees associated with the cancelled services if Tyler is unable to re-assign its personnel.

The Implementation Hours included in this quote assume a work split effort of 70% Client and 30% Tyler.

Implementation Hours are scheduled and delivered in four (4) or eight (8) hour increments.

Tyler provides onsite training for a maximum of 12 people per class. In the event that more than 12 users wish to participate in a training class or more than one occurrence of a class is needed, Tyler will either provide additional days at then-current rates for training or Tyler will utilize a Train-the-Trainer approach whereby the client designated attendees of the initial training can thereafter train the remaining users.

Your rights, and the rights of any of your end users, to use Tyler’s Data & Insights SaaS Services, or certain Tyler solutions which include Tyler’s Data & Insights data platform, are subject to the Terms of Services, available at https://www.tylertech.com/terms/data-insights-saas-services-terms-of-service. By signing this sales quotation, or accessing, installing, or using any of the Tyler solutions listed at the linked terms, you certify that you have reviewed, understand, and agree to said terms.

Draft

Exhibit 1
Schedule 11
Third Party Verification Services Amendment Investment Summary

The following Amendment Investment Summary details the additional software, products, and services to be delivered by us to you under the terms of the Agreement. This Amendment Investment Summary is effective as of the Amendment Effective Date, despite any expiration date in this Amendment Investment Summary that may have lapsed as of the Amendment Effective Date.

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Draft

Quoted By:	Karen Grosset
Quote Expiration:	03/02/27
Quote Name:	Riverside County Transportation Commission - ERP - Equifax

Sales Quotation For:

Riverside County Transportation Comm, Ca
Attn: Account Payable
Riverside CA 92502-2208

Shipping Address:

Riverside County Transportation Commission
PO Box 12008
Riverside CA 92502-2208

Draft

3rd Party Hardware, Software and Services

Description	Qty	Unit Price	Unit Discount	Total Price	Unit Maint/SaaS	Maint/SaaS Discount	Total Maint/SaaS
Third Party Verification Services	1	$ 0.00	$ 0.00	$ 0.00	$ 0.00	$ 0.00	$ 0.00
TOTAL				**$ 0.00**			**$ 0.00**

Summary	**One Time Fees**	**Recurring Fees**
Total Tyler License Fees	$ 0.00	$ 0.00
Total SaaS	$ 0.00	$ 0.00

Total Tyler Services	$ 0.00	$ 0.00
Total Third-Party Hardware, Software, Services	$ 0.00	$ 0.00
Summary Total	**$ 0.00**	**$ 0.00**
Contract Total	**$ 0.00**	

Client's purchase of the items listed above is subject to the Comments below
Unless otherwise indicated in the contract or amendment thereto, pricing for optional items will be held
For six (6) months from the Quote date or the Effective Date of the Contract, whichever is later.

Customer Approval: _____ Date: _____

Print Name: _____ P.O.#: _____

All Primary values quoted in US Dollars

Draft

Comments

Client agrees that items in this sales quotation are, upon Client's signature or approval of same, hereby added to the existing agreement ("Agreement") between the parties and subject to its terms. Additionally, payment for said items, as applicable but subject to any listed assumptions herein, shall conform to the following terms:

- License fees for Tyler and third party software are invoiced upon the earlier of (i) deliver of the license key or (ii) when Tyler makes such software available for download by the Client;
- Fees for hardware are invoiced upon delivery;
- Fees for year one of hardware maintenance are invoiced upon delivery of the hardware;
- Annual Maintenance and Support fees, SaaS fees, Hosting fees, and Subscription fees are first payable when Tyler makes the software available for download by the Client (for Maintenance) or on the first day of the month following the date this quotation was signed (for SaaS, Hosting, and Subscription), and any such fees are prorated to align with the applicable term under the Agreement, with renewals invoiced annually thereafter in accord with the Agreement.

- Fees for services included in this sales quotation shall be invoiced as indicated below.
    - Implementation and other professional services fees shall be invoiced as delivered.
    - Fixed-fee Business Process Consulting services shall be invoiced 50% upon delivery of the Best Practice Recommendations, by module, and 50% upon delivery of custom desktop procedures, by module.
    - Fixed-fee conversions are invoiced 50% upon initial delivery of the converted data, by conversion module, and 50% upon Client acceptance to load the converted data into Live/Production environment, by conversion module.
    - Except as otherwise provided, other fixed price services are invoiced upon complete delivery of the service. For the avoidance of doubt, where "Project Planning Services" are provided, payment shall be invoiced upon delivery of the Implementation Planning document. Dedicated Project Management services, if any, will be invoiced monthly in arrears, beginning on the first day of the month immediately following initiation of project planning.
    - If Client has purchased any change management services, those services will be invoiced in accordance with the Agreement.
    - Notwithstanding anything to the contrary stated above, the following payment terms shall apply to services fees specifically for migrations: Tyler will invoice Client 50% of any Migration Fees listed above upon Client approval of the product suite migration schedule. The remaining 50%, by line item, will be billed upon the go-live of the applicable product suite. Tyler will invoice Client for any Project Management Fees listed above upon the go-live of the first product suite. Unless otherwise indicated on this Sales quotation, annual services will be invoiced in advance, for annual terms commencing on the date this sales quotation is signed by the Client. If listed annual service(s) is an addition to the same service presently existing under the Agreement, the first term of the added annual service will be prorated to expire coterminous with the existing annual term for the service, with renewals to occur as indicated in the Agreement.
- Expenses associated with onsite services are invoiced as incurred.

Tyler's quote contains estimates of the amount of services needed, based on our preliminary understanding of the scope, level of engagement, and timeline as defined in the Statement of Work (SOW) for your project. The actual amount of services required may vary, based on these factors.

Tyler's pricing is based on the scope of proposed products and services contracted from Tyler. Should portions of the scope of products or services be altered by the Client, Tyler reserves the right to adjust prices for the remaining scope accordingly.

Unless otherwise noted, prices submitted in the quote do not include travel expenses incurred in accordance with Tyler's then-current Business Travel Policy.

Tyler's prices do not include applicable local, city or federal sales, use excise, personal property or other similar taxes or duties, which you are responsible for determining and remitting. Installations are completed remotely but can be done onsite upon request at an additional cost.

In the event Client cancels services less than four (4) weeks in advance, Client is liable to Tyler for (i) all non-refundable expenses incurred by Tyler on Client's behalf; and (ii) daily fees associated with the cancelled services if Tyler is unable to re-assign its personnel.

The Implementation Hours included in this quote assume a work split effort of 70% Client and 30% Tyler.

Draft

Implementation Hours are scheduled and delivered in four (4) or eight (8) hour increments.

Tyler provides onsite training for a maximum of 12 people per class. In the event that more than 12 users wish to participate in a training class or more than one occurrence of a class is needed, Tyler will either provide additional days at then-current rates for training or Tyler will utilize a Train-the-Trainer approach whereby the client designated attendees of the initial training can thereafter train the remaining users.

Third Party Verification Services will be provided pursuant to the Equifax Verification Terms of Service, and Client will comply with such terms and obligations of furnishers under the FCRA, in each case, found at https://www.tylertech.com/client-terms/equifax-verification-terms-of-service.

Third Party Verification Services will be provided pursuant to the Equifax Verification Terms of Service, and Client will comply with such terms and obligations of furnishers under the FCRA, in each case, found at https://www.tylertech.com/client-terms/equifax-verification-terms-of-service.

Draft



Exhibit 1
Schedule 12
PACE 6 Amendment Investment Summary

The following Amendment Investment Summary details the additional software, products, and services to be delivered by us to you under the terms of the Agreement. This Amendment Investment Summary is effective as of the Amendment Effective Date, despite any expiration date in this Amendment Investment Summary that may have lapsed as of the Amendment Effective Date.

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Draft

Quoted By:	Karen Grosset
Quote Expiration:	04/13/27
Quote Name:	Riverside County Transportation Commission - ERP - Pace

Sales Quotation For:

Riverside County Transportation Comm, Ca
Attn: Account Payable
Riverside CA 92502-2208

Shipping Address:

Riverside County Transportation Commission
PO Box 12008
Riverside CA 92502-2208

Draft

Tyler Annual Services

Description	QTY	Imp. Hours	Annual Fee
Recurring Services			
PACE 6	1	0	$ 9,300.00
TOTAL:		**0**	**$ 9,300.00**

Professional Services

Description	Quantity	Unit Price	Ext Discount	Extended Price	Maintenance
Investment Assessment - PACE	24	$ 200.00	$ 4,800.00	$ 0.00	$ 0.00
TOTAL				**$ 0.00**	**$ 0.00**

Summary	One Time Fees	Recurring Fees
Total Tyler License Fees	$ 0.00	$ 0.00
Total SaaS	$ 0.00	$ 0.00
Total Tyler Services	$ 0.00	$ 9,300.00
Total Third-Party Hardware, Software, Services	$ 0.00	$ 0.00
Summary Total	**$ 0.00**	**$ 9,300.00**
Contract Total	**$ 9,300.00**	

Client's purchase of the items listed above is subject to the Comments below
Unless otherwise indicated in the contract or amendment thereto, pricing for optional items will be held
For six (6) months from the Quote date or the Effective Date of the Contract, whichever is later.

Customer Approval: _____ Date: _____

Print Name: _____ P.O.#: _____

All Primary values quoted in US Dollars

Draft

Comments

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- Fees for hardware are invoiced upon delivery;

- Fees for year one of hardware maintenance are invoiced upon delivery of the hardware;
- Annual Maintenance and Support fees, SaaS fees, Hosting fees, and Subscription fees are first payable when Tyler makes the software available for download by the Client (for Maintenance) or on the first day of the month following the date this quotation was signed (for SaaS, Hosting, and Subscription), and any such fees are prorated to align with the applicable term under the Agreement, with renewals invoiced annually thereafter in accord with the Agreement.
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    - Implementation and other professional services fees shall be invoiced as delivered.
    - Fixed-fee Business Process Consulting services shall be invoiced 50% upon delivery of the Best Practice Recommendations, by module, and 50% upon delivery of custom desktop procedures, by module.
    - Fixed-fee conversions are invoiced 50% upon initial delivery of the converted data, by conversion module, and 50% upon Client acceptance to load the converted data into Live/Production environment, by conversion module.
    - Except as otherwise provided, other fixed price services are invoiced upon complete delivery of the service. For the avoidance of doubt, where "Project Planning Services" are provided, payment shall be invoiced upon delivery of the Implementation Planning document. Dedicated Project Management services, if any, will be invoiced monthly in arrears, beginning on the first day of the month immediately following initiation of project planning.
    - If Client has purchased any change management services, those services will be invoiced in accordance with the Agreement.
    - Notwithstanding anything to the contrary stated above, the following payment terms shall apply to services fees specifically for migrations: Tyler will invoice Client 50% of any Migration Fees listed above upon Client approval of the product suite migration schedule. The remaining 50%, by line item, will be billed upon the go-live of the applicable product suite. Tyler will invoice Client for any Project Management Fees listed above upon the go-live of the first product suite. Unless otherwise indicated on this Sales quotation, annual services will be invoiced in advance, for annual terms commencing on the date this sales quotation is signed by the Client. If listed annual service(s) is an addition to the same service presently existing under the Agreement, the first term of the added annual service will be prorated to expire coterminous with the existing annual term for the service, with renewals to occur as indicated in the Agreement.
- Expenses associated with onsite services are invoiced as incurred.

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Draft

In the event Client cancels services less than four (4) weeks in advance, Client is liable to Tyler for (i) all non-refundable expenses incurred by Tyler on Client's behalf; and (ii) daily fees associated with the cancelled services if Tyler is unable to re-assign its personnel.

The Implementation Hours included in this quote assume a work split effort of 70% Client and 30% Tyler.

Implementation Hours are scheduled and delivered in four (4) or eight (8) hour increments.

Tyler provides onsite training for a maximum of 12 people per class. In the event that more than 12 users wish to participate in a training class or more than one occurrence of a class is needed, Tyler will either provide additional days at then-current rates for training or Tyler will utilize a Train-the-Trainer approach whereby the client designated attendees of the initial training can thereafter train the remaining users.

PACE Services: Includes the listed number of PACE days and 3 passes to Tyler Connect annually, along with one Investment assessment for every three years of PACE services purchased. PACE Flex provides the client with an option to consume PACE days either remotely or in-person at no additional cost. On-site PACE sessions must be scheduled in 3-day increments, and the client will be responsible for all travel costs incurred. For clients not yet live on Enterprise ERP, the first annual term for PACE commences on the 1st day of the month in which Phase 1 project activities are scheduled to be completed. All project-based post-live work will be provided by the Phase 1 project teams, as stated in the project plan. The PACE Project Manager will engage with the client toward the end of Phase 1 to establish continuity. For clients live on Enterprise ERP, the first annual term for PACE commences on the 1st day of the month following the date of the client's signature on the applicable sales quotation, amendment, or purchase order. The PACE annual term runs for 12 full calendar months. Upon expiration of the first annual term, the term will renew automatically for an additional one (1) year term at the current rate plus the client's contracted annual maintenance increase percentage unless terminated in writing by either party at least thirty (30) days prior to the end of the term. PACE days may only be utilized on live modules. Tyler Connect passes for the current year are available to clients with a cycle start date on or before March 1. Clients with a cycle start date of April 1 or later will be eligible for Tyler Connect passes the following year. PACE Days, Investment Assessments, and Tyler Connect passes expire at the conclusion of the term. No credit will be granted for unused days, assessments, or passes.

Draft

AGENDA ITEM 6F

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	November 23, 2026
TO:	Budget and Implementation Committee
FROM:	Brittany Navas, Senior Management Analyst Mina Kim, Planning and Programming Manager
THROUGH:	Jillian Guizado, Planning and Programming Director
SUBJECT:	SB 821 Updated Program Guidelines for Fiscal Year 2027/28 Call for Projects

STAFF RECOMMENDATION:

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

1) Approve the proposed administrative updates to the Transportation Development Act (TDA) Article 3 (SB 821) Program Guidelines for the upcoming Fiscal Year (FY) 2027/28 Call for Projects.

BACKGROUND INFORMATION:

SB 821 is a discretionary program administered by the Commission to fund local bicycle and pedestrian projects. The program is funded through the Local Transportation Fund (LTF), a ¼ percent of the state sales tax. Each year, two percent of LTF revenues are set aside for the SB 821 program, and on every odd-numbered year, the Commission conducts a competitive call for projects in which all local agencies within Riverside County can submit applications. Eligible projects include construction of bicycle lanes, sidewalks, and Americans with Disabilities Act (ADA) curb ramps, and the development of bicycle and pedestrian master plans.

DISCUSSION:

Before the FY 2025/26 Call for Projects, the Commission completed a comprehensive update of the SB 821 Program Guidelines and evaluation criteria on January 8, 2025. Staff is not proposing substantial program or scoring changes for the upcoming call. Instead, staff reviewed the guidelines and related program policies to identify minor administrative, procedural, and editorial updates. The proposed revisions are summarized in Table 1 and shown in redline in Attachment 1.

The proposed updates do not change project eligibility, application limits, evaluation criteria, scoring, or the local-match methodology adopted for the prior call.

Table 1 – Highlights of Recommended Changes

Program Administration	
CURRENT	**PROPOSED**
Certain provisions identify only the Executive Director as having approval authority.	Add "or designee" to the provisions addressing scope changes, project time extensions, and approval of eligible uses of unused program funds.
Claim requirements refer to both a claim form and RivTrack, which may suggest separate submittal processes.	Clarify the final reimbursement claim and required supporting documentation are submitted electronically through RivTrack. Clarify that SB 821 funding is reimbursed upon project completion and is not a progress-billing program.
The guidelines contain dates and fiscal year references from the prior call, as well as minor terminology and grammatical inconsistencies.	Update dates and cycle references for the upcoming Call for Projects and make minor editorial corrections for consistency and clarity.

FISCAL IMPACT:

This item has no fiscal impact to the Commission's adopted FY 2026/27 budget.

Attachment: Draft SB 821 Biennial Call for Projects Guidelines FY 2027/28

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

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TDA Article 3 (SB 821)
Bicycle and Pedestrian Facilities

Biennial Call for Projects Guidelines
FY 20~~25/26~~27/28

Background/Funding Capacity:

TDA Article 3, or SB 821, the Bicycle and Pedestrian Facilities Program, is provided through the Transportation Development Act (TDA), funded through a ¼ cent of the general sales tax collected statewide. The TDA provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance (STA). The LTF provides funding for essential transit and commuter rail services, TDA Article 3/SB 821 and planning. Each year, two percent of the LTF revenue is made available for use on bicycle and pedestrian facility projects through TDA Article 3/SB 821 program. This is a discretionary program administered by the Commission. ~~Based on the FY 2024/25 mid-year adjustments, FY 2025/26 apportionments, and project savings, the amount available for programming in the 2025 TDA Article 3/SB 821 Call for Projects is an estimated $7,279,863.~~ The estimated funding available for the FY 2027/28 TDA Article 3/SB 821 Call for Projects will be provided following Commission approval of updated LTF revenue projections and confirmation of available project savings.

Eligible Applicants:

Per TDA, Riverside County cities and the County are eligible to submit applications.

Each city is eligible to submit up to three applications, and Riverside County is eligible to submit two applications per Supervisory District.

Each application is limited to a maximum request of 10% of the current Call for Projects programming capacity.~~For this cycle, each application is limited to $727,986~~

For total award, each agency is limited to 20% of the current Call for Projects programming capacity.~~For this cycle, each agency is limited to $1,455,973~~

The dollar limits for individual applications and total agency awards will be provided once the programming capacity is confirmed.

Program Schedule:

The SB 821 Call for Projects occurs on a biennial basis, with a release date on the first Monday in February and a close date on the last Thursday in April. Per Commission's Article 3/SB 821 adopted policies, awardees receiving an allocation have 36 months from award, defined as July 1 of the Call for Projects fiscal year cycle to complete construction and submit final claim forms. Where substantial progress or compelling reason for delay can be shown, awardees may be granted time extensions up to~~in~~ twelve-month increments at the discretion of the Executive Director or designee.

Calendar

February 13, 20275	*Call for Projects released. Guidelines and application available on Commission webpage and Rivtrack.*
February 42 – April 175, 20257	*One-on-One Sessions on program eligibility and guidance with RCTC Staff are available on requests. Submit requests to Mina KimJenny Chan (mkim@rctc.orgjchan@rctc.org) and Edward EmeryBrittany Navas (bnavas@rctc.org).*
April 2429, 2025 2027 @ 5:00 p.m.	*Proposals due to RCTC via Rivtrack.*
April 236, 20257	*Evaluation Committee preliminary meeting*
May 1417, 20252027	*Evaluation Committee meets to discuss scores of proposals*
June 119, 20252027	*Present recommended funding allocation to Commission for project award.*
July 1, 20252027	*Project Start*
October 1, 20252027	*Deadline to Execute MOU with Commission*
July 1, 20282030	*Project Completion*

Eligible Projects:

Per TDA and RCTC policies, eligible projects include:

- Construction, including related engineering expenses, of bicycle and pedestrian facilities, or for bicycle safety education programs.
- Maintenance of bicycling trails, which are closed to motorized traffic.
- Maintenance and repairs of Class I off-street bicycle facilities only.
- Restriping Class II bicycle lanes.
- Facilities provided for the use of bicycles that serve the needs of commuting bicyclists, including, but not limited to, new trails serving major transportation corridors, secure bicycle parking at employment centers, park and ride lots, and transit terminals where other funds are available.
- Development of comprehensive bicycle and pedestrian plans (limitations apply). Plans must emphasize bike/pedestrian facilities that support utilitarian bike/pedestrian travel rather than solely recreational activities.
- Funding for Class III bicycle lane projects is limited to the cost of the lane striping and signage improvements directly related to bicycles. Pavement rehabilitation is not an eligible expense for Class III bicycle lane projects

Temporary facilities, projects in the bid process, or projects that are under construction will not be funded.

One-on-One Sessions:

RCTC Staff is available for one-on-one sessions with interested applicants to discuss project eligibility, scoping and any other program guidance. Sessions will occur between February ~~1~~2 to April ~~17~~15, ~~2025~~2027. Please note, applications are due on April ~~24~~29, ~~2025~~2027, at 5:00 P.M.

Please contact ~~Jenny Chan~~Mina Kim (~~jchan@rctc.org/~~mkim@rctc.org/ (951) 787-7924) and ~~Edward Emery~~Brittany Navas (~~eemery@rctc.org/~~bnavasrctc.org/ (951) ~~787~~374-~~7968~~0313) to schedule a one-on-one session.

Formatted: Justified

Project Proposal Submittal Process:

The FY~~25/26~~27/28 SB 821 Call for Projects guidelines will be posted on the Commission webpage at http://rctc.org/sb821call on Monday, February ~~31~~, 202~~5~~7. Project proposals are due on Thursday, April ~~24~~29, ~~2025~~2027, by 5:00 p.m.

Submit completed project applications through Rivtrack. Applicants are required to register an account with Rivtrack or utilize their existing Rivtrack account. Please note, draft applications can be saved in Rivtrack before submitting to RCTC.

Training to submit an application in Rivtrack is available here: Module_3_Submit_Grant_Application.mp4

Please contact ~~Jenny Chan~~Mina Kim (~~jchan@rctc.org~~mkim@rctc.org/ (951) 787-7924) and ~~Edward Emery~~ Brittany Navas (~~eemery@rctc.org~~bnavas@rctc.org/ (951) ~~787~~374-~~7968~~0313) if you have any questions regarding the submittal process or for any other questions.

Evaluation Criteria:

DESTINATIONS SERVED (14 pts) – Two points will be awarded for each type of destination served by the proposed project (e.g. employment center, school/college, retail center, downtown area, park or recreation facility, library, museum, government office, medical facility, restaurant) up to a maximum of 14 points.

- For pedestrian projects, destinations served must be within a 1/2-mile or less radius of the proposed project.
- For bicycle projects, destinations served must be within a one mile or less radius of the proposed project.
  Applicant must include map listing all destinations served. Map must include the respective radius around the project location. A map without the marked buffer will receive half of its eligible points.

SAFETY (15 pts) – The extent to which the proposed project will increase safety for the non-motorized public or how the project will reduce the number of non-motorized fatalities and serious injuries.

- Points (5) will be given on the severity of the existing safety hazard at the project location to demonstrate project need.

Examples include: no existing shoulder within project limits, no existing/planned sidewalk or bike route/lane/path adjacent to the project; and/or by providing documented pedestrian/bicycle collision history, most current and valid 85th percentile speed of motorized traffic in project limits, photos of existing safety hazards project will address, existing pedestrian/bicycle traffic counts, and/or student attendance figures for school served by the project. Projects proposed in areas with lower collision history should provide details describing the safety need for the project or provide collision or safety information from a similar adjacent street.

- Points (5) will be given for safety countermeasures or safety enhancement features included in the project scope. Provide an explanation of how each countermeasure will improve safety for bicyclists and pedestrians.
    - Examples of acceptable safety countermeasures and enhancements include rectangular rapid flashing beacons, bicycle boxes, and curb extensions. For more examples see https://safety.fhwa.dot.gov/provencountermeasures/. The use of countermeasures not appearing on the FHWA list of proven countermeasures must include a detailed description of why the countermeasure is needed and how it will improve safety for non-motorized travel.

- Points (5) will be given based on the potential of the proposed project to provide safety benefits to the non-motorized public. Applicant should draw from responses in the prior safety sections. Discuss the considerations made when evaluating and determining the type of bicycle or pedestrian facility for the project corridor. Why was Class I selected over Class IV, why was Class II considered over Class III?

MULTIMODAL ACCESS (6 pts) – One point will be awarded for each transit route, Metrolink station, or park and ride facility that will have improved accessibility by bicyclists and pedestrians, because of the project. Points will also be awarded for addressing each gap in sidewalks, bicycle lanes, or crosswalks leading to improved connectivity for non-motorized travel.

- For pedestrian projects, transit stops served must be within a 1/2 mile or less radius of the proposed project.
- For bicycle projects, transit stops served must be within a one mile or less radius of the proposed project.

Applicant must include map listing all locations with improved access. Map must include the respective radius around the project location. A map without the marked buffer will receive half of its eligible points.

MATCHING FUNDS (10 pts) – One point is awarded for each 5% of match provided by the local agency, for a maximum of 10 points at a 50% match. Matching funds includes non-SB 821 funds spent on pre-construction phases. **Supporting documentation of proposed match must be included.*

POPULATION EQUITY (5 pts) – Points for population equity is calculated by RCTC Staff. Population equity is scored by comparing the agency's total SB 821 allocation received in the last ten fiscal years versus the agency's share based on per capita basis. RCTC Staff calculates the ratio between the two factors and assigns points based on the table below.

Ratio of Total Allocation to Per Capita	
0.80 – 0.99	1 Point
0.60 – 0.79	2 Points
0.40 – 0.59	3 Points
0.20 – 0.39	4 Points
0 – 0.19	5 Points

The equity table for the ~~2025~~ ~~2026~~7 SB 821 Call for Projects is provided below.

Commented [BN1]: Awaiting data from prisons

Agency	Share	Points	Population	Percent Population
Banning	0.00	5.0	32,323	1.29%
Beaumont	0.32	4.0	59,896	2.39%
Blythe	0.00	5.0	12,706	0.51%
Calimesa	0.00	5.0	10,942	0.44%
Canyon Lake	0.00	5.0	10,908	0.44%
Cathedral City	2.78	0.0	51,458	2.06%
City of Eastvale	0.49	3.0	70,575	2.82%
City of Jurupa Valley	0.96	1.0	105,349	4.21%
Coachella	4.62	0.0	45,300	1.81%
Corona	0.48	3.0	159,309	6.36%
Desert Hot Springs	3.08	0.0	33,629	1.34%
Hemet	0.93	1.0	91,479	3.65%
Indian Wells	26.47	0.0	4,807	0.19%
Indio	0.31	4.0	92,360	3.69%
La Quinta	0.70	2.0	38,815	1.55%
Lake Elsinore	2.00	0.0	74,483	2.97%
Menifee	1.52	0.0	117,847	4.71%
Moreno Valley	0.66	2.0	211,365	8.44%
Murrieta	0.00	5.0	112,315	4.49%
Norco	0.35	4.0	23,276	0.93%
Palm Desert	0.15	5.0	52,326	2.09%
Palm Springs	1.56	0.0	43,893	1.75%
Perris	0.34	4.0	81,027	3.24%
Rancho Mirage	5.49	0.0	17,318	0.69%
Riverside County	0.76	2.0	419,703	16.76%
Riverside, City of	0.68	2.0	321,884	12.86%
San Jacinto	0.64	2.0	55,900	2.23%

Temecula	0.41	3.0	113,618	4.54%
Wildomar	4.49	0.0	38,841	1.55%

Evaluation Committee:

The SB 821 evaluation committee will be comprised of a minimum of five evaluators representing a wide range of interests and geographic areas, such as: accessibility, bicycling, Coachella Valley, Western Riverside, public transit, and the region. Staff, consultants, and other representatives from agencies submitting project proposals will not be eligible to participate on the evaluation committee that year.

Allocation:

Based on the results of the evaluation committee's scores, staff will develop a recommended funding allocation. Starting from the highest ranked project on the list, the full amount requested will be allocated until a project cannot be fully funded. Unfunded projects will be placed on a contingency list and may be awarded if additional funding becomes available. The contingency list will remain effective until the next call for projects opens. The allocation recommendation will be presented to the Commission for final approval on June ~~18~~9, 2025~~7~~.

If a project cannot be fully funded, RCTC may recommend partial funding for award.

If there is insufficient funding to award all projects with the same score, RCTC may recommend funding based on, in order of priority, safety question, then construction readiness.

Memorandum of Understanding:

Per Commission's SB 821 adopted policies, awardees receiving an allocation have 36 months upon award, defined as July 1 of the Call for Projects fiscal year cycle to complete construction and submit final claim forms. Memorandum of Understandings (MOU) shall be executed by October 1, ~~2025~~2027. A sample MOU is provided in Exhibit A.

Where substantial progress or compelling reason for delay can be shown, awardees may be granted time extensions in twelve-month increments at the discretion of the Executive Director. Extension requests will be submitted to RCTC via Rivtrack.

Claims:

~~The claim form is to be used to claim reimbursement for approved SB 821 projects.~~ Claim~~s~~ package should be submitted to RCTC via Rivtrack. This program is not a progress billing. Adequate supporting documentation substantiating the cost of the claim is required. ~~S~~Required supporting documentation~~s~~ are: Assurance of Maintenance, before and after pictures of project

site, copy of Nnotice of Ceompletion, and copies of paid invoices from project contractor.~~Claims will should be submitted to RCTC via Rivtrack.~~

AGREEMENT No. XX-62-XXX-00

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
AGREEMENT FOR FUNDING UNDER SB 821 BICYCLE AND PEDESTRIAN FACILITIES PROGRAM

(Transportation Development Act Article 3; Senate Bill 821)

This Funding Agreement ("Agreement") is entered into as of _____, 2025~~57~~ ("Effective Date"), by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("RCTC") and xxxxxxxx ("RECIPIENT"). RCTC and RECIPIENT may be referred to herein individually as a "Party" and collectively as the "Parties."

RECITALS

A. RCTC is a county transportation commission created and existing pursuant to California Public Utilities Code Sections 130053 and 130053.5.

B. Under RCTC's SB 821 Bicycle and Pedestrian Facilities Program ("PROGRAM"), cities and counties in the County of Riverside are notified of the availability of PROGRAM funding and a call for projects ("CALL FOR PROJECTS") is anticipated to be issued biennially by RCTC.

C. On February ~~3rd~~1st, 2025~~57~~, a CALL FOR PROJECTS was published by RCTC seeking applications for FY ~~2025~~2027/~~26~~ 28 PROGRAM funding, which applications were reviewed in accordance with the applicable evaluation criteria included in the CALL FOR PROJECTS.

D. Based on the application attached as Attachment 1 and incorporated herein by this reference, RECIPIENT has been selected to receive PROGRAM funding for its proposed xxxxxxxxxxxxxx ("PROJECT").

E. Funding for the Project shall be provided pursuant to the terms contained in this Agreement and pursuant to applicable PROGRAM policies adopted by RCTC, which are attached hereto and incorporated herein as Attachment 2.

NOW, THEREFORE, in consideration of the preceding recitals and the mutual covenants and consideration contained herein, the Parties mutually agree as follows:

1. Incorporation of Recitals. The Parties acknowledge and agree that the above recitals are true and correct, and hereby incorporate those recitals by this reference into the Agreement.

2. RCTC Funding Amount. RCTC hereby agrees to distribute to the RECIPIENT, on the terms and conditions set forth herein, a sum not to exceed xxxxxxxxxxxxxxx Dollars ($xxx,xxx), to be used exclusively for reimbursing the RECIPIENT for eligible expenses as described herein ("Funding Amount"). RECIPIENT acknowledges and agrees that the Funding Amount may

be less than the actual and final cost of the PROJECT, which final costs are the sole responsibility of RECIPIENT, and RCTC will not contribute PROGRAM funds in excess of the maximum authorized in this Section 2 unless otherwise mutually agreed to in writing by the PARTIES. In the event the FUNDING AMOUNT is not fully utilized by RECIPIENT for the PROJECT, the unused FUNDING AMOUNT must be returned to RCTC within ninety (90) ninety days of a written request by RCTC unless RECIPIENT can demonstrate in writing, subject to written approval by RCTC in its sole discretion, the following: (i) valid reason for why PROJECT costs were significantly lower than the estimate included in RECIPIENT's attached application for funding, and (ii) written proposal for how any unused FUNDING AMOUNT will be used for a proposal to support the PROJECT or other use that supports the goals and requirements of the PROGRAM.

2.1 Eligible Project Costs. Reimbursement for PROJECT costs ("REIMBURSEMENT") may only include those items expressly allowed for under Article 3 of the Transportation Development Act (California Public Utilities Code section 99200 *et seq*.), which provides that funding shall be allocated for the construction, including related engineering expenses, of facilities based on the PROGRAM policies adopted by RCTC, provided that such items are included in the scope of work included in the application, attached as Attachment 1 ("SCOPE OF WORK"). All PROJECT costs not included in the SCOPE OF WORK and not expressly permitted under Article 3 of the Transportation Development Act and the PROGRAM policies shall be considered ineligible for REIMBURSEMENT. In the event the SCOPE OF WORK needs to be amended, RECIPIENT shall submit a scope change request electronically via RCTC's online tracking and reporting system known as the Rivtrack system and accessible at https://rivtrack.rctc.org/ ("Rivtrack system"). The electronically submitted scope change request must include the reasons for the requested change and confirmation that costs associated with the proposed amendment are eligible for PROGRAM reimbursement. Such request is subject to written approval by RCTC, in RCTC's sole discretion.

In the event of any ambiguity between this AGREEMENT, PROGRAM policies, and applicable law, the following order of precedence will govern: (1) applicable law; (2) PROGRAM policies; (3) this AGREEMENT. In the case of any conflict between this Agreement and any of its attachments, the body of this Agreement shall govern. Notwithstanding the foregoing, in the case of a conflict, the most stringent requirement shall govern, unless prohibited by applicable law or otherwise agreed upon by RCTC.

2.2 Timing for Project Completion. In accordance with the PROGRAM policies attached hereto as Attachment 2, RECIPIENT has thirty-six (36) months to complete the PROJECT from the date of this AGREEMENT, unless otherwise agreed to in writing by the PARTIES. If the PROJECT is not completed within 36 months, RCTC shall have the sole discretion to delete the PROJECT from the PROGRAM and reprogram the funding for future approved PROGRAM projects. RECIPIENT will not be reimbursed until the PROJECT is accepted as complete by RCTC following the submission of the PROGRAM funding claim form completed electronically via the Rivtrack system. In the event additional time is needed for the completion of the PROJECT, RECIPIENT may submit a time extension request electronically via the Rivtrack system. Before and after PROJECT photographs must be uploaded with the CLAIM FORM upon PROJECT completion, as well as copies of paid invoices and any other backup requested for repayment and audit purposes.

2.3 Changes in Project Funding. Local agencies will not be reimbursed for project cost overruns. Any unused FUNDING AMOUNT will be forfeited unless the local agency can apply the funds to a project previously submitted under an Article 3 call for projects and approved by the Commission or applied to fund an approved scope expansion to the approved project, subject to Executive Director, or designee, approval. Local agency match funds proportionate to the amounts included in Section 3 will be required should funds be redirected to another approved project or approved scope expansion. Any such change in the FUNDING AMOUNT must be approved in writing by RCTC's Executive Director and RCTC shall be under no obligation whatsoever to approve any change to the FUNDING AMOUNT. No such funding shall be expended to pay for any PROJECT work already completed.

2.4 Cost Savings. In the event that bids or proposals for the PROJECT are lower than anticipated, or there are cost savings for any other reason, the Funding Amount shall be reduced through an amendment to the AGREEMENT. RECIPIENT shall inform RCTC of any cost savings and any cost savings shall be returned to RCTC or may be reprogrammed with written approval by RCTC for other RECIPIENT projects that align with the PROGRAM. No PROGRAM funding may be used for projects not approved by RCTC. If RECIPIENT provides a local match commitment and there are cost savings on the PROJECT, RCTC will still be reimbursed at the matching ratio as presented in the Project application despite such cost savings in accordance with PROGRAM policies.

2.5 No Funding for Temporary Improvements. Only segments or components of improvements that are intended to form part of or be integrated into the PROJECT may be funded by PROGRAM funds. No improvement(s) which is/are temporary in nature, including but not limited to temporary lanes, curbs, or drainage facilities, shall be funded with PROGRAM funds except as needed for staged construction of the PROJECT.

2.6 Review and Reimbursement by RCTC. Upon submission into Rivtrack, of the final detailed invoice from the RECIPIENT clearly documenting work completed and corresponding costs, RCTC may request additional documentation or explanation of the SCOPE OF WORK costs for which reimbursement is sought. Undisputed amounts shall be paid by RCTC to the RECIPIENT within thirty (30) days. In the event that RCTC disputes the eligibility for reimbursement of all or a portion of an invoiced amount, the Parties shall meet and confer in an attempt to resolve the dispute. Additional details concerning the procedure for the RECIPIENT's submittal of invoices to RCTC and RCTC's consideration and payment of submitted invoices are set forth in Attachment 2.

2.7 Recipient's Funding Obligation to Complete the Work; Limitation of RCTC Obligations. In the event that the PROGRAM funds allocated to the SCOPE OF WORK represent less than the total cost of the PROJECT, RECIPIENT shall be solely responsible for providing such additional funds as may be required to complete the PROJECT. RCTC has no obligation with respect to the safety of any work performed under the SCOPE OF WORK, for the PROJECT, or at a PROJECT site. Further, RCTC shall not be liable for any action of RECIPIENT or its contractors relating to the condemnation of property undertaken by RECIPIENT or construction related to the PROJECT.

2.8 Recipient's Obligation to Repay Program Funds to RCTC. In the event it is determined, whether through a post-completion audit or otherwise, the PROJECT was not completed in accordance with the PROGRAM requirements or this AGREEMENT, RECIPIENT agrees that any PROGRAM funds distributed to RECIPIENT for the PROJECT shall be repaid in full to RCTC. The Parties shall enter into good faith negotiations to establish a reasonable repayment schedule and repayment mechanism which may include, but is not limited to, withholding of Measure A Local Streets and Roads revenues, if applicable. RECIPIENT acknowledges and agrees that RCTC shall have the right to withhold any Measure A Local Streets and Roads revenues due to RECIPIENT, in an amount not to exceed the total of the PROGRAM funds distributed to RECIPIENT, and/or initiate legal action to compel repayment, if the RECIPIENT fails to repay RCTC within a reasonable time period not to exceed one hundred eighty (180) days, including any good faith negotiations, from receipt of written notification from RCTC that repayment is required due to failure to comply with the PROGRAM policies or this AGREEMENT.

2.9 Records Retention and Audits. RECIPIENT shall retain all PROJECT records in an organized manner for a minimum of three (3) years following completion of the PROJECT. PROJECT records shall be made available for inspection by RCTC upon request. If a post PROJECT audit or review indicates that RCTC has provided reimbursement to the RECIPIENT in an amount in excess of the FUNDING AMOUNT set forth in Section 2, or has provided reimbursement of ineligible PROJECT costs, the RECIPIENT shall reimburse RCTC for the excess or ineligible payments within thirty (30) days of notification by RCTC. This Section 2.9 does not supersede any rights or remedies provided to RCTC under Section 2.8 or applicable law.

3. Recipient's Local Match Contribution. RECIPIENT shall provide at least xxxxxxxxxx Dollars ($xxx,xxx) of funding toward the SCOPE OF WORK, as indicated in Recipient's application attached as Attachment 1 and submitted to RCTC in response to its Call for Projects. RECIPIENT costs related to (i) preparation and administration costs related to invoices, billings and payments; (ii) any RECIPIENT fees attributed to the processing of the SCOPE OF WORK; and (iii) expenses for items not included within the attached SCOPE OF WORK shall be borne solely by the RECIPIENT and shall not qualify towards RECIPIENT's local match requirement in this Section 3.

(*Note: Include this Section only if RECIPIENT identified Local Match funds in its Project Nomination Form.*)

4. Term: The term of this Agreement shall be from the date first herein above written until: (i) the date RCTC formally accepts the PROJECT as complete, pursuant to Section 2.2; (ii) termination of this Agreement pursuant to Section 14; or (iii) RECIPIENT has fully satisfied its obligations under this Agreement. All applicable indemnification and insurance provisions of this Agreement shall remain in effect following the termination of this Agreement.

5. Recipient Responsibilities. RECIPIENT shall be responsible for all aspects of the PROJECT, in compliance with all applicable state and federal laws, including: (i) development and approval of plans, specifications and engineer's estimate in accordance with all applicable

laws, regulations and building codes; obtaining any necessary environmental clearances; right of way acquisition; and, obtaining all permits required by impacted agencies prior to commencement of the PROJECT; (ii) all aspects of procurement, contracting, and administration of the contracts and claims for the PROJECT; (iii) all construction management of any construction activities undertaken in connection with the PROJECT, including surveying and materials testing; and, (iv) development of a budget for the PROJECT and SCOPE OF WORK prior to award of any contract for the PROJECT, taking into consideration available funding, including PROGRAM funds.

6. Indemnification. RECIPIENT shall defend, indemnify and hold RCTC, its officials, governing board members, officers, employees, agents, and consultants free and harmless from any and all claims, demands, causes of action, costs, expenses, liability, loss, damage or injury of any kind, in law or equity, to property, persons or government funding agency, including wrongful death ,arising out of or incident to any intentional or negligent acts, errors or omissions of the RECIPIENT, its officials, officers, employees, agents, consultants and contractors arising out of or in connection with the performance of this AGREEMENT, the PROJECT or the SCOPE OF WORK. RECIPIENT'S obligation to indemnify includes without limitation the payment of all consequential damages and reasonable attorneys' fees, expert witness fees and other related costs and expenses of defense. RECIPIENT shall defend, at its own cost, expense and risk, any and all such aforesaid suits, actions or other legal proceedings of every kind that may be brought or instituted against RCTC, its officials, officers, employees, agents, and consultants in connection with this AGREEMENT. RECIPIENT shall pay and satisfy any judgment, award or decree that may be rendered against RCTC, its officials, officers, employees, agents, and consultants in any such suits, actions or other legal proceedings, including any settlement. RECIPIENT's obligation to indemnify shall not be restricted to insurance proceeds. The indemnity obligation shall not apply to the extent of any negligence or willful misconduct of RCTC, its officials, officers, employees, agents, and consultants. This section shall survive the expiration or termination of this Agreement.

7. Expenditure of Funds by Recipient Prior to Execution of Agreement. recipient may commence the Project starting July 1, ~~2025~~2027, and costs incurred following such date will be eligible for reimbursement under this Agreement, provided they otherwise meet the requirements herein, and provided that this AGREEMENT is executed no later than October 1, ~~2025~~2027.

8. Compliance with Applicable Laws and Insurance. RECIPIENT agrees to comply with all applicable laws and regulations, including public contracting laws, requirements for any local state or federal funding used, and records retention and performance reporting requirements concerning the SCOPE OF WORK and PROJECT, which applicable laws and regulations shall be passed on to contractors by RECIPIENT as applicable. RECIPIENT shall have the responsibility of making sure the appropriate amounts of insurance are included in all applicable agreements for the construction of the PROJECT and RCTC shall be named as an Additional Insured on all insurance certificates obtained for the completion of the PROJECT. PROJECT insurance funds shall be looked to first for the repayment of any claims determined to have merit.

9. Representatives of the Parties. RCTC's Executive Director, or his or her designee, shall serve as RCTC's representative and shall have the authority to act on behalf of RCTC for all purposes under this AGREEMENT. RECIPIENT's representative shall be the individual identified in the Project application as RECIPIENT'S representative to RCTC. RECIPIENT'S representative, or designee, shall have the authority to act on behalf of RECIPIENT for all purposes under this AGREEMENT and shall coordinate all activities with RCTC concerning the SCOPE OF WORK under the RECIPIENT's responsibility. RECIPIENT shall work closely and cooperate fully with RCTC's representative and any other agencies which may have jurisdiction over or an interest in the PROJECT.

10. Monitoring of Progress by RCTC. RECIPIENT shall allow RCTC's designated representative, or designee, to inspect or review the progress of the work at any reasonable time with prior written notice by RCTC. RCTC may request that the RECIPIENT provide RCTC with progress reports concerning the status of the SCOPE OF WORK and PROJECT completion.

11. Binding on Successors in Interest. Each and every provision of this AGREEMENT shall be binding and inure to the benefit of the successors in interest of the Parties. Due to the specific obligations contemplated herein, this AGREEMENT may not be assigned by any Party hereto except with the prior written consent of the other Party.

12. Independent Contractors. Any person or entities retained by RECIPIENT or any contractor shall be retained on an independent contractor basis and shall not be employees of RCTC. Any personnel performing services on the PROJECT shall at all times be under the exclusive direction and control of the RECIPIENT or contractor, whichever is applicable. The RECIPIENT or contractor shall pay all wages, salaries and other amounts due such personnel in connection with their performance of services on the SCOPE OF WORK and as required by law. The RECIPIENT or contractor shall be responsible for all reports and obligations concerning such personnel, including, but not limited to: social security taxes, income tax withholding, unemployment insurance and workers' compensation insurance.

13. Conflicts of Interest. For the term of this AGREEMENT, no member, officer or employee of RECIPIENT or RCTC, during the term of his or her service with RECIPIENT or RCTC, as the case may be, shall have any direct interest in this AGREEMENT, or obtain any present or anticipated material benefit arising therefrom.

14. Termination. This AGREEMENT may be terminated for cause or convenience as further specified below.

14.1 Termination for Convenience. Either RCTC or RECIPIENT may, by written notice to the other party, terminate this Agreement, in whole or in part, for convenience by giving thirty (30) days' written notice to the other party of such termination and specifying the effective date thereof.

14.2 Effect of Termination for Convenience. In the event that RECIPIENT terminates this Agreement for convenience, RECIPIENT shall, within 180 days, repay to RCTC in full all PROGRAM funds provided to RECIPIENT under this AGREEMENT. In the event that RCTC

terminates this Agreement for convenience, RCTC shall, within 90 days, distribute to the RECIPIENT PROGRAM funds in an amount equal to the aggregate total of all unpaid invoices which have been received from RECIPIENT regarding the SCOPE OF WORK for the PROJECT at the time of the notice of termination; provided, however, that RCTC shall be entitled to exercise its rights under Section 2.6, including but not limited to conducting a review of the invoices and requesting additional information from RECIPIENT. This Agreement shall terminate upon receipt by the non-terminating party of the amounts due it under this Section 14.

14.3 Termination for Cause. Either RCTC or RECIPIENT may, by written notice to the other party, terminate this Agreement, in whole or in part, in response to a material breach hereof by the other Party, by giving written notice to the other Party of such termination and specifying the effective date thereof. The written notice shall provide a thirty (30) day period to cure any alleged breach. During the 30 day cure period, the Parties shall discuss, in good faith, the manner in which the breach can be cured.

14.4 Effect of Termination for Cause. In the event that RECIPIENT terminates this Agreement in response to RCTC's uncured material breach hereof, RCTC shall, within ninety (90) days, distribute to the RECIPIENT PROGRAM funds in an amount equal to the aggregate total of all unpaid invoices which have been received from RECIPIENT regarding the SCOPE OF WORK for the PROJECT at the time of the notice of termination. In the event that RCTC terminates this Agreement in response to the RECIPIENT's uncured material breach hereof, the RECIPIENT shall, within one hundred eighty (180) days, repay to RCTC in full all PROGRAM funds provided to RECIPIENT under this AGREEMENT. Notwithstanding termination of this AGREEMENT by RCTC pursuant to this Section 14.4, RCTC shall be entitled to exercise its rights under Section 2.6, including but not limited to conducting a review of the invoices and requesting additional information. This Agreement shall terminate upon receipt by the terminating Party of the amounts due it under this Section 14.4.

14.5 No Program Funding. In the event that RCTC determines there are inadequate PROGRAM funds for whatever reason, RCTC shall have the right to immediately terminate the AGREEMENT with written notice to RECIPIENT. In the event that RCTC terminates this Agreement under this Section 14.5, RCTC shall, within 90 days, distribute to the RECIPIENT PROGRAM funds in an amount equal to the aggregate total of all unpaid invoices which have been received from RECIPIENT regarding the SCOPE OF WORK for the PROJECT at the time of the notice of termination; provided, however, that RCTC shall be entitled to exercise its rights under Section 2.6, including but not limited to conducting a review of the invoices and requesting additional information from RECIPIENT.

14.6 Cumulative Remedies. The rights and remedies of the Parties provided in this Section 14 are in addition to any other rights and remedies provided by law or under this Agreement.

15. Notice. All notices hereunder shall be in writing and shall be effective upon receipt by the other Party. All notices and communications between the Parties to this AGREEMENT shall be addressed as set forth below and provided by any of the following methods (i) personally delivered; (ii) sent by electronic mail, with a subject line clearly identifying this AGREEMENT, read receipt requested, and a cc: provided to the identified staff; (iii) sent by

first-class mail, return receipt requested; or (iv) sent by overnight express delivery service with postage or other charges fully prepaid. Notwithstanding the foregoing, notices of dispute or termination sent by electronic mail must be followed by hard copy mailed notice to be effective. Notwithstanding the foregoing, invoices and requests for changes to the SCOPE OF WORK, shall be submitted through the Rivtrack system as specified in this AGREEMENT.

TO RCTC:	**TO RECIPIENT**:
Aaron Hake	NAME
Executive Director	TITLE
RCTC	AGENCY
4080 Lemon Street, 3rd Floor	ADDRESS
Riverside, California 92501	ADDRESS
Phone: (951) 787-7141	(xxx) PHONE
e-mail: ahake@rctc.org	EMAIL

cc: bnavas@rctc.org~~eemery@RCTC.org~~

Any party may update its address and contact information by providing written notice of the new information to the other Parties in accordance with this Section 15.

16. Prevailing Wages. RECIPIENT is alerted to the requirements of California Labor Code Sections 1770 *et seq.*, which require the payment of prevailing wages where the SCOPE OF WORK or any portion thereof is determined to be a "public work," as defined therein. RECIPIENT shall ensure compliance with applicable prevailing wage requirements by any person or entity hired to perform the SCOPE OF WORK or any portion thereof falling within the definition of "public work." RECIPIENT shall defend, indemnify, and hold harmless RCTC, its officers, employees, consultants, and agents from any claim or liability, including without limitation reasonable attorneys' fees, arising from any failure or alleged failure to comply with California Labor Code Sections 1770 *et seq.* on the PROJECT.

17. Equal Opportunity Employment. The Parties represent that they are equal opportunity employers and they shall not discriminate against any employee or applicant for employment because of race, religion, color, national origin, sexual orientation, ancestry, sex or age. Such non-discrimination shall include, but not be limited to, all activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination.

18. Entire Agreement. This AGREEMENT embodies the entire understanding and agreement between the Parties pertaining to the matters described herein and supersedes and cancels all prior oral or written agreements between the Parties with respect to these matters. Each Party acknowledges that no Party, agent or representative of the other Party has made any promise, representation or warranty, express or implied, not expressly contained in this AGREEMENT, that induced the other Party to sign this document. Modifications to this AGREEMENT shall

be in the form of a written amendment executed by authorized representatives of the Parties to be bound.

19. Governing Law; Venue and Severability. This AGREEMENT shall be governed by, and be construed in accordance with, the laws of the State of California. Venue shall be in Riverside County. If any portion of this AGREEMENT is found to be unenforceable by a court of law with appropriate jurisdiction, the remainder of the AGREEMENT shall be severable and survive as binding on the Parties.

20. Attorneys' and Other Fees. If any legal action is initiated for the enforcement/interpretation of this AGREEMENT, or because of any alleged dispute, breach, default or misrepresentation in connection with any of the provisions of this AGREEMENT, the successful or prevailing party shall be entitled to recover reasonable attorneys' fees, witness fees and other costs incurred in that action or proceeding, in addition to any other relief to which it may be entitled as determined by a court of law or appointed decider under alternative legal proceedings.

21. No Third Party Beneficiaries. There are no intended third party beneficiaries of any right or obligation assumed by the Parties.

22. Section Headings and Interpretation. The section headings contained herein are for convenience only and shall not affect in any way the interpretation of any of the provisions contained herein. The AGREEMENT shall not be interpreted as being drafted by any Party or its counsel.

23. No Waiver. Failure of RCTC to insist on any one occasion upon strict compliance with any of the terms, covenants or conditions in this AGREEMENT shall not be deemed a waiver of such term, covenant or condition, nor shall any waiver or relinquishment of any rights or powers hereunder at any one time or more times be deemed a waiver or relinquishment of such other right or power provided under applicable law.

24. Time of Essence. Time is of the essence for each and every provision of this AGREEMENT.

25. Counterparts. This AGREEMENT may be executed in any number of counterparts, each of which shall be deemed to be an original, but all which together will constitute but one agreement.

26. Form of Signatures. A manually signed copy of this Agreement 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 Agreement for all purposes. This Agreement may be signed using an electronic signature.

27. Survival. All rights and obligations under this AGREEMENT that by their nature are to continue after any expiration or termination of this AGREEMENT shall survive any such expiration or termination.

[SIGNATURES ON NEXT PAGE]

SIGNATURE PAGE
TO
AGREEMENT NO. *XX*-62-*XXX*-00
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
AGREEMENT FOR FUNDING UNDER SB 821 BICYCLE AND PEDESTRIAN FACILITIES PROGRAM

IN WITNESS WHEREOF, the Parties have caused this AGREEMENT to be signed by their duly authorized representatives as of the Effective Date.

RCTC	**RECIPIENT**
	[INSERT NAME]
By:_____ Aaron Hake, Executive Director	By:_____ Name: _____ Title: _____
APPROVED AS TO FORM	**APPROVED AS TO FORM**
Best, Best & Krieger LLP	
By: _____ General Counsel to RCTC	By: _____ Name: _____ Title: _____

ATTACHMENT 1

(RECIPIENT APPLICATION FOR FUNDING)

ATTACHMENT 2

(PROGRAM POLICIES)

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 BICYCLE
AND PEDESTRIAN FACILITIES PROGRAM ADOPTED POLICIES

Transportation Development Act Policies

1. Up to 5% of Article 3 apportionment can be used to supplement other funding sources used for bicycle and safety education programs; the allocation cannot be used to fully fund the salary of a person working on these programs.
2. Article 3 money shall be allocated for the construction, including related engineering expenses, of the facilities, or for bicycle safety education programs.
3. Money may be allocated for the maintenance of bicycling trails, which are closed to motorized traffic.
4. Facilities provided for the use of bicycles may include projects that serve the needs of commuting bicyclists, including, but not limited to, new trails serving major transportation corridors, secure bicycle parking at employment centers, park and ride lots, and transit terminals where other funds are available.
5. Within 30 days after receiving a request for a review from any city or county, the transportation-planning agency shall review its allocations.
6. Up to 20 percent of the amount available each year to a city or county may be allocated to restripe Class II bicycle lanes.
7. A portion of each city's allocation may also be used to develop comprehensive bicycle and pedestrian plans. Plans must emphasize bike/pedestrian facilities that support utilitarian bike/pedestrian travel rather than solely recreational activities; a maximum of one entire allocation per five years may be used for plan development.
8. Allowable maintenance activities for the local funds are limited to maintenance and repairs of Class I off-street bicycle facilities only.

RCTC Policies

1. The SB 821 Call for Projects will occur on a biennial basis, with a release date of the first Monday of every other February and a close date of the last Thursday of every other April, beginning in 2015.
2. If a project cannot be fully funded, RCTC may recommend partial funding for award. To handle tiebreakers, RCTC will use, in terms of priority, the safety question first then construction readiness.
3. Agencies awarded funds will not be reimbursed for any project cost overruns.
4. Agencies being awarded an allocation will be reimbursed in arrears only upon submitting adequate proof of satisfactory project completion. Claims need to include: ~~the~~

~~claim form,~~Assurance of Maintenance, copies of paid invoices, a copy of the Notice of Completion (NOC), and before and after photographs of the completed project.

5. The allocated amount represents the maximum amount eligible for reimbursement. For projects completed under the allocated amount, the agency will be reimbursed at the matching ratio as presented in the application.
6. An agency will have thirty-six (36) months from the time of the allocation to complete the project. There will be no time extensions granted unless the reason for the delay can be demonstrated. Where substantial progress or a compelling reason for delay can be shown, the agency may be granted administrative extensions ~~in~~ up to twelve-month increments at the discretion of the Executive Director or designee.
7. Any programmed and unused Article 3 Program funds will be forfeited unless that agency can a) utilize the unused funds to complete projects that are the same or similar in scope and/or are contiguous to the approved project or b) apply the funds to a project previously submitted under an Article 3 call for projects and approved by the Commission, subject to Executive Director or designee approval.
8. Design and construction of facilities must conform to the general design criteria for non-motorized facilities as outlined in the Caltrans Highway Design Manual.
9. Temporary facilities, projects in the bid process, or projects that are under construction will not be funded.
10. The SB 821 evaluation committee will be comprised of a minimum of five evaluators representing a wide range of interests; such as: accessibility, bicycling, Coachella Valley, public transit, and the region. Staff, consultants, and other representatives from agencies submitting project proposals will not be eligible to participate on the evaluation committee that year.
11. Following each call, staff will monitor the equity of allocations to Coachella Valley versus Western Riverside County; the allocation should be relative to what the Coachella Valley's share would have been if distributed on a per capita basis (the percentage of funds applied for should also be taken into consideration). If the allocation is often found to be inequitable to the Coachella Valley, staff will recommend adoption of a new policy to correct the imbalance.
12. Certain costs at times associated with bicycle/pedestrian projects are not eligible when the benefit provided is not the exclusive use of bicyclists/pedestrians, such as: curb and gutter as part of roadway drainage system, driveway ramps installed across sidewalks, and where roadway design standards require a roadway shoulder width that is at least as wide as a standard bike lane.
13. For each Call for Projects, a city is eligible to submit up to three (3) applications, and the County of Riverside is eligible to submit up to two (2) applications per Supervisorial District.
14. Each application is limited to a maximum request of 10% of the current Call for Projects programming capacity.
15. Total award to one jurisdiction is limited to 20% of current Call for Project's programming capacity.

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16. Awarded agencies can commence reimbursable project activities on July 1 of the Call for Project fiscal year cycle. E.g.: for FY27/28 ~~25/26~~ Call for Projects, reimbursable work starts on July 1, ~~2025~~2027.
17. Awarded agencies have until October 1 of the Call for Project fiscal year cycle to execute the Memorandum of Understanding (MOU) with RCTC. E.g.: for FY ~~25/26~~27/28 Call for Projects, MOUs must be executed by October 1, ~~2025~~2027

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AGENDA ITEM 6G

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	November 23, 2026
TO:	Budget and Implementation Committee
FROM:	Martha Masters, Planning and Programming Manager
THROUGH:	Jillian Guizado, Planning and Programming Director
SUBJECT:	Southern California Association of Governments 2027 Call for Project Nominations Project Prioritization Framework

STAFF RECOMMENDATION:

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

1) Approve the 2027 RCTC Project Prioritization Framework (2027 Framework) for the Southern California Association of Governments (SCAG) 2027 Call for Project Nominations.

BACKGROUND INFORMATION:

As part of the review of SCAG's 2021 Federal Transportation Improvement Program (FTIP), the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued a Corrective Action dated April 15, 2021, to the California Department of Transportation (Caltrans) regarding the administration and oversight of the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) federal formula funding programs. These findings resulted in corrective actions issued to Caltrans in 2021. This was followed by a Corrective Action issued to SCAG on August 15, 2022, as part of its 2022 Federal Certification Review. The Corrective Action was predicated on a FHWA finding that California's suballocation of STBG and CMAQ funding was not permitted based on federal guidance. In response, SCAG, in partnership with the region's county transportation commissions (CTCs), developed a federally compliant project nomination, evaluation, and selection procedure to ensure consistency, transparency, and adherence to federal requirements. The SCAG Regional Council (RC) approved the resulting Compliance Action Plan in February 2023, which was subsequently accepted by FHWA and FTA. The Compliance Action Plan established a recurring regional call for project nominations and formalized SCAG's responsibility for the evaluation, prioritization, and selection of projects eligible for federal formula funding throughout the SCAG region.

The SCAG-adopted guidelines for the first STBG and CMAQ call for project nominations included a scoring criterion for CTC Prioritization. This criterion required the Commission and the other CTCs to adopt county-specific project prioritization frameworks for projects applying under the call for nominations. The Commission adopted the framework (at that time called, "nomination procedures") for the SCAG 2024 Call for Project Nominations at its December 13, 2023, meeting.

With the limited amount of funding available in the 2024 call, the Commission-adopted framework focused on regional priority and regionally significant projects. Note that the first cycle also included one-time funding from the Carbon Reduction Program (CRP).

SCAG opened its first call for nominations in January 2024. Riverside County nominations were submitted to the Commission for CTC Prioritization scoring in accordance with the adopted nomination procedures, and those scores were subsequently incorporated into SCAG's overall project evaluation and ranking process. The second call for project nominations was conducted in 2025 utilizing a framework approved by the Commission in March 2025, which was designed to encourage nomination of projects well-positioned to meet federal eligibility and compliance requirements. SCAG funding awards to Riverside County projects from the first two calls are listed below:

Agency	Project	STBG/CMAQ/CRP Amount Awarded (in 000's)
2024 Cycle		
CVAG	Addressing Climate Change, Emergencies, and Sandstorms (ACCESS)	$7,589
City of Banning	Electric Charging Infrastructure	$489
RCTC	I-15 Express Lanes Project Southern Extension	$18,700
Riverside Transit Agency	Purchase of Five Replacement Zero-Emission Vehicles	$5,000
SunLine Transit Agency	SunLine Hydrogen Fueling Station – Division III	$2,680
	2024 Cycle Awards Total	**$34,458**
2025 Cycle		
City of Beaumont	Pennsylvania Avenue Grade Separation	$7,225
City of Indio	Interstate 10 Monroe Interchange Improvements	$30,000
City of Palm Desert	Traffic Management System Replacement	$885
CVAG	Coachella Valley Arts and Music Line	$20,000
RCTC	Interstate 15 Express Lanes Project – Southern Extension	$87,751
Riverside Transit Agency	Purchase of 10 Replacement Zero-Emission Buses	$7,000
	2025 Cycle Awards Total	**$152,861**

DISCUSSION:

Upon completion of the 2025 Call for Project Nominations, SCAG began updating the STBG/CMAQ call for projects program guidelines in collaboration with the CTCs. SCAG's RC

approved the guidelines on November 5, 2026, and will release the SCAG 2027 Call for Nominations (2027 Call) on February 1, 2027. Per the SCAG guidelines (starting on page 100 of 199: RC November 5, 2026 Agenda), the Commission must once again adopt a project prioritization framework for providing the CTC Prioritization scores for Riverside County projects nominated in the 2027 Call. Of the $1.38 billion available in the 2027 Call, Riverside County's estimated target share is $169 million. These amounts are contingent on Congress passing a continuing resolution or federal reauthorization bill that continues these programs. These amounts are for Federal Fiscal Years 2028/29 and 2029/30.

The previous Commission-adopted framework was developed collaboratively with CVAG to ensure nominated projects in the Coachella and Palo Verde valleys were on equal footing with nominated projects in Western Riverside County. Staff once again collaborated with CVAG to develop the 2027 Framework and determined only minor revisions to the previously adopted framework were necessary. The proposed updates are intended to refine and clarify the framework while maintaining consistency with the established project evaluation and prioritization approach from the previously approved framework. The proposed revisions are reflected in tracked changes in Attachment 1, with a clean version of the proposed 2027 Framework found in Attachment 2.

Federally funded transportation projects require substantial coordination and multiple levels of Caltrans review and approval to obtain environmental clearance, meet Caltrans and FHWA project delivery requirements, and ensure federal funds are authorized, obligated, and expended in a timely manner and in accordance with all applicable federal requirements and regulations. Failure to meet these federal funding requirements will result in loss of federal dollars for the region and will provide an opportunity for other CTCs to access these funds. Recognizing the complexities of utilizing federal dollars on transportation projects, the 2027 Framework encourages nominations for projects that are positioned to comply with federal requirements. Per the SCAG guidelines, CTCs must incorporate certain regional criteria into their framework. Therefore, the 2027 Framework criteria consist of project deliverability, federal eligibility, project readiness, engagement, and alignment with regional plans, as detailed in Attachment 2.

Project nominations (applications) will be due on April 2, 2027. Following receipt of nominations, Commission staff will review and evaluate Riverside County project submittals in accordance with the adopted 2027 Framework and develop recommended CTC prioritization scores. Staff will present the recommended scores to the Commission for consideration and approval at its June 9, 2027, meeting. Upon Commission approval, the prioritized project nominations will be submitted to SCAG by the August 2, 2027, deadline.

SCAG will subsequently evaluate and score all project nominations in accordance with its adopted STBG/CMAQ program guidelines based on the following criteria:

- CTC Prioritization (based on RCTC's 2027 Framework);
- Regional Priorities (based on SCAG's Connect SoCal 2024 goal areas and strategies and SCAG's presidential priorities and objectives, these include: clean transportation,

transportation demand management, transportation system management and goods movement, transit and multimodal integration, system preservation, complete streets, and resilience of at-risk infrastructure);

- Federal Performance Management Areas (which include transportation system safety, pavement and bridge condition, national highway system, freight movement, and CMAQ program performance);
- Community Economic Development Benefits (based on SCAG's areas of persistent poverty and historically disadvantaged communities) and;
- Air Quality Improvements and Cost Effectiveness (based on evaluation of cost-effectiveness percentile relative to similar projects).

SCAG will assign five additional points to projects that are aligned with SCAG's Connected Communities which are places where coordinated public and private investments in supportive infrastructure lay the groundwork for long-term housing growth, economic opportunity, and community development. SCAG staff anticipates submitting the recommended list of projects totaling $1.38 billion to the SCAG Regional Council for approval on November 4 or December 2, 2027.

FISCAL IMPACT:

This item has no fiscal impact on the Commission's adopted FY 2026/27 budget.

Attachments:

1) Proposed 2027 RCTC Project Prioritization Framework for the SCAG 2027 Call for Project Nominations (Tracked)
2) Proposed 2027 RCTC Project Prioritization Framework for the SCAG 2027 Call for Project Nominations (Clean)

RCTC PROJECT PRIORITIZATION FRAMEWORK FOR SCAG'S 2027 CALL FOR PROJECT NOMINATIONS

The Southern California Association of Governments (SCAG) intends to issue a SCAG region Congestion Mitigation and Air Quality (CMAQ)/Surface Transportation Block Grant (STBG) Call for Project Nominations in February 2027. The SCAG guidelines require CTCs to perform an initial project screening and evaluation, then submit project nominations to SCAG for regional evaluation and project selection. This document describes the Riverside County Transportation Commission's (RCTC) project prioritization framework for SCAG's 2027 Call for Project Nominations.

Schedule*:

December 9, 2026	Anticipated Commission approval of the RCTC Project Prioritization Framework for SCAG's 2027 Call for Project Nominations
January 2027	SCAG-led workshops
January TBD	County-specific workshop hosted by SCAG and RCTC
February	SCAG Office Hours – Available Upon Request
February 1	SCAG opens Call for Project Nominations
February 15	Deadline for applicants to request assistance from RCTC on air quality analysis for CMAQ projects
April 2	Nominations due by 5pm
April 5	RCTC to begin reviewing nominations submitted in Riverside County
May 24	Anticipated Budget and Implementation Committee recommendation for Commission approval of county transportation commission (CTC) Prioritization recommendations for nominated projects
June 9	Anticipated Commission approval of CTC Prioritization recommendations RCTC to provide SCAG its Commission-adopted CTC Prioritization recommendations for nominated projects
August – September	SCAG evaluates nominations based on SCAG's adopted STBG/CMAQ Guidelines
December 2	SCAG Regional Council or Executive Administration Committee adopts project lists
January 2028	Application Debriefs
January – February	Approved projects to be programmed via 2027 FTIP Amendment and 2029 Federal Transportation Improvement Program (FTIP)

*Dates are subject to change.

Available Funding:

In the SCAG region, an estimated $1.38 billion is available for fiscal years (FY) 2028/29 and 2029/30 across both programs: STBG ($699 million) and CMAQ ($687 million). These are apportionment estimates provided by Caltrans. Riverside County's target is approximately 12.25 percent or $169 million. This target does not

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represent a guaranteed funding level, a nomination floor, or a nomination ceiling and is subject to congressional reauthorization or continuing resolution.

Screening Criteria and Project Ranking:

RCTC's methodology for screening and ranking projects is as follows, *as determined by responses to the Supplemental Questionnaire provided in Attachment A*.

STBG-eligible Projects

The United States' Federal Highway Administration (FHWA) administers STBG funds. In its most recent implementation guidance, dated June 1, 2026, found here: Implementation Guidance for the Surface Transportation Grant Program (STBG) memo. FHWA describes STBG-eligible projects on pages 7 thru 11.

Deliverability, Eligibility, and Readiness (up to 25 points)

Criteria	**Point Value**
Demonstrates funding is committed to deliver the project	5
Aligns with one or more of the "eligible activities" and confirm project meets location eligibility requirement identified in the June 11, 2026, STBG implementation guidance (Implementation Guidance for the Surface Transportation Block Grant Program (STBG) memo)	10
National Environmental Policy Act (NEPA) process has been completed or the draft has been released for public circulation	10

Alignment with Regional Plans (up to 25 points)

Criteria	**Point Value**
Western County: The project is in the RCTC~~2009~~ Measure A Expenditure Plan or demonstrates a clear nexus to a Measure A Expenditure Plan project (Ordinance-02-001-Expenditure-Plan-and-Retail-Transaction-and-Use-Tax.pdf)	25
Coachella Valley: The project is in the top 10% of the Coachella Valley Association of Governments' Transportation Project Prioritization Study	25
OR	
Western County: The project is on the ~~backbone network in the~~ Western Riverside Council of Governments' 2024 Transportation Uniform Mitigation Fee Nexus Study (TUMF - Western Riverside Council of Governments)	15
Coachella Valley: The project is in the Coachella Valley Association of Governments' Transportation Project Prioritization Study	15

Engagement

Community engagement has been conducted and community support can be demonstrated	Yes or No

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CMAQ-eligible Projects

The United States' Federal Highway Administration (FHWA) administers CMAQ funds. In its most recent interim guidance, dated October 28, 2024, found here: FHWA-2023-0036-0002_attachment_1.pdf
FHWA describes CMAQ-eligible projects on pages 18 thru 36.

Deliverability, Eligibility, and Readiness (up to 40 points)

Criteria	Point Value
Demonstrates funding is committed to deliver the project	5
Aligns with one or more of the "eligible programs or project types" identified in the October 28, 2024, interim CMAQ guidance and/or confirm the project meets the three CMAQ eligibility criteria: 1) Transportation project 2) Located in nonattainment/maintenance area 3) Provides air quality benefit for the criteria air pollutants (FHWA-2023-0036-0002_attachment_1.pdf)	10
Air quality analysis has been completed	10
If requesting CMAQ funding for environmental (PA/ED) phase: Planning-level study is completed. **OR** *If requesting CMAQ funding for design or construction* phase*: National Environmental Policy Act (NEPA) process has been completed or the draft has been released for public circulation~~.~~ (EA, EIS, ROD, etc.). For a Categorical Exclusion (CE), the approach for obtaining NEPA clearance is clearly defined and aligned with the project schedule and key milestones. A detailed timeline identifies major NEPA activities, anticipated review periods, and the target date for obtaining NEPA clearance.	15

*Construction phase includes but may not be limited to purchase of rolling stock and transit operating projects as eligible under interim CMAQ guidance.

Alignment with Regional Plans (up to 10 points)

Criteria	Point Value
Project is in a plan	10

Engagement

Community engagement has been conducted and community support can be demonstrated	Yes or No

Project Ranking

All nominations submitted via the SCAG process by the April 2, 2027, deadline will be reviewed by an evaluation committee comprised of RCTC and Coachella Valley Association of Governments staff. The prioritization ranking for each project will be provided by RCTC to SCAG as required in the SCAG guidelines.

The cumulative points assigned to a project in accordance with the screening criteria that fall within the Point Range below will be converted to the RCTC Ranking (see table on following page).

Point Range	RCTC Ranking
45 - 50	Highest Alignment
35 - 40	Strong Alignment
15 - 30	Moderate Alignment
0 - 10	Limited Alignment

Outreach:

All outreach activities will be documented for reporting to SCAG as required. Anticipated outreach activities include:

1. Leading up to and upon release of the SCAG Call for Nominations, RCTC will send multiple emails to its Technical Advisory Committee (TAC) members (generally, public works directors), individuals who have signed up to receive RCTC Planning & Programming department emails (sign up here if interested: RCTC Planning & Programming Information), and Tribal Government contacts with information about the SCAG Call for Nominations, associated deadlines, and adopted RCTC Project Prioritization Framework.
    a. RCTC Planning & Programming staff will be available between January 18 and March 1 to answer questions and provide input on potential project nominations from eligible applicants.
2. Following Commission adoption of this Project Prioritization Framework (anticipated December 9), RCTC Planning & Programming staff will jointly host a Riverside County-specific workshop with SCAG in January 2027. Details to come at a later time.
3. RCTC Planning & Programming staff (and/or SCAG staff) will present the Call for Nominations to the RCTC TAC in February 2027 and RCTC Multimodal Bi-Monthly Roundtable Meeting with transit operators in April 2027.

DRAFT

ATTACHMENT A – SUPPLEMENTAL QUESTIONNAIRE
(to be completed via SurveyMonkey link in SCAG application database)

DELIVERABILITY

1. Provide evidence of the matching funds identified in the application for all future phases of the project. Evidence may include: a letter of commitment signed by the applicant's executive officer (city manager, CEO, etc.); pages from the approved agency budget which demonstrate~~s~~ the fund sources committed to the project; copies of California Transportation Commission agendas approving the programming of funds to the project; etc.

[UPLOAD BUTTONS]

ELIGIBILITY

2. Copy and paste the code section from either the STBG or CMAQ guidance documents linked below which demonstrate~~s~~ the project's eligibility.
   STBG - Implementation Guidance for the Surface Transportation Block Grant Program (STBG) memo
   CMAQ - FHWA-2023-0036-0002_attachment_1.pdf
- Examples of code sections:
  - STBG: Construction of highway, bridges, and tunnels, [23 U.S.C. 133(b)(1)(A)];
  - STBG: Installation of electric vehicle (EV) charging infrastructure and vehicle-to-grid infrastructure [23 U.S.C. 133(b)(15)];
  - CMAQ: Full vehicle replacement [23 U.S.C. 149(b)(8)];
  - CMAQ: Dust mitigation [23 U.S.C. 149(c)(1)].

[COPY AND PASTE CODE SECTION WHICH DEMONSTRATES THE PROJECT'S ELIGIBILITY TO RECEIVE EITHER STBG OR CMAQ FUNDS]

READINESS

3a. ***STBG projects only*** Provide a copy of the NEPA signature page or proof of public notice.

[UPLOAD BUTTON]

3b. ***CMAQ projects only*** Provide the completed air quality analysis. *If applicant needs assistance completing an air quality analysis, contact Edward Emery (eemery@rctc.org) by February 15.*

[UPLOAD BUTTON]

CMAQ projects only If applying for PA/ED funds, provide the pages from the plan in which the project is included OR if applying for design or construction funds, provide a copy of the NEPA signature page, proof of public notice, or narrative to demonstrate a plan for obtaining NEPA Categorical Exclusion (CE). For a CE, describe how the environmental review process aligns with the

project schedule and key milestones. Include a timeline of major CE activities, review periods, and the anticipated clearance date.

[UPLOAD BUTTON]

[AS APPLICABLE: NARRATIVE DESCRIBING PLAN FOR OBTAINING NEPA CE]

ALIGNMENT WITH REGIONAL PLANS

4a. ***STBG projects only**** Provide documentation of where in the RCTC ~~Measure A~~ Expenditure Plan, CVAG TPPS, or WRCOG TUMF Nexus Study the project is found.

[UPLOAD BUTTON]

4b. ***CMAQ projects only**** Provide documentation of the plan in which the project is found. Evidence may include: pages from a short range transit plan, federal transportation improvement program, comprehensive operational analysis, capital improvement program, etc.

[UPLOAD BUTTON]

ENGAGEMENT

5. Provide a narrative write-up and attach documentation (optional) describing the public outreach/community engagement conducted for the project.

[NARRATIVE DESCRIBING PUBLIC OUTREACH/COMMUNITY ENGAGEMENT CONDUCTED FOR THE PROJECT]

[UPLOAD BUTTON]

ACKNOWLEDGMENT

6. Provide a statement acknowledging your agency's commitment to promptly initiate all necessary actions to achieve and maintain good standing with Caltrans upon notification of a federal award. Compliance with applicable federal and state requirements is a prerequisite for the obligation of federal funds (this requirement does not apply to transit agencies that intend to flex transfer federal funds to the Federal Transit Administration, as separate requirements may apply).

   Examples of required compliance areas include, but are not limited to, master agreement with Caltrans, labor law requirements, Disadvantaged Business Enterprise (DBE) participation, Title VI compliance, and quality assurance/quality control (QA/QC) measures.

DRAFT

[STATEMENT BY AGENCY ACKNOWLEDGING TO THE ABOVE~~NARRATIVE DESCRIBING PUBLIC OUTREACH/COMMUNITY ENGAGEMENT CONDUCTED FOR THE PROJECT~~]

DRAFT

RCTC PROJECT PRIORITIZATION FRAMEWORK FOR SCAG'S 2027 CALL FOR PROJECT NOMINATIONS

The Southern California Association of Governments (SCAG) intends to issue a SCAG region Congestion Mitigation and Air Quality (CMAQ)/Surface Transportation Block Grant (STBG) Call for Project Nominations in February 2027. The SCAG guidelines require CTCs to perform an initial project screening and evaluation, then submit project nominations to SCAG for regional evaluation and project selection. This document describes the Riverside County Transportation Commission's (RCTC) project prioritization framework for SCAG's 2027 Call for Project Nominations.

Schedule*:

December 9, 2026	Anticipated Commission approval of the RCTC Project Prioritization Framework for SCAG's 2027 Call for Project Nominations
January 2027	SCAG-led workshops
January TBD	County-specific workshop hosted by SCAG and RCTC
February	SCAG Office Hours – Available Upon Request
February 1	SCAG opens Call for Project Nominations
February 15	Deadline for applicants to request assistance from RCTC on air quality analysis for CMAQ projects
April 2	Nominations due by 5pm
April 5	RCTC to begin reviewing nominations submitted in Riverside County
May 24	Anticipated Budget and Implementation Committee recommendation for Commission approval of county transportation commission (CTC) Prioritization recommendations for nominated projects
June 9	Anticipated Commission approval of CTC Prioritization recommendations RCTC to provide SCAG its Commission-adopted CTC Prioritization recommendations for nominated projects
August – September	SCAG evaluates nominations based on SCAG's adopted STBG/CMAQ Guidelines
December 2	SCAG Regional Council or Executive Administration Committee adopts project lists
January 2028	Application Debriefs
January – February	Approved projects to be programmed via 2027 FTIP Amendment and 2029 Federal Transporta on Improvement Program (FTIP)

*Dates are subject to change.

Available Funding:

In the SCAG region, an estimated $1.38 billion is available for fiscal years (FY) 2028/29 and 2029/30 across both programs: STBG ($699 million) and CMAQ ($687 million). These are apportionment estimates provided by Caltrans. Riverside County's target is approximately 12.25 percent or $169 million. This target does not

represent a guaranteed funding level, a nomination floor, or a nomination ceiling and is subject to congressional reauthorization or continuing resolution.

Screening Criteria and Project Ranking:

RCTC's methodology for screening and ranking projects is as follows, *as determined by responses to the Supplemental Questionnaire provided in Attachment A*.

STBG-eligible Projects

The United States' Federal Highway Administration (FHWA) administers STBG funds. In its most recent implementation guidance, dated June 1, 2026, found here: Implementation Guidance for the Surface Transportation Block Grant Program (STBG) memo. FHWA describes STBG-eligible projects on pages 7 thru 11.

Deliverability, Eligibility, and Readiness (up to 25 points)

Criteria	Point Value
Demonstrates funding is committed to deliver the project	5
Aligns with one or more of the "eligible activities" and confirm project meets location eligibility requirement identified in the June 11, 2026, STBG implementation guidance (Implementation Guidance for the Surface Transportation Block Grant Program (STBG) memo)	10
National Environmental Policy Act (NEPA) process has been completed or the draft has been released for public circulation	10

Alignment with Regional Plans (up to 25 points)

Criteria	Point Value
Western County: The project is in the RCTC Measure A Expenditure Plan or demonstrates a clear nexus to a Measure A Expenditure Plan project (Ordinance-02-001-Expenditure-Plan-and-Retail-Transaction-and-Use-Tax.pdf)	25
Coachella Valley: The project is in the top 10% of the Coachella Valley Association of Governments' Transportation Project Prioritization Study	25
OR	
Western County: The project is on the Western Riverside Council of Governments' 2024 Transportation Uniform Mitigation Fee Nexus Study (TUMF - Western Riverside Council of Governments)	15
Coachella Valley: The project is in the Coachella Valley Association of Governments' Transportation Project Prioritization Study	15

Engagement

Community engagement has been conducted and community support can be demonstrated	Yes or No

CMAQ-eligible Projects

The United States' Federal Highway Administration (FHWA) administers CMAQ funds. In its most recent interim guidance, dated October 28, 2024, found here: FHWA-2023-0036-0002_attachment_1.pdf FHWA describes CMAQ-eligible projects on pages 18 thru 36.

Deliverability, Eligibility, and Readiness (up to 40 points)

Criteria	Point Value
Demonstrates funding is committed to deliver the project	5
Aligns with one or more of the "eligible programs or project types" identified in the October 28, 2024, interim CMAQ guidance and/or confirm the project meets the three CMAQ eligibility criteria: 1) Transportation project 2) Located in nonattainment/maintenance area 3) Provides air quality benefit for the criteria air pollutants (FHWA-2023-0036-0002_attachment_1.pdf)	10
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*Construction phase includes but may not be limited to purchase of rolling stock and transit operating projects as eligible under interim CMAQ guidance.

Alignment with Regional Plans (up to 10 points)

Criteria	Point Value
Project is in a plan	10

Engagement

Community engagement has been conducted and community support can be demonstrated	Yes or No

Project Ranking

All nominations submitted via the SCAG process by the April 2, 2027, deadline will be reviewed by an evaluation committee comprised of RCTC and Coachella Valley Association of Governments staff. The prioritization ranking for each project will be provided by RCTC to SCAG as required in the SCAG guidelines.

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DRAFT

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[UPLOAD BUTTONS]

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[UPLOAD BUTTON]

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[UPLOAD BUTTON]

ENGAGEMENT

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[NARRATIVE DESCRIBING PUBLIC OUTREACH/COMMUNITY ENGAGEMENT CONDUCTED FOR THE PROJECT]

[UPLOAD BUTTON]

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DRAFT

[STATEMENT BY AGENCY ACKNOWLEDGING TO THE ABOVE]

DRAFT

AGENDA ITEM 6H

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	November 23, 2026
TO:	Budget and Implementation Committee
FROM:	Ariel Alcon Tapia, Public Affairs Manager
THROUGH:	David Knudsen, Deputy Executive Director
SUBJECT:	Measure A Renewal Public Engagement Summary

STAFF RECOMMENDATION:

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

1) Receive and file the Measure A Renewal Public Information and Awareness Program completion summary.

BACKGROUND INFORMATION:

At its July 2026 Commission meeting, the Riverside County Transportation Commission approved placing a renewal of Measure A, Riverside County's half-cent sales tax for transportation improvements, on the November 2026 General Election ballot. The Commission also approved the extension of the existing Public Information and Awareness Program to provide factual and neutral public education about the renewal. The Commission's public education activities began in July and concluded on September 30, 2026.

2026 Measure A Renewal Public Information and Awareness Program Goals and Objectives

The Measure A Renewal Public Information and Awareness Program established goals for public reach, engagement, and repeated exposure to renewal information. Table 1 summarizes the reported results against those goals. The results reflect activity across multiple communication channels and include repeated exposure.

Table 1. Goals and Results of Public Engagement and Outreach Program

Goal	Status	Result
Deliver Measure A Renewal information to at least 50% of adult residents in Riverside County (~1.2 million residents)	**Completed**	Information related to the Measure A Renewal was delivered in more than **5.3 million** instances across various platforms in Riverside County. This number is more than double the county population, indicating that residents were reached on different platforms at different times. Staff is confident that more than 50% of

		residents were provided with an opportunity to learn about the proposed renewal of Measure A.
Engage with 10% of adult residents (~240k residents)	**Completed**	Approximately **359,298** engagement points were recorded with Riverside County residents interacting with the Measure A Renewal materials.
Achieve a "rule of seven" communication approach (Reach 25% of residents or approximately 600,000 at least seven times (~4.2m) through seven different communication touchpoints.**)**	**Completed**	On all outreach channels, the effort achieved a reach of 5,372,486 unique users summed across all channels of communication.

Public Education Messaging & Theme

The public education program's messaging and materials focused on the funding categories, projects and programs, and accountability and transparency provisions as outlined in the Measure A renewal. Message themes included:

- Riverside County voters will consider the renewal of Measure A, the half-cent sales tax dedicated for transportation projects.
- Continue funding for local streets and roads, highways and regional corridors, and public transportation projects and services.
- Accountability and transparency provisions, including annual independent audits, the establishment of a Taxpayer Oversight Committee, and restrictions on how funds can be used.
- Maintain locally generated transportation funding in Riverside County.

Outreach Methods

To achieve the goals and objectives outlined in the program goals, the public education effort made materials available in both English and Spanish. These materials included:

1. Dedicated Measure A Renewal website (rctc.org/MeasureARenewal) in multiple languages
2. Fact Sheet
3. Brochure
4. Post card
5. Digital advertising
6. Direct Mailer

In addition to the materials that were distributed, Commission staff provided presentations to community groups on request.

Outreach By the Numbers

The Public Information and Awareness Program included in-person and digital outreach efforts, including key stakeholder meetings, social media static advertising, and direct mail. The results of the outreach activities, include:

1. **Website:** The rctc.org/measure-a-renewal webpage had 74,193 sessions with 67,111 unique visitors.

2. **Social media and digital advertisements:** A series of social media advertisements and digital newspaper ads were placed from August 2026 through September 2026. Table 2 summarizes social media and digital advertisement outreach.

Table 2. Total Social Media and Digital Ads

Total Social Media and Digital Ads			
Platform	**Impressions**	**Reach**	**Engagement**
Meta (Facebook/Instagram)	16,631,870	4,146,783	19,101
Google Display Network	926,804	401,786	2,474
PressEnterprise.com Display	590,771	N/A	340
Total	18,149,445	4,548,569	21,915

3. **Stakeholder presentations and community engagement:** The Public Information and Awareness Program featured informational presentations to industry associations, service clubs, chambers of commerce, and community-based organizations, along with community engagement activities for a combined total of 18 events.

4. **Direct Mail:** To diversify the outreach effort beyond digital platforms in all subregions, 238,000 direct mail postcards were sent to Riverside County residents via the U.S. Postal Service.

5. **City Hall and Community Materials:** To ensure materials were available in communities, brochures and postcards were delivered to all 28 cities city halls and 5 community organizations centers.

Public Education Efforts Conclusion

The Measure A Renewal Public Information and Awareness Program distributed renewal information through direct mail, digital and social media advertising, printed materials, and

community presentations. The program recorded a reported aggregate reach of more than 5 million across communication channels, which included repeated exposure to the same individuals. The program continued the Commission's broader work to inform the public about transportation activities throughout the county. Staff is confident that the program met the established goals.

FISCAL IMPACT:

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

Attachments:
1) Dashboard of Measure A Renewal Metrics Summary
2) Measure A Renewal English and Spanish Postcards
3) Measure A Renewal English and Spanish Brochures
4) Measure A Renewal Direct Mailer
5) Measure A Renewal Fact Sheet
6) Measure A Renewal Sample Social Media Posts

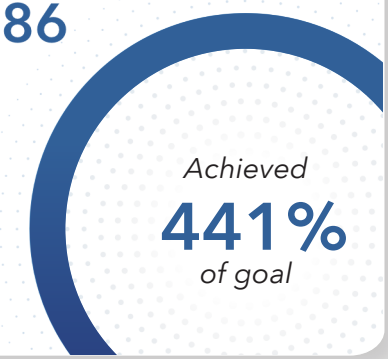
RIVERSIDE COUNTY TRANSPORTATION COMMISSION | MEASURE A RENEWAL

Public Information and Awareness Program Goals

June 2026 to October 2026

Deliver Renewal information to 50% of Adult Residents (~1.2M)

Information Delivered
5,372,486
Times



Reach ~600,000 Adult Residents seven times in seven ways (~4.2M)

Residents Reached
767,498
At least seven times



Engage with 7% of Adult Results (~240,000)

Residents Engaged
359,298
Times



PLATFORM	IMPRESSIONS	REACH	ENGAGEMENT
Meta (Facebook & Instagram)	16,631,870	4,146,783	19,101
Google Display Network	926,804	401,786	2,474
Press-Enterprise website	590,571	N/A	340

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Measure A Renewal

In the November 2026 election, Riverside County residents will consider a measure to renew Measure A, the county's half-cent sales tax dedicated to transportation funding and improvements that was first approved by voters in 1988.

If approved by voters, Measure A would continue the current countywide half-cent sales tax beyond 2039, until ended by voters. It would not raise the current transportation sales tax rate in Riverside County.

Funding included in Measure A is identified for local streets and roads, highways and regional corridors, and public transportation in Riverside County.

LEARN MORE
rctc.org/MeasureARenewal

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RIVERSIDE COUNTY TRANSPORTATION COMMISSION



Renovación de la Medida A

En las elecciones de noviembre de 2026, los residentes del condado de Riverside considerarán una medida electoral para renovar la Medida A, el impuesto sobre las ventas de medio centavo del condado, destinado a financiar y mejorar el transporte, que fue aprobado inicialmente por los votantes en 1988.

Si los votantes la aprueban, la Medida A daría continuidad al actual impuesto sobre las ventas de medio centavo en todo el condado, más allá de su fecha de vencimiento actual de 2039 y hasta que los votantes decidan finalizarlo, sin aumentar la tasa vigente del impuesto sobre las ventas en el condado de Riverside.

La renovación de la Medida A proporcionaría financiación continua para calles y caminos locales, carreteras y corredores regionales, y transporte público.

MÁS INFORMACIÓN
rctc.org/es/MeasureARenewal



Financial Review and Oversight

A renewed Measure A would maintain several accountability provisions governing the use of tax revenues, including:

- **Transparency:** Continuing the requirement for annual independent audits and financial reviews.
- **Accountability:** Establishing a Taxpayer Oversight Committee comprised of Riverside County residents to review annual audits and receive information concerning the annual budget.
- **Use of Public Funds:** Specifies that no more than 1% of funds generated by the measure can be used for administrative salaries or RCTC staff benefits.
- **Local:** By law, funds can only be used for transportation services and projects serving in Riverside County.

RCTC
RIVERSIDE COUNTY TRANSPORTATION COMMISSION



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

@TheRCTC

LEARN MORE
rctc.org/MeasureARenewal

What is the Measure A Renewal?

Local transportation funding



RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Measure A Renewal: Continuing Funding for Transportation Across Riverside County

In the November 2026 election, Riverside County residents will consider a measure to renew Measure A, the county's half-cent sales tax dedicated to transportation funding and improvements that was first approved by voters in 1988. If approved by voters, Measure A would continue the current countywide half-cent sales tax beyond 2039, until ended by voters. It would not raise the current transportation sales tax in Riverside County.

Transportation Funding Categories

Renewing Measure A would allocate funding in three categories:

Local Streets and Roads: Renewing Measure A would continue direct funding to all Riverside County cities and unincorporated areas for road repairs and maintenance projects.

Highways and Regional Corridors: Renewing Measure A would continue funding of highway improvements, including projects on I-10, I-15, SR-60, SR-71, SR-86, SR-91, Hwy 111, and I-215.

Public Transportation: Renewing Measure A would continue funding for public transportation, including specialized transit for seniors, veterans, and people with disabilities.

Highway and Regional Corridors

Continues funding for highway improvements along corridors such as I-10, I-15, SR-60, SR-71, SR-86, SR-91, Hwy 111, and I-215. Example of regional corridors eligible for funding may include but are not limited to:

- **Alessandro Boulevard**
- **Bundy Canyon Road**
- **Cabazon Connector**
- **County Expressway (formerly known as the SR-79 Realignment) between Winchester & San Jacinto**
- **Limonite Avenue**
- **Magnolia Avenue**
- **Mid County Parkway**
- **Perris Boulevard**
- **Redlands Boulevard**
- **Scott Road**
- **SR-62 and SR-74**

Public Transportation

Continues funding for public transportation services and facilities throughout Riverside County, including:

- **Discount fares and specialized transit for seniors, veterans, students, and riders with disabilities**
- **Express bus connections**
- **Commuter assistance**
- **Rideshare programs**





Revisión y supervisión financiera

La renovación de la Medida A mantendría varias disposiciones de rendición de cuentas que regulan el uso de los ingresos fiscales, entre ellas:

- **Transparencia:** Mantener el requisito de realizar auditorías independientes y revisiones financieras anuales.
- **Rendición de cuentas:** Establecer un Comité de Supervisión de los Contribuyentes, integrado por residentes del condado de Riverside, para revisar las auditorías anuales y recibir información sobre el presupuesto anual.
- **Uso de fondos públicos:** Especificar que no más del 1 % de los fondos generados por la medida puede utilizarse para salarios administrativos o beneficios del personal de RCTC.
- **Carácter local:** Por ley, los fondos solo pueden utilizarse para servicios y proyectos de transporte que beneficien al condado de Riverside.

RCTC
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@TheRCTC

MÁS INFORMACIÓN
rctc.org/es/measure-a-renewal/

¿Qué es la renovación de la Medida A?

Financiación del transporte local



RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Renovación de la Medida A: Continuación del financiamiento para el transporte en todo el condado de Riverside

En noviembre de 2026, los votantes del condado de Riverside considerarán una medida para renovar la Medida A, el impuesto sobre las ventas de medio centavo del condado destinado a inversiones en infraestructura de transporte. De aprobarse su renovación, se estima que la Medida A generará 280 millones de dólares anuales para proyectos de transporte en todo el condado de Riverside, al extender la vigencia del impuesto actual más allá del año 2039.

Categorías de inversión

La renovación de la Medida A asignaría fondos a tres categorías de inversión:

Calles y carreteras locales: La renovación de la Medida A permitiría continuar con el financiamiento directo a todas las ciudades y áreas no incorporadas del condado de Riverside para proyectos de reparación y mantenimiento de carreteras.

Autopistas y corredores regionales: La renovación de la Medida A permitiría continuar con el financiamiento de mejoras en las autopistas, incluyendo proyectos en la I-10, I-15, SR-60, SR-71, SR-86, SR-91, Hwy 111 y I-215.

Transporte público: La renovación de la Medida A permitiría continuar financiando el transporte público, incluido el servicio especializado para personas mayores, veteranos y personas con discapacidad.

Autopistas y corredores regionales:

La renovación de la Medida A permitiría continuar financiando mejoras en las autopistas a lo largo de corredores como la I-10, I-15, SR-60, SR-71, SR-86, SR-91, Hwy 111 y I-215. Algunos ejemplos de corredores regionales elegibles para recibir financiación pueden incluir, entre otros:

- **Alessandro Boulevard**
- **Bundy Canyon Road**
- **Cabazon Connector**
- **County Expressway (anteriormente conocida como la realineación de la SR-79) entre Winchester y San Jacinto**
- **Limonite Avenue**
- **Magnolia Avenue**
- **Mid County Parkway**
- **Perris Boulevard**
- **Redlands Boulevard**
- **Scott Road**
- **SR-62 and SR-74**

Transporte público

Financiamiento continua para establecer, mantener y ampliar los servicios actuales y futuros de transporte público y ferroviario de pasajeros.

Entre los proyectos de ejemplo se incluyen, entre otros:

- **Tarifas con descuento y transporte especializado para personas mayores, veteranos, estudiantes y financiamiento incluyen, con discapacidad**
- **Conexiones de autobús exprés**
- **Asistencia para viajeros diarios al trabajo**
- **Programas de viajes compartidos**



RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Measure A Renewal / *Renovación de la Medida A*

OVERVIEW

In the November 2026 election, Riverside County residents will consider a measure to renew Measure A, the county's half-cent sales tax dedicated to transportation funding and improvements that was first approved by voters in 1988.

If approved by voters, Measure A would continue the current countywide half-cent sales tax beyond 2039, until ended by voters. It would not raise the current transportation sales tax rate in Riverside County.

RESUMEN

En las elecciones de noviembre de 2026, los residentes del condado de Riverside considerarán una medida electoral para renovar la Medida A, el impuesto sobre las ventas de medio centavo del condado, destinado a financiar y mejorar el transporte, que fue aprobado inicialmente por los votantes en 1988.

Si los votantes la aprueban, la Medida A daría continuidad al actual impuesto sobre las ventas de medio centavo en todo el condado, más allá de su fecha de vencimiento actual de 2039 y hasta que los votantes decidan finalizarlo, sin aumentar la tasa vigente del impuesto sobre las ventas en el condado de Riverside.



LEARN MORE
rctc.org/MeasureARenewal



Transportation Funding Categories
Categorías de financiamiento para el transporte

Local Streets and Roads / *Calles y carreteras locales*

Highways and Regional Corridors / *Autopistas y corredores regionales*

Public Transportation / *Transporte público*

Projects included in the proposed Measure A Renewal are categorized in the Riverside County Transportation Improvement Plan under three transportation categories: Local Streets and Roads, Highways and Regional Corridors, and Public Transportation.

Los proyectos incluidos en la propuesta de renovación de la Medida A se clasifican dentro del Plan de mejora del transporte del condado de Riverside en tres categorías de transporte: calles y caminos locales, carreteras y corredores regionales, y transporte público.

RCTC
RIVERSIDE COUNTY TRANSPORTATION COMMISSION

P.O. Box 12008
Riverside, CA 92502-2208

RCTC RIVERSIDE COUNTY TRANSPORTATION COMMISSION

RENEWING RIVERSIDE COUNTY'S **MEASURE A**

In the November 2026 election, ***Riverside County voters will consider renewing Measure A, the county's half-cent sales tax dedicated for transportation infrastructure investments.*** If approved, the measure would continue the current countywide half-cent sales tax beyond 2039. This renewal would not raise the current sales tax rate in Riverside County.

Transportation Funding Categories

Continues funding for remaining 2009 Measure A projects while providing the funding identified in the Riverside County Transportation Improvement Plan to guide future transportation investments in Riverside County across three categories:

Local Streets and Roads

Highways and Regional Corridors

Public Transportation

Financial Review and Oversight Provisions

If approved by the voters, the measure would continue several accountability provisions governing the use of tax revenues, including annual audits and financial reviews, limitations on administrative costs, and restricting fund use only for transportation projects and services in Riverside County, with the addition of a Taxpayer Oversight Committee.

Measure A Would Continue Funding to Every City and Unincorporated Areas of Riverside County for Local Street and Road Improvements

Directs transportation funding across the 28 cities and unincorporated areas in Riverside County for local street and road improvements. The funding amounts shown below are projections through 2057.

Banning
$37.7 million

Beaumont
$108.5 million

Calimesa
$13.5 million

Canyon Lake
$11.7 million

Cathedral City
$81.8 million

Coachella
$34.1 million

Corona
$244.4 million

Desert Hot Springs
$27.6 million

Eastvale
$137.5 million

Hemet
$115.2 million

Indian Wells
$16 million

Indio
$118.2 million

Jurupa Valley
$138.3 million

La Quinta
$84.2 million

Lake Elsinore
$94.9 million

Menifee
$140.6 million

Moreno Valley
$260.2 million

Murrieta
$149.8 million

Norco
$40.2 million

Palm Desert
$148.1 million

Palm Springs
$134.3 million

Perris
$120.0 million

Rancho Mirage
$50.6 million

Riverside
$450.4 million

San Jacinto
$62.4 million

Temecula
$179.3 million

Wildomar
$41.9 million

Palo Verde Valley (Blythe)
$60.0 million

Unincorporated Riverside County
$507.4 million

Projected disbursement:
$3.6 billion

Highway and Regional Corridors

Continues funding for highway improvements along corridors such as I-10, I-15, SR-60, SR-71, SR-86, SR-91, Hwy 111, and I-215. Example of regional corridors eligible for funding may include but are not limited to:

- **Alessandro Boulevard**
- **Bundy Canyon Road**
- **Cabazon Connector**
- **County Expressway (formerly known as the SR-79 Realignment) between Winchester & San Jacinto**
- **Limonite Avenue**
- **Magnolia Avenue**
- **Mid County Parkway**
- **Perris Boulevard**
- **Redlands Boulevard**
- **Scott Road**
- **SR-62 and SR-74**

Public Transportation

Continues funding for public transportation services and facilities throughout Riverside County, including:

- ***Discount fares and specialized transit for seniors, veterans, students, and riders with disabilities***
- ***Express bus connections***
- ***Commuter assistance***
- ***Rideshare programs***

Consistent with the existing distribution for 2009 Measure A, funds from rewnewing Measure A would be distributed back to each of the three geographic subregions – *Western Riverside County, Coachella Valley, and Palo Verde Valley* – in proportion to the funds generated in those areas. Within each region, the funds are allocated by investment category.

Western Riverside County

In western Riverside County, renewed Measure A would consolidate funding categories into *Highways and Regional Corridors, Local Streets and Roads, and Public Transportation*. Projects may also include new regional roadway connections, such as the Mid County Parkway and the new County Expressway (formerly known as the SR-79 Realignment) between Winchester and San Jacinto. Examples of highway projects include but are not limited to:

Route	Limits	Project
SR-91	Pierce Street to I-15	Add 1 lane each direction
SR-71	SR-91 to San Bernardino County Line	Add 1 lane each direction
I-215	SR-60 to San Bernardino County Line	Add 1 lane each direction
I-215	Eucalyptus Ave to Nuevo Road	Add 1 lane each direction
I-15	El Cerrito Road to San Diego County line	Add 1 lane each direction
I-10	San Bernardino County line to SR-60/I-10/SR-79	Add 1 lane eastbound
I-10/SR-60	SR-60 to I-10	Interchange improvements, including at SR-79/I-10; corridor improvements
SR-91, SR-60, I-15, I-215	Various	Add auxiliary lanes
SR-91	SR-241 to SR-71	Add 1 lane westbound and eastbound

Coachella Valley

Continued transportation funding would be disbursed to the Coachella Valley Association of Governments to implement priorities according to the Transportation Project Prioritization Study, which include improvements to connections to federal and state freeways and highways, grade separations, upgrades to existing interchanges, construction of new interchanges, improvements to regional arterials, and expansion of active transportation.

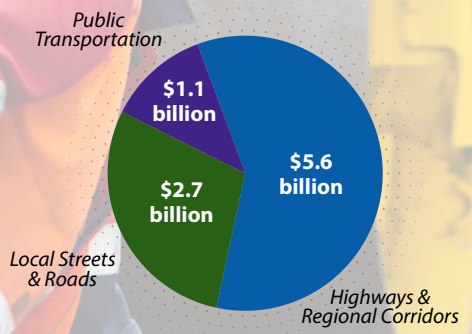
Revenues from renewing Measure A will continue to be allocated directly to the cities and the unincorporated areas in the Coachella Valley and shall be used to assist with the funding of local street and road improvements, and to Sunline Transit Agency to support expanded public transit and specialized transportation services.

Palo Verde Valley (Blythe)

Revenues from renewing Measure A will continue to be allocated directly to Blythe and the unincorporated areas in the Palo Verde Valley and shall be used to assist with the funding of local street and road improvements.

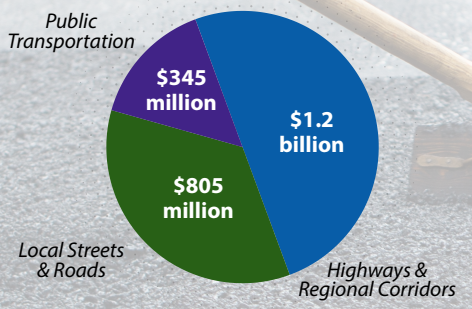
Allocation of Funds

Western Riverside County



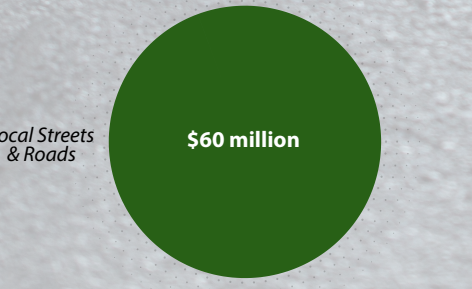
Estimated Measure Revenue Generation: ***$9.4 billion***

Coachella Valley



Estimated Measure Revenue Generation: ***$2.3 billion***

Palo Verde Valley



Estimated Measure Revenue Generation: ***$60 million***

Learn More
Scan the QR code or visit:
rctc.org/MeasureARenewal

Riverside County Transportation Commission
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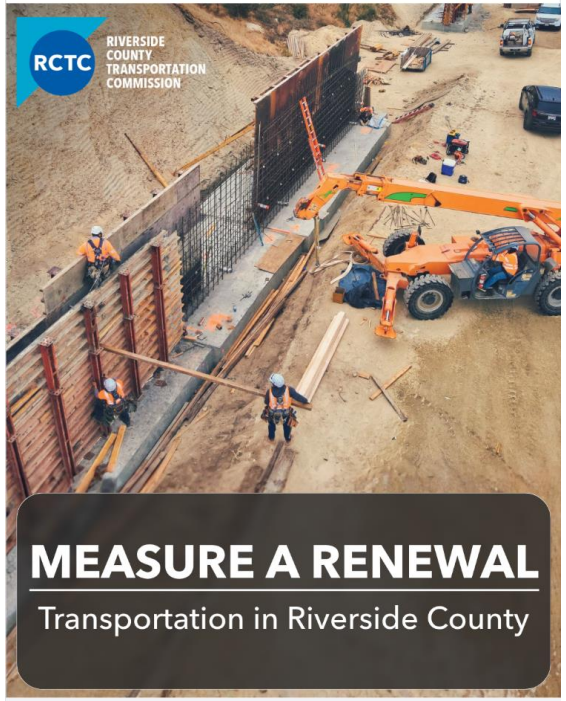
In the November 2026 election, Riverside County residents will consider a renewal of Measure A, the county's half-cent sales tax for transportation.

Learn more at rctc.org/MeasureARenewal



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Renewing Measure A would continue direct fun...
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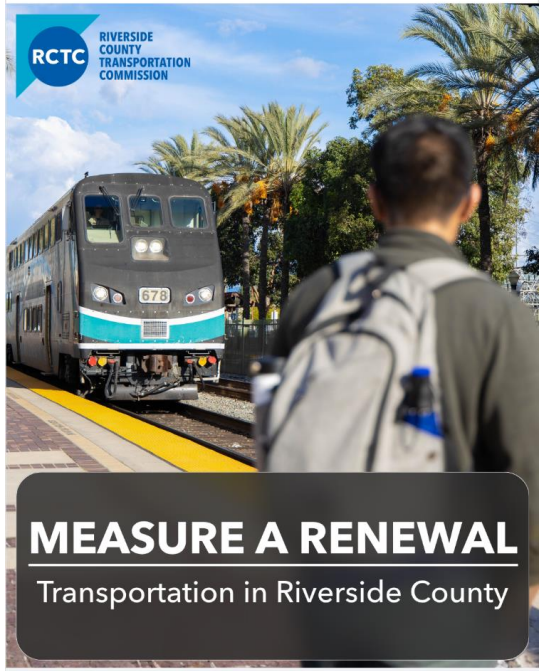
In the November 2026 election, Riverside County residents will consider a renewal of Measure A, the county's half-cent sales tax for transportation. If approved by the voters, Measure A would continue the current countywide half-cent sales tax beyond the year 2039 and would not raise the current sales tax rate in Riverside County.

Learn more at rctc.org/MeasureARenewal



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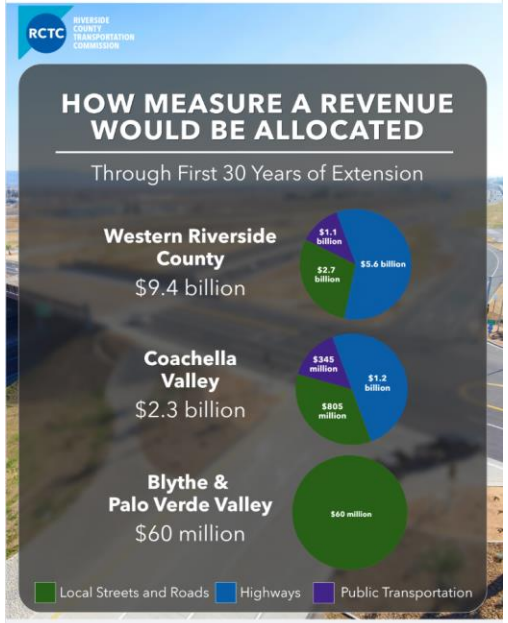
In the November 2026 election, Riverside County voters will consider renewing Measure A, a half-cent sales tax for countywide transportation infrastructure.

If approved, a renewal of Measure A would extend the half-cent sales tax beyond March 31, 2039 and would not raise the sales tax rate in Riverside County. If not approved, the sales tax will expire on that date. Renewing Measure A would allocate funding in Riverside County subregions proportionally to the sales tax revenue generated in them.

Learn more at rctc.org/MeasureARenewal



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En las elecciones de noviembre de 2026, los residentes del condado de Riverside considerarán una medida electoral para renovar la Medida A, el impuesto sobre las ventas de medio centavo del condado, destinado para transportación. Si los votantes la aprueban, la Medida A daría continuidad al actual impuesto sobre las ventas de medio centavo en todo el condado más allá de su fecha de vencimiento, en 2039, sin aumentar la tasa vigente del impuesto sobre las ventas en el condado de Riverside.

Obtenga más información en rctc.org/es/MeasureARenewal



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Renovación de la Medida A
Financiamiento para el transporte en el condad...
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AGENDA ITEM 7

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	November 23, 2026
TO:	Budget and Implementation Committee
FROM:	Sheldon Peterson, Rail Manager
THROUGH:	Lorelle Moe-Luna, Multimodal Services Director
SUBJECT:	Approval of Metrolink Operating and Capital Subsidies for Fiscal Year 2026/27 and Related Action Items

STAFF RECOMMENDATION:

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

1) Approve RCTC's share of the Fiscal Year (FY) 2026/27 Southern California Regional Rail Authority (SCRRA) operating budget, including an annual operating subsidy of $31,359,674, inclusive of funding authorized for the first and second quarters of FY 2026/27 through approved continuing resolutions and remaining balance of $14,425,640;
2) Authorize a contingency of $1,840,326 for a total operating amount not to exceed $33,200,000;
3) Authorize the Executive Director, or designee, to approve use of the contingency as may be required for SCRRA during FY 2026/27;
4) Approve RCTC's share of the FY 2026/27 SCRRA capital budget, with authorization of SCRRA to draw down Federal Transit Administration (FTA) funds to cover the Commission's amount of $11,502,591; and
5) Authorize the Executive Director, pursuant to legal counsel review, to finalize and execute Memorandum of Understanding (MOU) No. 27-25-030-00 with SCRRA regarding annual funding, and subrecipient matters related to the pass-through of federal funding.

BACKGROUND INFORMATION:

Metrolink is the brand name for the services operated by SCRRA. The Commission is one of the five member agencies that comprise the SCRRA joint powers authority (JPA). Member agencies are required to formally approve their proportionate shares of commuter rail operating and capital costs on an annual basis. Per the JPA, SCRRA is required to submit the budget request transmittal by May 1st of every year; however, this year SCRRA requested continuing appropriations for the first two quarters to allow additional time to fully develop the FY 2026/27 budget due to lower-than-expected revenues. At its June 2026 and September 2026 meetings, the Commission approved funding for the first two quarters, for a total of $16,934,034, with a contingency of $1,065,966, for a total amount not to exceed $18,000,000.

After continued discussions with Metrolink staff and member agencies, a service scenario that meets the funding targets for each member agency was finalized and the associated budget was

shared with member agencies on September 28, 2026. To avert additional service reductions Metrolink applied for and was awarded $20,000,000 in funding from the California State Rail Assistance (SRA) program. The complete proposed budget for FY 2026/27, inclusive of the SRA award, was presented at the November 13, 2026, Metrolink Board meeting.

DISCUSSION:

Metrolink's proposed FY 2026/27 budget includes the following service highlights:

- Continuation of the current reduced schedule from the May 2026 schedule change.
  - Riverside County service will remain at the current weekday levels of 12 trains on the 91/Perris Valley Line, 10 trains on the Riverside Line, and 16 trains on the Inland Empire-Orange County Line.
- Continuation of a Student/Youth Discount, a 50 percent discount to all students.
- Limited fare increases effective October 5, 2026.
  - One-way tickets, which are priced by distance, will increase approximately 14 percent.
  - SoCal Day Passes (roundtrip tickets) will increase from $15 to $19 on weekdays and from $10 to $12 on weekends and holidays.

According to the November 13th Metrolink Board staff report, the proposed FY 2026/27 total operating budget is $355.3 million, an increase of roughly 1 percent from the FY 2025/26 amended budget. The FY 2026/27 budget estimates a total of $88.6 million in operating revenues, and the five member agencies that comprise Metrolink are responsible for funding $266.7 million. The Commission's total operating obligation is approximately 12 percent of the total member agency subsidy, or $31.4 million, which is about 2 percent less than the prior year.

Metrolink's proposed capital budget for FY 2026/27 is $153.5 million, about flat from the prior year. The Commission's capital obligation for FY 2026/27 is $11.5 million, a roughly 10 percent reduction from FY 2025/26. A summary of the SCRRA FY 2026/27 budget and RCTC's share is provided in Table 1.

Table 1. FY 2026/27 SCRRA Proposed Budget and RCTC Subsidy Share

Expenditures (millions)	Systemwide Amount	Member Agency Subsidy	RCTC Subsidy Share*
SCRRA Operating Budget	$355.3	$266.7	$31.4
SCRRA Capital Budget	$153.5	$153.5	$11.5
Total Budget	$508.8	$420.2	$42.9

*Funding for capital expenditures is directly allocated to SCRRA; there is no impact on the RCTC budget.

Metrolink's budget excludes the Commission's expenses for the nine RCTC-owned stations. These expenses are included in the Commission's adoption of the FY 2026/27 budget and include station operations and maintenance, right of way, and other station capital projects.

FISCAL IMPACT:

Staff recommends approval of Metrolink's proposed FY 2026/27 operating and capital budget and the Commission's annual share as outlined in the annual funding MOU No. 27-25-030-00 (Attachment 1). The Commission's total operating funding requirement for Metrolink services for FY 2026/27 is the requested amount of $31,359,674, and staff recommends an approximately 6 percent contingency of $1,840,326 for a total amount not to exceed $33,200,000. This amount is inclusive of the $18,000,000 approved by the Commission for the first two quarters of funding. The contingency will provide flexibility to address unanticipated operating or capital expenses and could allow capacity for additional special trains or service improvements. Staff also recommends that the Commission authorize the Executive Director, or designee, to approve use of the contingency as necessary for FY 2026/27 expenses.

The operating subsidy will be funded with the revenue sources shown in Table 2.

Table 2. FY 2026/27 Operating Subsidy by Revenue Source

Revenue Source	Amount
Local Transportation Fund (LTF)*	$ 23,459,674
Low Carbon Transit and Capital Program (LCTOP)	$900,000
State Transit Assistance (STA) Fund*	$4,000,000
Measure A	$3,000,000
RCTC Subsidy Total	**$ 31,359,674**
Contingency – LTF Funds	$1,840,326
Revised Total	**$ 33,200,000**

*Funding for LTF, LCTOP, and STA is from state sources.

The Commission's total capital obligation is $11,502,591 and includes capital rehabilitation projects of $10,334,427 that will be funded with formula FTA Section 5337, and $1,168,164 of new capital projects which will be covered by FTA Section 5307 grant funds.

The $33,200,000 operating authorization, including contingency, is included in the Commission's adopted FY 2026/27 budget and FY 2026/27 Short-Range Transit Plan (SRTP); therefore, no budget adjustment is required. The $11,502,591 capital subsidy will be funded with FTA funds that the Commission allocated to SCRRA in the FY 2026/27 SRTP and will be directly obligated by SCRRA and will have no impact on the Commission's budget.

Financial Information						
In Fiscal Year Budget:	Yes	Year:	FY 2026/27	Amount:	$33,200,000	
Source of Funds:	**Operating:** LTF, STA, Measure A - Western County Rail, and LCTOP.				Budget Adjustment:	No
GL/Project Accounting No.:	254199 86101 00000 0000 1030 25 86101					
Fiscal Procedures Approved:					Date:	11/13/2026

Attachment: Draft MOU No. 27-25-030-00 for FY 2026/27 SCRRA Funding

MEMORANDUM OF UNDERSTANDING NO. 27-25-030-00
BETWEEN
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
AND
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FOR
FISCAL YEAR 2026-27 ANNUAL FUNDING MOU

This Memorandum of Understanding ("MOU") is effective as of July 1, 2026, by and between the Southern California Regional Rail Authority (hereinafter referred to as "SCRRA"), 900 Wilshire Blvd., Suite 1500, Los Angeles, California 90017, and the Riverside County Transportation Commission, 4080 Lemon Street, 3rd Floor, Riverside, California 92501, a public agency (hereinafter referred to as "RCTC"), which are sometimes individually referred to as "PARTY", and collectively referred to as "PARTIES".

I. RECITALS

A. RCTC and SCRRA desire to enter into a MOU to define RCTC's financial commitments to the SCRRA fiscal year (FY) 2026-27 operating budget and rehabilitation/renovation and new capital budget (collectively, the "BUDGET").
B. RCTC and SCRRA desire to enter into this MOU to define the respective responsibilities of SCRRA as direct recipient of RCTC federal funds for costs in connection with the rehabilitation/renovation and new capital budget, and SCRRA's prior year rehabilitation/renovation and new capital costs, and as a subrecipient on previously allocated federal funds.
C. SCRRA provides a commuter rail service operating to, within, or through Los Angeles, Riverside, San Bernardino, Ventura, San Diego and Orange Counties.
D. RCTC funds SCRRA commuter rail services benefitting Riverside County on the Riverside Line, Inland Empire-Orange County Line, and 91/Perris Valley Line (91/PVL) consistent with the existing cost sharing formula established by the Joint Powers Agreement forming SCRRA ("JPA"), RCTC Agreement No. M-23-008, to which RCTC is a party.
E. SCRRA's operating budget covers train operations, including operating crews, dispatching, equipment maintenance, fuel, non-scheduled rolling stock repairs, operating facilities maintenance, rolling stock lease payments, security and guard services, public safety programs, passenger relations, existing ticket vending devices (TVD) maintenance and revenue collection, marketing and market

research, media/external relations, utilities and leases, passenger transfers to other operators, Rail 2 Rail program, station maintenance, freight rail agreements and general administrative costs that support SCRRA operations.

F. SCRRA's ongoing capital budget includes the following rehabilitation/renovation and new capital projects: track, structure, and signal work; all-share facilities projects, rolling stock (cars and locomotives), information technology, communications, rubber tire vehicles, existing TVD, and mechanical improvements.

G. RCTC, at its November 10, 2026, meeting, approved RCTC's financial commitments to the SCRRA FY 2026-27 budget for operating costs and for rehabilitation/renovation and new capital projects with funds to be drawn down by SCRRA from the Federal Transit Administration (FTA).

H. RCTC, in previous Commission meetings, has approved RCTC's financial commitment to prior SCRRA rehabilitation/renovation and new capital projects. Certain projects have not been completed and funds for those carryover projects will be drawn down by RCTC from the FTA and used to reimburse SCRRA as work related to the approved projects are completed and invoiced to RCTC.

I. SCRRA agrees to provide weed abatement, debris removal, track maintenance, graffiti removal, and other related maintenance, at road crossings, as well as routine maintenance, inspection and repairs of track, structures, signal system, grade crossing warning system and communication infrastructure (collectively, "Maintenance of Way Services") within twenty (20) feet from the center line along all operational tracks within the Perris Valley Line.

J. Pursuant to the Shared Use Agreement (San Jacinto Subdivision) between RCTC and BNSF Railway (BNSF), BNSF is obligated to pay an indexed per train mile fee ($1.3042 per train mile as of April 1, 2025) for BNSF freight trains traversing over the subdivision and an indexed annual amount (currently $824,327 per year as of April 1, 2025).

K. SCRRA will also maintain, only to the extent that costs so incurred will be reimbursable by BNSF, within twenty (20) feet from the center line along the freight-only double track, sidings and spurs between Highgrove Junction to the end of the PVL operating segment ("Freight Only Maintenance of Way Services"). SCRRA will bill BNSF directly for this Freight Only Maintenance of Way Services per the SCRRA Industry/Spur Track Maintenance on Behalf BNSF letter MOU dated February 24, 2006, as amended, between SCRRA and BNSF.

L. SCRRA agrees to provide special train service as included in the budget and will coordinate schedules and service options with member agencies.

M. RCTC shall provide security guard services for the layover facilities at South Perris and Riverside Downtown stations, and SCRRA agrees to reimburse RCTC for such services as further detailed in this MOU but not to exceed $400,000.00.

N. The Parties acknowledge that in prior funding years SCRRA was a subrecipient of federal funds, and that under this MOU, the intent is for RCTC to program the federal funding for state of good repair, and new capital grants with FTA, and for SCRRA to be a direct recipient of such funds. SCRRA will continue to be the subrecipient to RCTC for all prior grants until the end of the useful life of all the capital investments associated with those grants.

O. SCRRA agrees to relocate its Maintenance Of Way (MOW) yard from RCTC's property at Dree Circle (Agreement No. 22-33-075-00) to RCTC's property adjacent to the Moreno Valley March Field Station prior to end of FY26-27. RCTC agrees to provide funding for the relocation and construction of the yard. SCRRA is currently performing surveys and obtaining design/layout of the yard and does not have a final estimated cost. Once the design is completed, this MOU will be amended to include reimbursement of agreed upon costs.

II. **Scope of MOU**

This MOU specifies the terms and conditions, roles and responsibilities of the PARTIES as they pertain to the subjects and projects addressed herein. Both RCTC and SCRRA agree that each will cooperate and coordinate with the other in all activities covered by this MOU and any other supplemental MOUs that may be required to facilitate the purposes thereof.

III. **Responsibilities of RCTC**

RCTC agrees to the following responsibilities for the BUDGET:

A. Allocate to SCRRA the RCTC share of the BUDGET for operating costs in the not-to-exceed amount of Thirty-One Million, Three Hundred Fifty-Seven Thousand, Six Hundred Seventy-Four Dollars ($31,359,674) for rail operations using state, local and federal funds. These fund sources include Transportation Development Act funds for Local Transportation Funds (LTF), State Transit Assistance (STA), Low Carbon Transit Operations Program (LCTOP) Funding, and Measure A. RCTC will provide STA funds instead of FTA Section 5337 for RCTC's share of FY27 Preventative Maintenance. The breakdown of all funds to be used for the operating subsidy allocation is as follows:

B.

Source	Amount
LTF	$ 23,459,674
STA	$ 4,000,000
LCTOP	$ 900,000
Measure A	$ 3,000,000
Total	**$ 31,359,674**

In addition, RCTC will establish a 5.8% contingency amount of One Million, Eight Hundred and Forty Thousand, Three Hundred and Twenty-Six Dollars ($1,840,326) for unforeseen expenses or service adjustments during the year. Separate invoices will be required for any contingency related expenses.

C. Metrolink has requested Ten Million, Three Hundred Thirty-Four Thousand, Four Hundred and Twenty-Seven Dollars ($10,334,427) of rehab for state of good repair and One Million, One Hundred Sixty-Eight Thousand, One Hundred Sixty-Four ($1,168,164) of new capital. For state of good repair, RCTC will program Ten Million, Three Hundred Thirty-Four Thousand, Four Hundred and Twenty-Seven Dollars ($10,334,427) in FTA Section 5337. For new capital, RCTC will program One Million, One Hundred Sixty-Eight Thousand, One Hundred Sixty-Four ($1,168,164) of 5307 funding. If any of the projects are not eligible for federal funding through the FTA program, SCRRA will notify RCTC and local funds may be applied. The new capital subsidy and state of good repair capital subsidy from FTA Sections 5307 and 5337 funds shall be drawn down directly by SCRRA. SCRRA will develop and execute the grants directly with FTA and provide RCTC with a written copy of the executed grants and quarterly updates as to the status of the projects and fund drawdowns. RCTC has provided the FTA Allocation Letter in Exhibit F.

D. For federal funds provided through MOUs prior to Agreement No. 23-25-079-00, the Annual Funding MOU for FY 2023-24 (Prior Year MOUs), RCTC will continue to reimburse SCRRA as a subrecipient for rehabilitation and renovation projects. RCTC shall review each invoice and pay all authorized expenses within 30 days following approval of an invoice that is properly submitted in accordance with this MOU. The best available information at the time of execution of this Agreement regarding the federal funding sources from Prior Year MOUs is included in Exhibit D, Details of Federal Award, attached to this MOU and incorporated herein by reference. RCTC may provide SCRRA an updated Details of Federal Award with additional or revised information regarding the federal funding sources via a separate letter, which

shall, without further action of the PARTIES, amend the current version of Exhibit D and be considered a part of this MOU. Such additional information or revisions shall not include changes to the terms of this MOU, or the amount of funding provided hereunder.

E. For funds provided through Prior Year MOUs, RCTC will review each SCRRA invoice for rehabilitation/renovation, and RCTC-approved new capital project costs to ensure eligibility for federal reimbursement and make timely drawdown requests to FTA for eligible expenses following approval of the invoice.

F. For funds provided through Prior Year MOUs, RCTC will prepare and submit to the FTA, on a timely basis, all required periodic reports and milestone updates.

G. For funds provided through Prior Year MOUs, RCTC will comply with all requirements of the current FTA Master Agreement, which is currently Version 34 dated November 26, 2025 or a later vers if updated prior to the time of grant execution.

H. For funds provided through Prior Year MOUs, RCTC will monitor SCRRA's respective responsibilities as a subrecipient of RCTC's federal funds for rehabilitation/renovation and new capital costs in connection with the BUDGET and with SCRRA's prior years' carryover budget.

I. Per the regular operating formula, as set forth in the JPA, reimburse SCRRA for Maintenance of Way Services performed within twenty (20) feet from nearest SCRRA maintained track or within nearest property line fence (whichever is less) along PVL from the Citrus Connection in Highgrove to Watson Road in Menifee. This includes any railroad structure or ballast cross–section that is located outside of these twenty (20) feet area (collectively, the "PVL SCRRA Maintenance Area"). These costs shall be included in the quarterly rail operations invoices submitted by SCRRA pursuant to Section III.A and are part of the BUDGET allocated not-to-exceed amount set forth therein as listed in Exhibit A attached to this MOU and incorporated herein by reference. Maintenance of Way Services for the Out-of-Service Track and ROW on the San Jacinto subdivision between Watson Road (MP 86.79) and the terminus of the San Jacinto Branch Line east of West 7th street in San Jacinto are the responsibility of RCTC.

J. For the PVL, be responsible for applicable Maintenance of Way Services that are outside the PVL SCRRA Maintenance Area. RCTC shall not be required to provide flagmen or on-track protection for such Maintenance of Way Services if the Roadway Workers remain outside the 20 feet from nearest SCRRA maintained track or outside the nearest property line fence (whichever is less) and there is no potential to foul the SCRRA maintained tracks. RCTC shall

properly ensure that contractors have safety training for employees regardless of their duties.

K. Provide security guards for the layover facilities at South Perris and Riverside Downtown stations, which costs shall be reimbursed by SCRRA. SCRRA's payment obligation shall be based on the agreed upon terms, which is at a maximum of $400,000 a year. RCTC shall invoice SCRRA on a quarterly basis for the direct security and management costs associated with the security of the layover facilities. RCTC shall invoice SCRRA quarterly for the direct security and management costs associated with the layover facilities' security. Notwithstanding any other provision of this MOU, RCTC may unilaterally terminate the obligation to provide security guard services under this MOU upon a 30-day written notice to SCRRA.

L. Require, under its contract(s) for security guard services, that the contractor(s) indemnify SCRRA to the same extent as indemnification is provided to RCTC and include SCRRA as an additional insured under all applicable policies required by RCTC under the contract(s).

M. Make available to SCRRA as part of this MOU station security camera feeds for SCRRA's safety and security needs. However, this MOU does not cover any additional connections requested by SCRRA. Future connections shall be agreed to in writing by the PARTIES, and funding for any costs associated therewith will need to be identified.

N. RCTC will ensure compliance with the DOT governmentwide debarment and suspension (non-procurement) regulations (2 CFR Part 1200) to ensure that Federal assistance funds are not provided to anyone who has been debarred, suspended, determined ineligible, or voluntary excluded from participating in federally assisted transactions. Verification of compliance by SCRRA will be completed at the time of execution of this agreement and is included in Exhibit G, SAM.gov Active Registration – Subrecipient Suspension and Debarment Verification, attached to this MOU and incorporated herein by reference.

IV. **Obligations of SCRRA**

SCRRA agrees to the following responsibilities for the BUDGET:

A. Establish fiscal controls and accounting procedures sufficient to ensure proper accounting for all transactions, so that audits may be performed. SCRRA shall use accounting and fiscal procedures conforming to generally accepted accounting principles (GAAP).

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B. Comply with the Office of Management and Budget Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance), including but not limited to:
    a. Indirect Cost Rate. SCRRA's submitted federally recognized indirect cost rate negotiated between SCRRA and the FTA. SCRRA will provide RCTC the rates in a separate letter as soon as they are available. If the rates are updated with FTA, SCRRA must reconcile its billings as soon as is practical for any over or under-recovery of indirect costs previously billed to and reimbursed by RCTC using the provisional rates. Interest may not be claimed on any potential underpayments.
C. Comply with the requirements of 49 CFR, Part 26, et. seq., and all other FTA Disadvantaged Business Enterprise (DBE) rules, regulations and policies in carrying out this MOU, and shall implement a stand-alone DBE Program that includes goal setting, outreach, monitoring, and reporting. SCRRA shall create and maintain records of compliance with the DBE obligations in this MOU and provide compliance information to RCTC upon request.
D. Comply with all applicable sections of 2 CFR 200 "Grants and Agreements" pertaining to the management of federally funded assets. SCRRA shall provide all necessary information to RCTC so that RCTC can coordinate with the FTA regarding the requirements 2 CFR 200.
E. Comply with all applicable sections of FTA Circular 5010.1.f pertaining to the management of federally funded assets, FTA Circular 4220.1F pertaining to any third-party contracts funded with FTA funds, and any other applicable FTA Circulars. SCRRA shall provide all necessary information to RCTC so that RCTC can coordinate with the FTA regarding the requirements in Circular 5010.1.f.
F. Assume the role of direct recipient of current federal awards for the state of good repair, and new capital grants with funding allocated by RCTC. SCRRA shall comply with all requirements applicable to direct recipients of FTA funds, and provide quarterly reporting related to such awards. For all prior year outstanding grants, SCRRA will provide RCTC with all the necessary information for SCRRA to remain in compliance as a subrecipient in accordance with the Uniform Guidance, FTA requirements, and RCTC Subrecipient Guidelines, all of which are on file at the offices of the PARTIES and are incorporated herein by reference.
G. Comply with all applicable requirements of the FTA Master Agreement, the terms of which are incorporated herein by reference, and be responsible for any violation of FTA rules, regulations or policies, or misuse of funds by SCRRA.
H. Submit a separate invoice to RCTC (Attention: Accounts Payable) on a quarterly basis for RCTC's share of the costs associated with the individual components

of the BUDGET. Each invoice shall be in a mutually acceptable form and shall include the following information, at a minimum:

a. RCTC Agreement number
b. Time period covered by the invoice
c. Total invoice amount
d. For rehabilitation/renovation and new capital projects, supporting documentation, such as progress reports, contractor invoices, or other records to indicate payment has been made to contractor(s), or that payment is imminent in the amount of the invoice, and such additional supporting documentation and background information as RCTC may reasonably require (including executed contracts, as further described below):
e. For prior year RCTC held FTA grants, provide all information needed for quarterly project reporting and milestone updates to allow RCTC enough time to prepare and submit to the FTA on a timely basis all required or requested FTA reports and updates. In no event shall such reports be received later than ten (10) days prior to the required date of the quarterly submission to the FTA, which is 30 days following the end of each quarter.

I. For each invoice submitted to RCTC related to rehabilitation/renovation and capital projects, provide a description of services performed during invoice period and included in the invoice.
J. Provide RCTC with reports or information required to demonstrate FTA compliance. These include but are not limited to the SCRRA Federal Lobbying Disclosure Form, the equipment out of service report, and FSRS reporting once grants have been executed.
K. Continue to renew RCTC staff access to the FTA TRAMS reporting for viewing SCRRA reports.
L. Upon request from RCTC, Metrolink will provide a rough estimation of the remaining balance of RCTC funds in the Metrolink originated grants and projected project completion information. .
M. Provide quarterly budget to actual reports to RCTC and the SCRRA Board of Directors reflecting actual ridership and revenues and expenses at a line-item level compared to the adopted operating budget, based on financial information generated by SCRRA's Oracle financial system. Such financial information shall be based on a monthly financial closing process that includes significant accruals and material account reconciliations.
N. Operate Metrolink commuter rail service on three lines serving Riverside County within budgeted service levels. For the balance of FY27 the service pattern will be based on Scenario 8 which includes 10 Riverside Line, 12

91/PVL and 14 IEOC trains, and will remain unless modified by mutual agreement of the PARTIES

O. Provide a reconciliation report to RCTC by March 31, 2027, identifying a surplus or deficit in FY 2025-26 RCTC allocations to the SCRRA for operating expenses.

P. Obtain express written permission from RCTC prior to returning or reallocating any unexpended/surplus operating funds.

Q. Return to RCTC any unexpended/surplus FY 2025-26 funds unless RCTC has provided written permission for reallocation or an agreement on rolling over funds to FY 2026-27 for operations.

R. Make available quarterly reports summarizing FY 2026-27 actual data versus budget, for Ridership, Revenue, and On Time Performance by line for Riverside County routes to help measure performance metrics.

S. As applicable, prepare and submit all required reports to federal and state agencies in a timely manner by the due dates established by those agencies to avoid any penalties that could impair funding to RCTC.

T. To qualify for reimbursement from RCTC, SCRRA must submit the invoices and documentation as detailed in this paragraph. A final invoice for operating expenses for FY 2026-27 must be submitted on or prior to June 30, 2027 for budgeted or adjusted budget operating expenses. If, after reconciliation of operating expenses is completed, it is determined that additional funds are needed to cover authorized expenses a revised final invoice with backup justification will be provided to RCTC by March 31, 2028. The invoices for rehabilitation/renovation and new capital projects shall be provided as soon as possible, in accordance with FTA guidelines of the specified grant funds. Should a rehabilitation/renovation or capital project incur a delay, SCRRA shall promptly notify RCTC as to the cause of delay and other pertinent information that may be required to obtain an extension of grant terms, as applicable. Invoices submitted beyond the stated timeframes, unless extended, will be reviewed and may be reimbursed, on a case-by-case basis, subject to the availability of funding, as determined by RCTC and its grantors.

U. Submit invoices to BNSF for dispatching along the PVL annual Maintenance of Way revenues and for the Freight Only Maintenance of Way Services.

V. Provide Maintenance of Way Services within the PVL SCRRA Maintenance Area.

W. Be responsible for all the fencing maintenance, weeding, trash, graffiti and maintenance within SCRRA's responsibility for track and structures.

X. Reimburse RCTC on a quarterly basis for the direct security costs associated with the security of the layover facility located at the Riverside Downtown station and the South Perris Station along the PVL, for a total, not-to-exceed amount of $400,000. Payments shall be made to RCTC within thirty (30) days

of receipt and approval by SCRRA of RCTC's invoice and supporting documentation. Hourly rates for security services are as set forth in Exhibit C attached to this MOU and incorporated herein by reference. Notwithstanding any other provision of this MOU, SCRRA may unilaterally terminate the security guard services provided under this MOU upon 30-day written notice to RCTC.

Y. Make available to RCTC as part of this MOU security camera feeds for RCTC's safety and security needs. The feeds captured within and near the station areas that are intended to monitor Communication Structures and other areas related to trains operations and equipment shall also be made available to RCTC. Future connections must be agreed to in writing by the PARTIES and funding for any project costs will be identified.

Z. Maintain the 48 fibers provided by RCTC for SCRRA's use.

AA. Be responsible for the maintenance of existing TVDs located at RCTC owned stations. Removal of any TVD from the designated station will require written notification and approval from RCTC prior to work commencing. If the removal or the relocation of the TVD is requested by RCTC, any associated costs will be incurred by RCTC.

BB. SCRRA performs freight-only maintenance of way (spur-track) along the PVL pursuant to a re-collectable project agreement billable to BNSF. These revenues accrue to SCRRA and are not recorded on the SCRRA Operating Statement and not subject to return or credit to RCTC.

CC. SCRRA performs general maintenance of way (MOW) for the benefit of contracted users on multiple lines in the Metrolink system, pursuant to Shared Use Agreements (SUAs). The revenue SCRRA receives from all SUAs for MOW is included in the SCRRA Operating Statement. MOW funds received from all member agencies through operating support payments will accrue to the annual surplus and be determined and refunded to member agencies at the conclusion of the fiscal year in SCRRA's normal course of business. Be responsible for the maintenance of the Riverside Downtown and South Perris layover facilities, unless different agreements are made in writing by both PARTIES.

DD. Complete all work to be funded under this MOU in a good and workmanlike manner, consistent with the standard of care generally recognized as being employed by professionals in the same discipline in the State of California. Failure of SCRRA to abide by the conditions above may result in delay to payment schedule outlined in Responsibilities of RCTC.

V. **Maximum Obligation**

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A. Notwithstanding any provisions of this MOU to the contrary, RCTC and SCRRA agree that RCTC's maximum cumulative funding obligation hereunder shall be:

(a) Thirty One Million, Three Hundred Fifty-Seven Thousand, Six Hundred Seventy-Four Dollars ($31,359,674) for rail operations.

(b) One Million, Eight Hundred and Forty Thousand, Three Hundred and Twenty-Six Dollars ($1,840,326) for contingency.

(c) Ten Million, Three Hundred Thirty-Four Thousand, Four Hundred and Twenty-Seven Dollars ($10,334,427) of rehab for state of good repair and One Million, One Hundred Sixty-Eight Thousand, One Hundred Sixty-Four ($1,168,164) for new capital subsidy in FTA Section 5307, all of which shall be programmed for direct draw down from the FTA by SCRRA.

B. Any amendments to the BUDGET that increase the amount set forth as due from RCTC or to be programmed by RCTC will require RCTC board approval.

C. Notwithstanding any provisions of the MOU to the contrary, RCTC and SCRRA agree that SCRRA's maximum cumulative payment obligation hereunder for RCTC provided security guard services at the Riverside County layover facilities shall be Four Hundred Thousand Dollars ($400,000).

VI. **Complete MOU**

A. This MOU, including any attachments incorporated herein and made applicable by reference, constitutes the complete and exclusive statement of the term(s) and condition(s) between SCRRA and RCTC concerning the subject matter addressed herein and it supersedes all prior representations, understandings, and communications. The invalidity in whole or in part of any term or condition of this MOU shall not affect the validity of other term(s) or conditions(s) of this MOU. The above-referenced Recitals are true and correct and are incorporated by reference herein.

B. RCTC'S failure to insist on any instance(s) of SCRRA's performance of any term(s) or condition(s) of this MOU shall not be construed as a waiver or relinquishment of RCTC's right to such performance or to future performance of such term(s) or condition(s), and SCRRA's obligation in respect thereto shall continue in full force and effect. Except for updates to Exhibit D, Details of Federal Award, which may be made in accordance with Section III.A, changes to any portion of this MOU shall not be binding upon RCTC except when specifically confirmed in writing by an authorized representative of RCTC by

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way of a written amendment to this MOU and issued in accordance with the provisions of this MOU.

C. SCRRA's failure to insist on any instance(s) of RCTC's performance of any term(s) or condition(s) of this MOU shall not be construed as a waiver or relinquishment of SCRRA's right to such performance or to future performance of such term(s) or condition(s), and RCTC's obligation in respect thereto shall continue in full force and effect. Except for updates to Exhibit D, Details of Federal Award, which may be made in accordance with Section III.A, changes to any portion of this MOU shall not be binding upon SCRRA except when specifically confirmed in writing by an authorized representative of SCRRA by way of a written amendment to this MOU and issued in accordance with the provisions of this MOU.

VII. **Authorized Representatives**

The actions required to be taken by SCRRA and RCTC in the implementation of this MOU are delegated to the respective authorized representative of each PARTY. The authorized representative for SCRRA is its Chief Executive Officer, or designee, and the authorized representative for RCTC is its Executive Director, or designee.

VIII. **Audit and Inspection**

In its role as a subrecipient, or as a direct recipient, as applicable, SCRRA shall:

A. Maintain a complete set of accounting records in accordance with GAAP for RCTC subrecipient monitoring, FTA, and normal operations purposes. The original records shall be maintained within the SCRRA limits.

B. Prepare and file, within nine (9) months after the close of the fiscal year, financial statements of SCRRA for such fiscal year, together with an audit report thereon prepared by an independent certified public accountant. SCRRA shall publish a copy of audited financial statements within ten (10) days of board approval of the financial statements and audit report.

C. Upon reasonable notice, permit the authorized representatives of RCTC and FTA to inspect and audit all work, materials, payroll, books, accounts and other data and records of SCRRA for a period of not less than three (3) years after final payment, or until any on-going audit is completed whichever is longer. For audit purposes, the completion date of this MOU shall be the date of RCTC's payment of SCRRA's final billing (so noted on the invoice) under this MOU.

    a. Upon conclusion of RCTC's monitoring of SCRRA as a subrecipient under this MOU, RCTC shall prepare a notice to SCRRA of any

findings or deficiencies and immediate actions to be taken by SCRRA to correct issues involving ineligible uses of federal funds.

i. SCRRA shall timely develop a corrective action plan for any findings or deficiencies from the issuance of the review findings to address deficiencies or noncompliance issues.

D. With respect to audits in accordance with (C), include these same requirements in construction contracts with SCRRA's contractor(s).
E. RCTC shall have the right to reproduce any such books, records, and accounts.
F. For federal funding allocated under Prior Year MOUs, comply with the terms and conditions for close-out of subawards.

If the FTA determines that any FTA funds paid to SCRRA were not spent in accordance with applicable federal rules and regulations, SCRRA shall be responsible for reimbursement of all such improperly expended funds and shall make such reimbursement in the manner specified by FTA.

If SCRRA fails to comply with the requirements of this MOU as it pertains to federal requirements as a subrecipient, or as a direct recipient, as applicable, RCTC may impose additional conditions or take one or more of the following actions, as appropriate:

A. Disallow all or part of the cost of the activity that is not in compliance.
B. Wholly or partly suspend or terminate the federal award.
C. Recommend that the federal agency initiate suspension or debarment proceedings; or
D. Take other remedies that may be legally available.

IX. **Indemnification and Insurance**

A. SCRRA shall indemnify, defend and hold harmless RCTC, its officers, directors, employees and agents from and against any and all claims (including attorney's fees and reasonable expenses for litigation or settlement) for any loss or damages, bodily injuries, including death, worker's compensation subrogation claims, damage to or loss of use of property alleged to be caused by the acts, omissions or willful misconduct by SCRRA, its officers, directors, employees, contractors, or agents in connection with or arising out of the performance of this MOU.
B. RCTC shall indemnify, defend and hold harmless SCRRA, its officers, directors, employees and agents from and against any and all claims (including attorney's fees and reasonable expenses for litigation or settlement) for any loss or damages, bodily injuries, including death, worker's compensation

subrogation claims, damage to or loss of use of property alleged to be caused by the acts, omissions or willful misconduct by RCTC, its officers, directors, employees or agents in connection with or arising out of the performance of this MOU.

C. The indemnification and defense obligations of this MOU shall survive its expiration or termination.

D. SCRRA maintains property and general liability insurance and/or self-insurance in the amounts and with coverage as set forth in the insurance certificates attached hereto as Exhibit B and incorporated herein by reference. SCRRA shall maintain such insurance for the duration of this MOU. SCRRA shall require that SCRRA contractors maintain appropriate insurance coverage for injuries to persons, or damages to property, which may arise from or in connection with their operations on RCTC property, such as trains and other rolling stock, related equipment and facilities used in the operation of commuter rail services., SCRRA and its contractors shall include RCTC as an insured or additional insured on all insurance policies required to be maintained hereunder.

X. **Additional Provisions**

RCTC and SCRRA agree to the following mutual responsibilities:

A. Term of MOU: This MOU shall terminate upon the completion of the disbursement of the operating and capital funds to SCRRA and the completion of all reports, updates or any other documentation or responsibility of the PARTIES related to the projects in the BUDGET. In all events, this MOU shall terminate within the time limits set forth in applicable FTA procedures and regulations, but in no event later than seven (7) years from the date of the execution of this MOU. This MOU may only be extended upon written mutual consent by both PARTIES.

B. Dispute Resolution: In the case of a dispute, the Executive Director and Chief Executive Officer of the PARTIES shall timely attempt to resolve the dispute. If the PARTIES are unable to resolve the dispute, either PARTY may elect to initiate arbitration by a panel of three arbitrators pursuant to the rules of the American Arbitration Association. The panel of arbitrators shall consist of one arbitrator appointed by the governing body of each of the PARTIES, and the third member shall be appointed by mutual consent of the other two arbitrators.

C. Modifications: This MOU may be amended in writing at any time by the mutual consent of both PARTIES. Except as expressly stated herein, no amendment shall have any force or effect unless executed in writing by both PARTIES.

D. Laws and Regulations: RCTC and SCRRA shall comply with all applicable federal, state, and local laws, statues, ordinances and regulations of any governmental authority having jurisdiction over the BUDGET.

E. Legal Authority: The persons signing below represent that they are authorized to execute this MOU on behalf of their respective PARTY, and that, by so executing this MOU, the PARTIES hereto are formally bound to the provisions of this MOU.

F. Severability: If any term, provision, covenant or condition of this MOU is held to be invalid, void or otherwise unenforceable, to any extent, by any court of competent jurisdiction, the remainder of this MOU shall not be affected thereby, and each term, provision, covenant or condition of this MOU shall be valid and enforceable to the fullest extent permitted by law.

G. Counterparts: This MOU may be executed and delivered in any number of counterparts, each of which, when executed and delivered shall be deemed an original and all of which together shall constitute the same MOU.

H. Force Majeure: Either PARTY shall be excused from performing its obligations under this MOU during the time and to the extent that it is prevented from performing by an unforeseeable cause beyond its control, including but not limited to: any incidence of fire or flood; acts of God; commandeering of material, products, plants or facilities by the federal, state or local government; national fuel shortage; or a material act or omission by the other PARTY; when satisfactory evidence of such cause is presented to the other PARTY, and provided further that such nonperformance is unforeseeable, beyond the control and is not due to the fault or negligence of the PARTY not performing.

I. Assignment: Neither this MOU, nor any of the PARTIES rights, obligations, duties, or authority hereunder may be assigned in whole or in part by either PARTY without the prior written consent of the other PARTY in its sole and absolute discretion. Any such attempt at assignment shall be deemed void and of no force and effect. Consent to one assignment shall not be deemed consent to any subsequent assignment, nor the waiver of any right to consent to such subsequent assignment.

J. Obligations To Comply with Law: Nothing herein shall be deemed nor construed to authorize or require any PARTY to issue bonds, notes or other evidences of indebtedness under the terms, in amounts, or for purposes other than as authorized by local, state or federal law.

K. Governing Law: The laws of the State of California and applicable local and federal laws, regulations and guidelines shall govern this MOU. The venue shall be in Riverside County exclusively.

L. Arbitration Fees: Should arbitration arise out of this MOU for the performance hereof, the arbitration fees, and other costs and expenses, including attorney's fees, shall be paid by the PARTY against whose favor the arbitration, or any subsequent legal action arising out of the arbitration, is found.

M. Notices: Any notices, requests, or demands made between the PARTIES pursuant to this MOU are to be directed as follows:

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To SCRRA:	To RCTC:
Southern California Regional Rail Authority	Riverside County Transportation Commission
900 Wilshire Blvd Suite 1500 Los Angeles, CA 90017	Street Address: 4080 Lemon St 3rd Floor Riverside, CA 92501 Mailing Address: P.O. Box 12008 Riverside, CA 92502
Attention: Chief Executive Officer Tel: 213-452-0255 E-mail: KettleD@scrra.net	Attention: Executive Director Tel: 951-787-7141 E-mail: ahake@rctc.org

N. Successors and Assigns: The provisions of this MOU shall bind and inure to the benefit of each of the PARTIES hereto, and all successors or assigns of the PARTIES hereto.

O. Survival: All rights and obligations hereunder that by their nature are to continue after any expiration or termination of this MOU, including, but not limited to, the indemnification, reporting, auditing, repayment of improperly expended funds, and records maintenance obligations, shall survive any such expiration or termination.

P. Incorporation of Recitals. The recitals set forth above are true and correct and incorporated into this MOU as if fully set forth herein.

Q. Signatures: A manually signed copy of this MOU 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 MOU for all purposes. This MOU may be signed using an electronic signature.

This MOU shall be made effective upon execution by both PARTIES.

[Signatures on following page]

SIGNATURE PAGE TO
MOU No. 25-25-097-00

IN WITNESS WHEREOF, the PARTIES hereto have caused this MOU No. 25-25-097-00 to be executed on the date first above written.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY	**RIVERSIDE COUNTY TRANSPORTATION COMMISSION**
Chief Executive Officer	Executive Director
Reviewed and Approved as to Form:	
SCRRA General Legal Counsel	RCTC General Legal Counsel

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EXHIBIT A

SCRRA BUDGET SUMMARY

RCTC's shares of SCRRA's FY 2026-27 Budget, as approved by the SCRRA Board of Directors in October 2026, are shown below:

Operating Budget:

RCTC Share	$31,359,674
Total Operating Subsidy	$31,359,674

Capital Budget:

RCTC Share – State of Good Repair	$10,334,427
RCTC Share – New Capital	$1,168,164
Total Capital Contribution	$11,502,591

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EXHIBIT B

SCRRA INSURANCE CERTIFICATES

[attached behind this page]

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EXHIBIT C

Hourly Rate for Security Guards July 1, 2026 to September 30, 2026
(These are the updated rates based on the new security contract)

			Hours Per Day						
Services	Location	Quantity	M-F	Sa-Su	Hours per Week	Rate	Weekly	Monthly	Yearly
Unarmed Standard	Downtown Riverside Mission	1	8	24	88	$24.98	$2,198.24	8,792.96	$105,515.52
Unarmed Standard	Downtown Riverside Platform	1	8	8	56	$24.98	$1,398.88	5,595.52	$67,146.24
Unarmed Standard	South Perris	1	24	24	168	$24.98	$4,196.64	16,786.56	$201,438.72
								Total	Not to exceed $400,000

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Hourly Rate for Security Guards October 1, 2026 to June 30, 2027
(These are the updated rates based on the new security contract)

			Hours Per Day						
Services	Location	Quantity	M-F	Sa-Su	Hours per Week	Rate	Weekly	Monthly	Yearly
Unarmed Standard	Downtown Riverside Mission	1	8	24	88	$27.32	$2,404.16	9,616.64	$115,399.68
Unarmed Standard	Downtown Riverside Platform	1	8	8	56	$27.32	$1,529.92	6,119.68	$73,436.16
Unarmed Standard	South Perris	1	24	24	168	$27.32	$4,589.76	18,359.04	$220,308.48
								Total	Not to exceed $400,000

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EXHIBIT D
DETAILS OF FEDERAL AWARD
Subrecipient Notifications

[attached behind this page]

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EXHIBIT E

NEGOTIATED INDIRECT COST RATE
AGREEMENT BETWEEN THE
SOUTHERN CALIFORNIA REGIONAL RAIL
AUTHORITY AND THE
FEDERAL TRANSIT ADMINISTRATION

[attached behind this page]

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EXHIBIT F

FTA ALLOCATION LETTER FROM RCTC

[attached behind this page]

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EXHIBIT G

SAM.GOV ACTIVE REGISTRATION – SUBRECIPIENT SUSPENSION AND DISBARMENT VERIFICATION

[attached behind this page]

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AGENDA ITEM 8

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	November 23, 2026
TO:	Budget and Implementation Committee
FROM:	Brittany Navas, Senior Management Analyst Mina Kim, Planning and Programming Manager
THROUGH:	Jillian Guizado, Planning and Programming Director
SUBJECT:	Active Transportation Program Cycle 8 Metropolitan Planning Organization Component Riverside County Project Recommendations

STAFF RECOMMENDATION:

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

1) Approve the Active Transportation Program (ATP) Cycle 8 Metropolitan Planning Organizations' (MPO) Component Riverside County recommended projects and contingency list in the amount of $17,405,000.

BACKGROUND INFORMATION:

The ATP is a highly competitive statewide program that funds bicycle and pedestrian facilities and programs to enhance or encourage walking and biking. The California Transportation Commission (CTC) awards 50 percent of program funds through the statewide competition, 10 percent through the small urban and rural competition, and 40 percent through the large MPO component.

The ATP process provides Riverside County applicants two opportunities for funding – at the statewide level and through the large MPO component. Projects are first evaluated statewide. Applications not selected for statewide funding are automatically considered through the large MPO component. The Southern California Association of Governments (SCAG), as the MPO for Riverside County and five other counties, works with the county transportation commissions, the CTC, and Caltrans to develop regional program recommendations for the large MPO component.

ATP Cycle 8 Funding

The CTC adopted a $619,320,000 fund estimate for ATP Cycle 8, covering Fiscal Years 2027/28 through 2030/31. SCAG's share of the large MPO component is $128,575,000. Based on the population-based funding targets established in SCAG's ATP Cycle 8 Regional Guidelines, Riverside County's funding target is $17,405,000, consisting of:

- $17,057,000 for Implementation and Capacity Building projects, and
- $348,000 for Planning projects.

SCAG's Regional Council approved the Cycle 8 Regional Guidelines on March 5, 2026, and the CTC approved them on June 25, 2026. The guidelines establish the process for selecting, programming, delivering, and reporting projects funded through SCAG's large MPO component.

ATP Cycle 8 Statewide Recommendations and Schedule

The statewide ATP Cycle 8 call for projects closed on June 22, 2026. On November 2, 2026, the CTC released the Statewide and Small Urban and Rural Component funding recommendations. Applications not selected for statewide funding remain eligible for consideration through the MPO component.

A total of 23 Riverside County applications were submitted for ATP Cycle 8. None were recommended for funding through the statewide competition and all 23 remain eligible for consideration through SCAG's large MPO component.

DISCUSSION:

SCAG is required to work with county transportation commissions to develop its ATP MPO Regional Guidelines. As part of the regional selection process, SCAG allows each county transportation commission to assign up to 20 additional points to the CTC's statewide score for each eligible application.

On November 13, 2024, the Commission approved the 20-point distribution methodology for ATP Cycle 7 and all future ATP cycles. The methodology prioritizes construction ready projects and recognizes agencies that have invested in pre-construction activities. The Commission-approved 20-point distribution methodology is shown in Table 1.

Table 1: RCTC ATP 20-point distribution methodology

	Criteria	Points
1.	Requesting construction-only funding	6
2.	Construction funding in the first three years of programming	4
3.	PA/ED completed – either CEQA, NEPA, or both	7 or
3a.	PA/ED started – either CEQA, NEPA, or both (partial funding)	3
4.	Projects identified in WRCOG Sub-regional Active Transportation Plan or CVAG Non-Motorized Plan; or an adopted local active transportation plan, bike or pedestrian master plan, or Safe Routes to School Plan	3
Total		**20**

Staff applied the Commission-approved 20-point distribution methodology to all 23 eligible Riverside County applications still in need of funding after the statewide competition. Projects were evaluated based on the ATP Cycle 8 applications submitted to the CTC. Project Approval/Environmental Document (PA/ED) status was evaluated using the Project Schedule in each ATP application. California Environmental Quality Act (CEQA) and/or National Environmental Policy Act (NEPA) signature pages were used to confirm PA/ED completion. RCTC

will request state-only funding for projects with completed CEQA; however, state-only funding is not guaranteed.

Based on the resulting scores and the amount of Riverside County's funding target, staff recommends funding for the projects detailed in Table 2.

Table 2. ATP Cycle 8 MPO Component Riverside County Project Recommendations ($1,000s)

Agency	Project Name	Total Project Cost	ATP Funding Request	Recommended Funding
Implementation and Capacity Building Projects				
City of Coachella	Connecting Coachella	$22,888	$17,906	$17,057
Planning Projects				
City of Riverside	Box Springs Mountain Reserve Trail Connectivity Plan	$500	$500	$348

Staff recommend $17,057,000 in implementation funding for the City of Coachella's Connecting Coachella project and $348,000 in planning funding for the City of Riverside's Box Springs Mountain Reserve Trail Connectivity Plan. Both agencies confirmed they will accept partial funding and will be responsible for filling the funding gap. The remaining eligible projects are included on the contingency list in ranked order. Should additional ATP funding become available before ATP Cycle 9 is released, projects on the contingency list will be considered in order of their final score, beginning with the highest-ranked project.

Table 3 summarizes the remaining ATP Cycle 8 schedule.

Table 3: Remaining ATP Cycle 8 Schedule

Action	Date
CTC shares statewide and small urban and rural component funding recommendations	November 2, 2026
Environmental documents due to RCTC for large MPO component	November 3, 2026
CTC adopts statewide and small urban and rural component funding recommendations	December 3-4, 2026
Commission considers MPO component funding recommendations	December 9, 2026
County transportation commissions submit recommended project lists and 20-point scores to SCAG	February 5, 2027
Draft regional ATP submitted to CTC	February 19, 2027
SCAG Regional Council adopts regional ATP	April 1, 2027

Upon Commission approval, staff will forward the Riverside County recommended project list, contingency list, and 20-point scores to SCAG in accordance with the ATP Cycle 8 Regional Guidelines.

FISCAL IMPACT:

This item has no fiscal impact to the Commission's adopted FY 2026/27 budget.

Attachment: ATP Cycle 8 MPO Component Riverside County Recommended Projects and Contingency List

MPO Funded Implementation Project(s) (RECOMMENDED)

Total ATP Cycle 8 Capacity: $17,405 **Implementation and Capacity Building**: $17,057 **Planning**: $348 (in $000s)

Implementing Agency Name	Application #	Project Name	Total Project Cost	ATP Funding Request	Recommended Funding Amount	PA&ED	PS&E	R/W	CON	CON-NI	27-28	28-29	29-30	30-31	State Score	MPO Points	MPO Score	CON-Only *6 pts*	CON- first 3 years *4 pts*	PA/ED done/started *3 or 7 pts*	In Plan *3 pts*
City of Coachella	Coachella, City of-1	Connecting Coachella	$ 22,888	$ 17,906	$ 17,057	$0	$0	$0	$17,514	$392	$17,906	$0	$0	$0	93	20	113	6	4	7	3
City of Riverside	Riverside, City of-2	Box Springs Mountain Reserve Trail Connectivity Plan	$ 500	$ 500	$ 348	$0	$0	$0	$0	$500	$500	$0	$0	$0	74.0	3	77.0	0	0	0	3
		Total	**$ 23,388**	**$ 18,406**	**$ 17,405**																

Contingency List - Unfunded Projects

Implementing Agency Name	Application #	Project Name	Total Project Cost	ATP Funding Request	Recommended Funding Amount	PA&ED	PS&E	R/W	CON	CON-NI	27-28	28-29	29-30	30-31	State Score	MPO Points	MPO Score	CON-Only *6 pts*	CON- first 3 years *4 pts*	PA/ED done/started *3 or 7 pts*	In Plan *3 pts*
Implementation and Capacity Building																					
City of Coachella	Coachella, City of-1	Connecting Coachella	$ 22,888	$ 17,906	Partial - Keep on contingency	$0	$0	$0	$17,514	$392	$17,906	$0	$0	$0	93	20	113	6	4	7	3
City of Hemet	Hemet, City of-1	Cawston Avenue Bike Lane and Safety Improvements Project	$ 5,042	$ 3,965		$0	$0	$0	$3,965	$0	$3,965	$0	$0	$0	90.5	20	110.5	6	4	7	3
County of Riverside	Riverside County-3	Mecca to Northshore Connected Desert Communities Corridor	$ 41,068	$ 19,200		$0	$0	$0	$19,200	$0	$0	$0	$19,200	$0	88	20	108	6	4	7	3
City of Desert Hot Springs	Desert Hot Springs, City of-1	Cholla Safe Routes to School and Complete Streets Project	$ 3,500	$ 3,500		$0	$0	$0	$3,350	$0	$3,350	$0	$0	$0	91	16	107	6	4	3	3
City of Eastvale	Eastvale, City of-1	Improvement of Trail Network Connectivity Project	$ 30,669	$ 24,229		$0	$0	$0	$24,229	$0	$0	$24,229	$0	$0	86	20	106	6	4	7	3
County of Riverside	Riverside County-2	Thermal and Oasis Phase 1 Connected Desert Communities Trail	$ 9,332	$ 7,135		$0	$0	$0	$7,135	$0	$0	$0	$0	$7,135	84	16	100	6	0	7	3
City of Riverside	Riverside, City of-1	Safe Routes to School Improvements	$ 7,556	$ 7,056		$200	$450	$1,350	$4,556	$500	$650	$1,350	$0	$5,056	92.5	3	95.5	0	0	0	3
Riverside University Health System - Public Health	Riverside University Health System-1	Safe Routes for All - Perris	$ 1,000	$ 1,000		$0	$0	$0	$0	$1,000	$0	$1,000	$0	$0	92	0	92	0	0	0	0
City of Jurupa Valley	Jurupa Valley, City of-1	Galena Street Improvement Project	$ 8,796	$ 7,036		$0	$727	$0	$6,309	$0	$727	$6,309	$0	$0	83	7	90	0	4	0	3
Riverside University Health System - Public Health	Riverside University Health System-3	Safe Routes for All - Riverside	$ 1,000	$ 1,000		$0	$0	$0	$0	$1,000	$0	$1,000	$0	$0	90	0	90	0	0	0	0
City of Banning	Banning, City of-1	City of Banning Downtown Active Transportation Improvement Project	$ 28,486	$ 27,791		$600	$3,100	$0	$24,091	$0	$3,700	$0	$24,091	$0	80	7	87	0	4	0	3
Riverside University Health System - Public Health	Riverside University Health System-2	Safe Routes for All - Indio	$ 1,400	$ 1,400		$0	$0	$0	$0	$1,400	$0	$1,400	$0	$0	87	0	87	0	0	0	0
Riverside County Transportation Department	Riverside County Transportation Department-1	Dillon Road Connected Desert Communities Project	$ 31,366	$ 30,745		$390	$1,179	$1,571	$21,952	$0	$1,569	$0	$1,571	$21,952	82	3	85	0	0	0	3
City of Desert Hot Springs	Desert Hot Springs, City of-2	Pierson Boulevard Complete Streets	$ 8,000	$ 6,400		$0	$250	$0	$6,150	$0	$250	$6,150	$0	$0	73	7	80	0	4	0	3
City of Corona	Corona, City of-1	Sixth Street to Skyline Multi-Use Trail Connection	$ 15,024	$ 15,024		$508	$1,220	$600	$12,196	$500	$1,728	$1,100	$12,196	$0	70	7	77	0	4	0	3
City of Moreno Valley	Moreno Valley, City of-1	Nason Street Class IV Separated Bikeway Safety Enhancement Project	$ 904	$ 904		$0	$65	$0	$839	$0	$904	$0	$0	$0	70	7	77	0	4	0	3
County of Riverside	Riverside County-1	Grand Avenue Connected Lake Communities Project	$ 10,549	$ 8,334		$0	$0	$50	$8,284	$0	$0	$50	$0	$8,284	73.5	3	76.5	0	0	0	3
City of Indian Wells	Indian Wells, City of-1	Indian Wells Complete Streets Project	$ 10,389	$ 6,264		$100	$0	$139	$6,025	$0	$6,264	$0	$0	$0	68	7	75	0	4	0	3
City of Palm Desert	Palm Desert, City of-1	Walk and Roll Phase III Street Improvements	$ 3,439	$ 3,439		$0	$0	$0	$3,439	$0	$0	$3,439	$0	$0	61	13	74	6	4	0	3
Riverside County Regional Park and Open-Space District	Riverside County Regional Park and Open-Space District-1	Connecting Tri-County Active Transportation: BNSF Railroad Overcrossing Project	$ 29,030	$ 26,127		$0	$0	$0	$26,127	$0	$0	$0	$26,127	$0	49	20	69	6	4	7	3
City of Menifee	Menifee, City of-1	Salt Creek Trail Extension	$ 14,488	$ 3,793		$752	$1,167	$1,874	$0	$0	$752	$3,041	$0	$0	57	3	60	0	0	0	3
Plan																					
City of Riverside	Riverside, City of-2	Box Springs Mountain Reserve Trail Connectivity Plan	$ 500	$ 500	Partial - Keep on contingency	$0	$0	$0	$0	$500	$500	$0	$0	$0	74	3	77	0	0	0	3
Riverside County Transportation Department	Riverside County Transportation Department-2	Connect RivCo: Riverside County Mobility Master Plan	$ 2,500	$ 2,500		$0	$0	$0	$0	$2,500	$2,500	$0	$0	$0	49.5	3	52.5	0	0	0	3
		Total	**$ 286,926**	**$ 225,248**																	

AGENDA ITEM 9

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	November 23, 2026
TO:	Budget and Implementation Committee
FROM:	Tyler Madary, Legislative Affairs Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	State and Federal Legislative Update

STAFF RECOMMENDATION:

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

1) Adopt the Commission's 2027 State and Federal Legislative Platform; and
2) Receive and file a state and federal legislative update.

BACKGROUND INFORMATION:

Draft 2027 State and Federal Legislative Platform

Each year, the Commission updates and adopts a legislative platform that serves as a framework for the policy positions the Commission will take on pieces of legislation, regulations, and administrative policies. The platform addresses broad themes critical to the Commission in both Sacramento and Washington, D.C. and allows staff, Commissioners, and the Commission's legislative advocates to communicate in a timely, effective manner with state and federal agencies and elected officials as issues arise.

The proposed 2027 State and Federal Legislative Platform builds on previously adopted platforms, with modest changes to content from the 2026 version. This includes an update to the introductory section to highlight anticipated key policy issues for engagement and advocacy across both the state and federal levels in 2027. This section is rewritten every year and is illustrative of various Commission priorities relative to shifts in state and federal government bodies and the associated dynamics of policy making.

Recommended changes to policy platform positions include, but are not limited to:

- Adding, eliminating, and consolidating language where feasible to better align and address current policy topics;
- Clarifying opposition to policies that increase the Commission's exposure to administrative burdens;
- Support for greater flexibility and the simplification of transportation funding guidelines;

- Opposing initiatives that conflict with the deployment of technologies such as coordinated adaptive ramp metering;
- Per prior Commission direction, supporting state funding to preserve and expand Metrolink service operations; and
- Clarifying support for legislation to protect the Commission from revenue loss due to breaches of contract with Caltrans.

The proposed 2027 State and Federal Legislative Platform is attached, along with a copy that includes tracked changes highlighting additions and deletions to the platform positions in red text.

State Update

The State Legislature will return on December 7 to swear-in newly elected members. Following the swearing in of new members, Senate and Assembly leadership are anticipated to release committee assignments for the 2027-2028 Legislative Session. Staff will monitor for committee and chair assignments of interest to the Commission. In the interim, staff will continue to monitor the results of the November 3 General Election and are developing a strategy for engagement with newly elected representatives.

Federal Update

Congress returned from recess on November 9 to address outstanding legislative business prior to the conclusion of the 119th Congress. Notably, the existing Continuing Resolutions funding the federal government at existing Fiscal Year (FY) 2026 levels and extending the Infrastructure Investment and Jobs Act expire on December 11. Congress must either pass full FY 2027 Appropriations legislation and new surface transportation reauthorization legislation or another Continuing Resolution beyond this date to avoid a government shutdown and a lapse federal authorization for transportation programs, respectively. Until full FY 2027 Appropriations legislation is approved, RCTC's Community Project Funding Requests of $7 million for the 91 Eastbound Corridor Operations Project and $250,000 for the Mead Valley Metrolink State/Mobility Hub Project remain unfunded. Staff will keep the Commission apprised of updates on the FY 2027 Appropriations process, surface transportation reauthorization, and the Commission's associated advocacy to restore the ability of county transportation commissions to select projects for federal Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Program (CMAQ) formula funding.

The 120th Congress is scheduled to be sworn in on January 3, 2027, and staff are monitoring committee leadership elections and committee membership assignments of interest to the Commission. Staff will continue to monitor the results of the November 3 General Election and are developing a strategy for engagement with the newest members of the Riverside County congressional delegation.

FISCAL IMPACT:

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

Attachments:
1) Draft 2027 State and Federal Legislative Platform – Redline Version
2) Draft 2027 State and Federal Legislative Platform – Edits Accepted Version

RCTC State and Federal Legislative Platform

OBJECTIVE: The 2027 State and Federal Legislative Platform (Platform) serves as the framework that will guide Riverside County Transportation Commission's (RCTC or Commission) advocacy efforts for state and federal policy and funding decisions that enable the Commission to: implement Measure A, the Traffic Relief Plan (TRP), the Regional Transportation Plan (RTP), and other adopted plans and programs; comply with state and federal requirements; and improve mobility for the people of Riverside County.

RCTC's State and Federal Legislative Platform offers positions on key policy issues which are likely to be the focus in the next legislative and congressional sessions.

Key Policy Issues for 2027

At the **state** level, RCTC will engage on the following issues in 2027:

- Protect RCTC's status as a self-help county and pursue policy and funding opportunities to leverage and deliver Measure A and Commission priority projects.
- Reforms to Vehicle Miles Traveled (VMT) mitigation requirements that reduce infrastructure project costs and improve project delivery timelines.
- Policies and funding that support commuter choice and transportation operations of all modes in Riverside County, such as express lanes, passenger rail service, and bus service. This includes funding key formula and discretionary programs at promised levels, such as the Transit and Intercity Rail Capital Program and Zero Emission Transit Capital Program, among others.

RCTC's engagement and advocacy at the **federal** level in 2027 will include:

- Advancing RCTC's proposals for inclusion in surface transportation reauthorization legislation, including those related to local control of federal Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Program (CMAQ) formula funding, improvements to rail programs, and increasing funding and resources for projects in rapidly growing communities.
- Submitting highly competitive applications for Community Project Funding/Congressionally Directed Spending in Fiscal Year 2028 for vital transportation improvements across the county.

Equity and Fairness

- Ensure that rural, low-income, and disadvantaged communities in Riverside County benefit from equity-based transportation planning and implementation policies.
- State and federal funding should be distributed equitably to Riverside County. This includes core formula funding as well as supplemental distributions.
- Governance structures should ensure equitable representation and decision-making authority is provided to Riverside County.
- Policies should be developed and implemented with regional variance to limit disproportionate impacts on regions with fast-growing populations, including low-income and disadvantaged communities priced out of coastal urban centers.
- Engage in policy discussions regarding the way public outreach and public meetings are conducted by public

agencies.

- Support transportation projects and services that reconnect communities and/or expand access to jobs, educational opportunities, and vital services, regardless of transportation mode.
- Policies should be sensitive to each region's unique needs and avoid "one size fits all" assumptions, over-reliance on single modes of transportation that would disadvantage regional mobility, and lack of distinction between urban, suburban, and rural needs.

Regional Control

Protect Our Authority and Revenue

- Existing statutory authorities for the Commission should be preserved and protected.
- Project selection and planning authority for state/federal funds should be as local as possible, preferably in the hands of the Commission.
- Oppose efforts to infringe on the Commission's discretion in collecting and administering its revenue sources including, but not limited to: Measure A, tolls, and TUMF.
- Oppose efforts by non-elected, regulatory bodies and non-transportation interests to assert control over transportation funding and decision-making.
- Oppose efforts to place mandates on agencies which could nullify RCTC mobility improvement priorities by driving up operating and project delivery costs.
- Oppose efforts to remove or reduce tax exemption of municipal bond interest to avoid increased costs to financed projects.
- Reinstate advanced refunding of municipal bond authority.
- Oppose legislation that restructures or interferes with governance of the Commission or other local and regional transportation agencies without the support and consent of the entity and member agencies affected.
- Oppose legislation that amends procurement law in a manner that increases the Commission's exposure to litigation, costs, administrative burdens, decreased private sector competition, conflicts of interest, or deviation from best practices.
- Monitor legislation relating to tax collection for impacts on Measure A revenues or administration fees.
- ~~Support efforts to preserve, stabilize, leverage and/or increase funding for transportation.~~
- Oppose policy changes that infringe on the ability of the Commission to receive maximum sales tax collections relative to state sales taxes on internet sales or any other change in policy.
- Support local control and policies that incentivize self-help counties' continued funding contribution to transportation projects in California.
- Support legislation that clarifies that any initiative by the voters proposing to impose a sales tax using the Commission's authorizing statutes shall be implemented by the Commission.

Alignment of Responsibilities

- Support strong collaborative partnerships with state and federal agencies.
- State and federal rulemakings, administrative processes, program guidelines, and policy development activities should include meaningful collaboration from regional transportation agencies.
- State and federal authority related to planning, programming, funding, clearing, or managing the performance of projects should align rather than conflict or duplicate, and should recognize mandates and responsibilities placed upon regional and local governments.
- Support policies that provide decision-making authority and flexibility to agencies bearing financial risk for projects. Oppose policies that place unfunded mandates and other undue burdens and restrictions on agencies that bear financial risk for projects.
- Support efforts by the state government to improve maintenance and operations of the state highway and

interstate systems.

- Oppose efforts by the state government to negate their obligation to maintain the state and federal highway systems, or otherwise realign those costs and responsibilities to local and regional agencies.
- Oppose efforts by the state legislature to deflect responsibility for voting on revenue for statewide transportation to local voters.

Accountability

- Revenue derived from transportation sources should be spent exclusively on planning, development, and implementation of transportation projects. Support measures to strengthen the relationship between transportation revenue and expenditures; oppose measures that weaken them.
- Support efforts to ensure that all projects in a voter-approved sales tax measure expenditure plan are delivered to the public.
- Encourage the adoption of on-time, balanced state budgets, and federal appropriation and authorization legislation to ensure transportation projects are delivered without delay or costly stoppages, and that adequate planning for future projects can take place.
- Promote policies that ensure state and federal agencies have adequate funding in order to be responsive and accountable to Commission concerns when working on Commission projects.
- Oppose efforts by non-elected, regulatory bodies to dilute, reduce, or withhold transportation funds.
- Support maximum transparency of funding agencies through the clear scoring and evaluation of funding requests.

Funding

- Support efforts to preserve, stabilize, leverage and/or increase funding for transportation.
- Support greater flexibility and the simplification of administrative requirements for the use of funding for transportation.
- ~~Support continued testing and analysis of California's road charge pilot program as a potential replacement of the state motor fuels excise tax as the primary funding mechanism for transportation and ensure that urban, suburban, and rural communities are treated in an equitable manner.~~
- Monitor evaluation of stable and consistent state transportation funding options that are secure and fair to motorists, and may be implemented as a replacement to state motor fuel excise taxes.
- Monitor the federal government's pilot program to explore potential replacement mechanisms for the federal gasoline excise tax.
- Support re-dedication of California truck weight fees to transportation accounts.
- Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding should be distributed by population share and air quality standards to county transportation commissions to facilitate expeditious project delivery and expenditure of funds.
- Support maintaining the legislative intent behind Senate Bill 1 (Statutes 2017) and historic base program funding, by:
    - Opposing efforts to tie distribution of transportation funding to ancillary policy matters, such as housing.
    - Opposing efforts to deviate from legislative intent and existing statute.
    - Supporting efforts to adjust formula allocations to maximize funding decisions being made as locally as possible.
    - Ensuring program guidelines are as broad as possible with respect to mode, to the extent appropriate while adhering to legislative intent.

Regional Partnerships

- Collaborate with regional transportation agencies to impact transportation funding and regulatory policies to bring equity and fairness to the Inland Empire region.
- Collaborate with public and private sector stakeholders on policy and funding matters that enhance economic development and quality of living in the Inland Empire region.
- Engage in legislative efforts impacting regional transportation agencies, particularly when the efforts have a nexus to the Commission.
- Support implementation of projects in other counties that are contained in the Southern California Association of Governments RTP/Sustainable Communities Strategy when requested by other counties and not in conflict with the Commission's interests.

Technology and Innovation

- Support implementation and expansion of state and federal initiatives to expedite and advance innovative transportation policies, programs, and technologies.
- Monitor studies, regulations, and legislation regarding the deployment and use of autonomous vehicles, intelligent transportation systems, and new technologies.
- Oppose any initiatives that conflict with current or planned deployment of new technologies such as coordinated adaptive ramp metering.

Project Delivery Streamlining

- Support all efforts to reduce project delivery timelines and provide flexibility to meet planning requirements due to changing circumstances, while maintaining important environmental protections.
- Support the availability of project delivery tools such as the design-build and progressive design-build project delivery methods, construction manager/general contractor (CM/GC, or construction manager at-risk) project delivery method, and public-private partnerships to the Commission, the State, federal agencies, and other infrastructure agencies. Oppose efforts to add barriers to effective implementation of such tools.
- Support adjustments to SB 743 Steinberg (Chapter 386, Statutes of 2013) VMT modeling, analysis, and mitigation for highway and roadway projects in a manner that recognizes the varying feasibility of multimodal alternatives by region.
- Support reciprocity of CEQA for the National Environmental Protection Act (NEPA).
- Support removing the statutory sunset on the NEPA Assignment program California participates in with the Federal Highway Administration which continues to benefit Commission projects.
- Support efforts to modernize the CEQA, including but not limited to:
    - Reduce the Commission's exposure to litigation;
    - Increase accountability and disclosure for plaintiffs in CEQA cases;
    - Limit courts' ability to invalidate an entire CEQA document when a writ of mandate can resolve discreet issues;
    - Exempt illegal actions from CEQA review; and
    - Prohibit "document dumping."
- Support categorical exclusions for multimodal transit projects and for safety improvements on roads and highways.

Environment

- Encourage efforts to limit impacts to ~~the~~ climate, air quality, and habitats in a manner that promotes improved quality of living and equitable outcomes for residents of Riverside County, provided that these efforts are sufficiently funded and do not negatively impact the mission of RCTC.

Climate Action and Air Quality

- Support a greater share of state greenhouse gas (GHG) reduction funds under the Cap-and Invest program toward transportation investments in Riverside County to address the transportation sector's share of GHG emissions.
- Ensure criteria for defining disadvantaged communities and environmental justice areas of concern accurately represent Riverside County and enable the region to compete for funding.
- Oppose efforts to place new environmental criteria (such as GHG reduction or ~~vehicle miles traveled~~VMT reduction) on transportation projects and programs without commensurate funding for alternatives or flexibility for mitigation.
- Oppose legislative proposals or implementation measures (programming, funding, environmental review, etc.) associated with ~~the Climate Action Plan for Transportation Infrastructure (CAPTI), Caltrans System Investment Strategy (CSIS), Executive Order N-19-19, Executive Order N-79-20, AB 32 Nunez (Chapter 488, Statutes of 2006), 375 Steinberg (Chapter 728, Statutes of 2008), SB 743 Steinberg (Chapter 386, Statutes of 2013), SB 32 Pavley (Chapter 249, Statutes of 2016), AB 1279 Muratsuchi (Chapter 337, Statutes of 2022), or other~~ climate action goals and VMT mitigation or reduction requirements that hinder a just transition to multimodal transportation systems in Riverside County.
- Support alternative metrics to ~~Vehicle Miles Traveled (~~VMT~~)~~ that balance consideration of environmental impacts with the population growth and social and economic needs of regions, such as improved transportation mobility.
- Support efforts that allow transportation agencies to receive credit for VMT-reducing projects that have been recently delivered or are included in future delivery plans.
- Oppose efforts that prevent or discourage the funding or development of transportation projects solely based on census tract screening tools in and around the project location, particularly if use of the screening tool for this purpose disregards external impacts that contribute to the indicators measured.
- Oppose legislation to authorize a multicounty revenue measure for environmental programs if the measure is not required to: (1) provide equitable funding to Riverside County, and (2) be developed through formal consultation with the Commission before and after passage, and (3) involve the Commission in expenditure of funds within Riverside County related to transportation projects, programs, and services; or if such a measure would negatively impact the Commission's ability to achieve voter approval of local transportation revenue.

Habitat Conservation

- Support efforts or initiatives that expedite the approval of Habitat Conservation Plans, Natural Community Conservation Plans, or Special Area Management Plans, or support the implementation of existing plans.
- Support funding for projects and programs that promote wildlife connectivity, if resources are not redirected from other transportation funding programs.
- Oppose legislation that limits the streamlining benefit of the Western Riverside County Multiple Species Habitat Conservation Plan or Coachella Valley Multiple Species Habitat Conservation Plan by impugning or duplicating requirements for analysis and remediation of impacts.

Projects and Programs

- Support programs and policies that advance transportation projects in Riverside County.
- Oppose policies that inhibit the efficient, timely delivery of ~~such~~ projects.
- Support increased funding for Freeway Service Patrol (FSP) programs, which provide life-saving and cost-effective roadside assistance to motorists. Oppose legislation and rulemakings that inhibit the cost-effectiveness and operational efficiency of FSP programs.

Alternatives to Driving

- Support the continued development of a multimodal transit system in Riverside County that promotes equitable access through geographic reach and service frequency, commuter mobility choice, and environmental sustainability, as well as maximizes regional competitiveness for state and federal funding.
- Support integration of public transportation systems in southern California.

Ridesharing

- Support incentives to employers that enhance or create transit reimbursement or ridesharing programs.
- Oppose new mandates on employers or transportation agencies that would result in disruption of the Commission's ridesharing program.
- Support programs and policies that invest in and foster new technologies that promote ridesharing, traffic information, and commuter assistance.
- Support regional cooperation toward establishing transportation data standards and technological integrations.
- Support rideshare and vanpool program eligibility for state and federal transit funding, such as the Transportation Development Act.

Active Transportation

- Support maximum regional control of project selection for funding of active transportation projects.
- Support policies and programs that recognize when active transportation improvements are incorporated into other modal projects.

Transit

- Support all transit operators in Riverside County with legislative concerns impacting the operators' funding and operations.
- Support efforts to provide flexibility of funding between capital and operating budgets from state and federal programs for transit agencies.
- Support efforts to reevaluate transit performance measures in state and federal law.
- Support policies and funding programs that promote the establishment or expansion of express bus service that utilizes the Riverside Express Lanes.
- Support incentives for transit agencies that utilize alternative fuels and/or zero-emission buses.
- Support additional funding for specialized transit programs within state and federal programs.
- Support funding for micro-transit programs, as well as efforts to classify these programs as transit operations/transit operators within state and federal programs.
- Support funding and flexibility for transit operators to meet zero-emission fleet transition requirements.
- Support additional funding for transit rider and operator safety and security.
- Oppose unfunded mandates that would negatively impact the operating budgets of transit agencies.

Passenger Rail

- Support inclusion and prioritization of Coachella Valley Rail service in the California State Rail Plan, Federal Corridor ID Program, and other state and federal plans and program pipelines.
- Support legislation to better enable the Coachella Valley Rail service to become part of California's intercity rail network, such as legislation to allow intercity rail joint powers authorities to expand their service areas.
- Support efforts to secure state and federal funding for the Coachella Valley Rail project and streamline its project delivery.
- Support LOSSAN Rail Corridor Agency, ~~and~~ Metrolink, and other regional transportation agencies with legislative, budgetary, and regulatory concerns impacting passenger rail funding, maintenance, safety, and service

operations.

- Advocate for state budget funding to preserve and expand Metrolink service operations.
- Support efforts to provide and equitable share of funding to west coast intercity rail systems as compared to the Northeast Corridor.
- ~~Support Metrolink's policy and funding needs with regards to implementation of positive train control and other rail safety systems.~~
- Support Metrolink's SCORE implementation and encourage SCORE investments in Riverside County.
- Support efforts to prioritize high-speed rail funding for connectivity improvements to existing transit systems and infrastructure in California's urban areas. Ensure that funding is equitably distributed to southern California and maximize opportunities for regional rail improvements in Riverside County. In particular, support all efforts to ensure that funding is provided as soon as possible to projects included in the Memorandum of Understanding (MOU) between the California High Speed Rail Authority (CHSRA), the Southern California Association of Governments (SCAG), and the Commission.
- Ensure that the Commission's rights and interests in passenger rail in southern California are properly respected in state, federal, and regional plans and policies.
- Support efforts for improved enforcement of the Commission's rights and interests in passenger rail in southern California with host railroads. This includes protecting the Commission-negotiated rights of passengers to on-time passenger rail service that avoid excessive freight train delays.
- Support additional funding for safety and security operations at passenger rail stations in Riverside County.

Teleworking/Remote Working

- Engage in policy discussions that utilize teleworking as a method to reduce traffic congestion and improve local economic and public health by permanently increasing the number of Riverside County residents who telecommute or work remotely.

Tolling and Managed Lanes

- Support legislation that ensures the full and accurate capture of toll revenues, including revenue loss due to any breaches of contract with Caltrans, to protect the Commission's debt and congestion management obligations.
- Support legislation that authorizes toll agencies to pilot or deploy new technology to improve toll operations and mobility.
- Support legislation and policies that strengthen existing statutory authority for connecting toll segments to be implemented in an adjacent county with approvals by both authorized counties.
- Engage in legislation regarding privacy laws to ensure an appropriate balance between customer privacy, public safety, financial obligations, and practical operations is reasonably met.
- Oppose legislation increasing the type and/or number of vehicles subject to free or reduced toll rates, to protect the Commission's debt and congestion management obligations, and to reduce operational costs and complexity.
- Oppose policies which would dictate how tolling policy and rates are implemented on the Commission's tolled facilities.
- Engage in policy discussions that may involve legislation or regulatory efforts that add statutory barriers to expanding the use of tolling.
- Oppose policies that would dictate, limit use of, or create onerous requirements for utilizing toll revenue.
- Engage in legislation and monitor administrative policies relating to interoperability of business practices of tolled facilities statewide, regionally, and nationally, in order to ensure technical feasibility, efficient and effective operations, cost reasonableness, and customer satisfaction.
- Support increased enforcement of managed lanes for improved travel time reliability and effective operation of express bus service.

- Support policies that recognize the role of pricing and managed lanes as an integral part of multi-modal corridor mobility and achieving environmental goals.
- Support initiatives and research that demonstrate ~~the~~ air quality improvements, VMT reduction, and economic benefits from the use of toll and managed lanes.

Goods Movement

- Policies should recognize the impact of goods movement from the Ports of Los Angeles and Long Beach and the U.S.-Mexico border on Riverside County.
- Support state and federal legislative action to continue dedicated funding for goods movement projects, inasmuch as the funding source:
    - Has a nexus to the user;
    - Does not reduce funding to existing highway and transit programs;
    - Provides funding to California, and southern California in particular, commensurate with this region and state's significance to interstate goods movement; and
    - Can be spent on grade separation projects.
- Advocate for accurate representation of Riverside County in the National Highway Freight Network or other national or statewide freight route designations.
- Advocate for freight funding from state and federal sources to be distributed based on a regional consensus, in consultation with state and federal agency's freight plans.
- Oppose increasing the capacity or intensity of freight movement in and near Riverside County without commensurate mitigation of impacts.
- Support legislation to ensure that the Commission is eligible to seek federal goods movement and freight program discretionary grant funding.
- Oppose policies that restrict the ability to deliver goods movement enhancements due to application of SB 743 or other VMT reduction or mitigation requirements.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

RCTC State and Federal Legislative Platform

OBJECTIVE: The 2027 State and Federal Legislative Platform (Platform) serves as the framework that will guide Riverside County Transportation Commission's (RCTC or Commission) advocacy efforts for state and federal policy and funding decisions that enable the Commission to: implement Measure A, the Traffic Relief Plan (TRP), the Regional Transportation Plan (RTP), and other adopted plans and programs; comply with state and federal requirements; and improve mobility for the people of Riverside County.

RCTC's State and Federal Legislative Platform offers positions on key policy issues which are likely to be the focus in the next legislative and congressional sessions.

Key Policy Issues for 2027

At the **state** level, RCTC will engage on the following issues in 2027:

- Protect RCTC's status as a self-help county and pursue policy and funding opportunities to leverage and deliver Measure A and Commission priority projects.
- Reforms to Vehicle Miles Traveled (VMT) mitigation requirements that reduce infrastructure project costs and improve project delivery timelines.
- Policies and funding that support commuter choice and transportation operations of all modes in Riverside County, such as express lanes, passenger rail service, and bus service. This includes funding key formula and discretionary programs at promised levels, such as the Transit and Intercity Rail Capital Program and Zero Emission Transit Capital Program, among others.

RCTC's engagement and advocacy at the **federal** level in 2027 will include:

- Advancing RCTC's proposals for inclusion in surface transportation reauthorization legislation, including those related to local control of federal Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Program (CMAQ) formula funding, improvements to rail programs, and increasing funding and resources for projects in rapidly growing communities.
- Submitting highly competitive applications for Community Project Funding/Congressionally Directed Spending in Fiscal Year 2028 for vital transportation improvements across the county.

Equity and Fairness

- Ensure that rural, low-income, and disadvantaged communities in Riverside County benefit from equity-based transportation planning and implementation policies.
- State and federal funding should be distributed equitably to Riverside County. This includes core formula funding as well as supplemental distributions.
- Governance structures should ensure equitable representation and decision-making authority is provided to Riverside County.
- Policies should be developed and implemented with regional variance to limit disproportionate impacts on regions with fast-growing populations, including low-income and disadvantaged communities priced out of coastal urban centers.
- Engage in policy discussions regarding the way public outreach and public meetings are conducted by public

agencies.

- Support transportation projects and services that reconnect communities and/or expand access to jobs, educational opportunities, and vital services, regardless of transportation mode.
- Policies should be sensitive to each region's unique needs and avoid "one size fits all" assumptions, over-reliance on single modes of transportation that would disadvantage regional mobility, and lack of distinction between urban, suburban, and rural needs.

Regional Control

Protect Our Authority and Revenue

- Existing statutory authorities for the Commission should be preserved and protected.
- Project selection and planning authority for state/federal funds should be as local as possible, preferably in the hands of the Commission.
- Oppose efforts to infringe on the Commission's discretion in collecting and administering its revenue sources including, but not limited to: Measure A, tolls, and TUMF.
- Oppose efforts by non-elected, regulatory bodies and non-transportation interests to assert control over transportation funding and decision-making.
- Oppose efforts to place mandates on agencies which could nullify RCTC mobility improvement priorities by driving up operating and project delivery costs.
- Oppose efforts to remove or reduce tax exemption of municipal bond interest to avoid increased costs to financed projects.
- Reinstate advanced refunding of municipal bond authority.
- Oppose legislation that restructures or interferes with governance of the Commission or other local and regional transportation agencies without the support and consent of the entity and member agencies affected.
- Oppose legislation that amends procurement law in a manner that increases the Commission's exposure to litigation, costs, administrative burdens, decreased private sector competition, conflicts of interest, or deviation from best practices.
- Monitor legislation relating to tax collection for impacts on Measure A revenues or administration fees.
- Oppose policy changes that infringe on the ability of the Commission to receive maximum sales tax collections relative to state sales taxes on internet sales or any other change in policy.
- Support local control and policies that incentivize self-help counties' continued funding contribution to transportation projects in California.
- Support legislation that clarifies that any initiative by the voters proposing to impose a sales tax using the Commission's authorizing statutes shall be implemented by the Commission.

Alignment of Responsibilities

- Support strong collaborative partnerships with state and federal agencies.
- State and federal rulemakings, administrative processes, program guidelines, and policy development activities should include meaningful collaboration from regional transportation agencies.
- State and federal authority related to planning, programming, funding, clearing, or managing the performance of projects should align rather than conflict or duplicate, and should recognize mandates and responsibilities placed upon regional and local governments.
- Support policies that provide decision-making authority and flexibility to agencies bearing financial risk for projects. Oppose policies that place unfunded mandates and other undue burdens and restrictions on agencies that bear financial risk for projects.
- Support efforts by the state government to improve maintenance and operations of the state highway and interstate systems.

- Oppose efforts by the state government to negate their obligation to maintain the state and federal highway systems, or otherwise realign those costs and responsibilities to local and regional agencies.
- Oppose efforts by the state legislature to deflect responsibility for voting on revenue for statewide transportation to local voters.

Accountability

- Revenue derived from transportation sources should be spent exclusively on planning, development, and implementation of transportation projects. Support measures to strengthen the relationship between transportation revenue and expenditures; oppose measures that weaken them.
- Support efforts to ensure that all projects in a voter-approved sales tax measure expenditure plan are delivered to the public.
- Encourage the adoption of on-time, balanced state budgets, and federal appropriation and authorization legislation to ensure transportation projects are delivered without delay or costly stoppages, and that adequate planning for future projects can take place.
- Promote policies that ensure state and federal agencies have adequate funding in order to be responsive and accountable to Commission concerns when working on Commission projects.
- Oppose efforts by non-elected, regulatory bodies to dilute, reduce, or withhold transportation funds.
- Support maximum transparency of funding agencies through the clear scoring and evaluation of funding requests.

Funding

- Support efforts to preserve, stabilize, leverage and/or increase funding for transportation.
- Support greater flexibility and the simplification of administrative requirements for the use of funding for transportation.
- Monitor evaluation of stable and consistent state transportation funding options that are secure and fair to motorists, and may be implemented as a replacement to state motor fuel excise taxes.
- Monitor the federal government's pilot program to explore potential replacement mechanisms for the federal gasoline excise tax.
- Support re-dedication of California truck weight fees to transportation accounts.
- Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding should be distributed by population share and air quality standards to county transportation commissions to facilitate expeditious project delivery and expenditure of funds.
- Support maintaining the legislative intent behind Senate Bill 1 (Statutes 2017) and historic base program funding, by:
    - Opposing efforts to tie distribution of transportation funding to ancillary policy matters, such as housing.
    - Opposing efforts to deviate from legislative intent and existing statute.
    - Supporting efforts to adjust formula allocations to maximize funding decisions being made as locally as possible.
    - Ensuring program guidelines are as broad as possible with respect to mode, to the extent appropriate while adhering to legislative intent.

Regional Partnerships

- Collaborate with regional transportation agencies to impact transportation funding and regulatory policies to bring equity and fairness to the Inland Empire region.
- Collaborate with public and private sector stakeholders on policy and funding matters that enhance economic development and quality of living in the Inland Empire region.

- Engage in legislative efforts impacting regional transportation agencies, particularly when the efforts have a nexus to the Commission.
- Support implementation of projects in other counties that are contained in the Southern California Association of Governments RTP/Sustainable Communities Strategy when requested by other counties and not in conflict with the Commission's interests.

Technology and Innovation

- Support implementation and expansion of state and federal initiatives to expedite and advance innovative transportation policies, programs, and technologies.
- Monitor studies, regulations, and legislation regarding the deployment and use of autonomous vehicles, intelligent transportation systems, and new technologies.
- Oppose any initiatives that conflict with current or planned deployment of new technologies such as coordinated adaptive ramp metering.

Project Delivery Streamlining

- Support all efforts to reduce project delivery timelines and provide flexibility to meet planning requirements due to changing circumstances, while maintaining important environmental protections.
- Support the availability of project delivery tools such as the design-build and progressive design-build project delivery methods, construction manager/general contractor (CM/GC, or construction manager at-risk) project delivery method, and public-private partnerships to the Commission, the State, federal agencies, and other infrastructure agencies. Oppose efforts to add barriers to effective implementation of such tools.
- Support adjustments to SB 743 Steinberg (Chapter 386, Statutes of 2013) VMT modeling, analysis, and mitigation for highway and roadway projects in a manner that recognizes the varying feasibility of multimodal alternatives by region.
- Support reciprocity of CEQA for the National Environmental Protection Act (NEPA).
- Support removing the statutory sunset on the NEPA Assignment program California participates in with the Federal Highway Administration which continues to benefit Commission projects.
- Support efforts to modernize the CEQA, including but not limited to:
    - Reduce the Commission's exposure to litigation;
    - Increase accountability and disclosure for plaintiffs in CEQA cases;
    - Limit courts' ability to invalidate an entire CEQA document when a writ of mandate can resolve discreet issues;
    - Exempt illegal actions from CEQA review; and
    - Prohibit "document dumping."
- Support categorical exclusions for multimodal transit projects and for safety improvements on roads and highways.

Environment

- Encourage efforts to limit impacts to climate, air quality, and habitats in a manner that promotes improved quality of living and equitable outcomes for residents of Riverside County, provided that these efforts are sufficiently funded and do not negatively impact the mission of RCTC.

Climate Action and Air Quality

- Support a greater share of state greenhouse gas (GHG) reduction funds under the Cap-and Invest program toward transportation investments in Riverside County to address the transportation sector's share of GHG emissions.

- Ensure criteria for defining disadvantaged communities and environmental justice areas of concern accurately represent Riverside County and enable the region to compete for funding.
- Oppose efforts to place new environmental criteria (such as GHG reduction or VMT reduction) on transportation projects and programs without commensurate funding for alternatives or flexibility for mitigation.
- Oppose legislative proposals or implementation measures (programming, funding, environmental review, etc.) associated with climate action goals and VMT mitigation or reduction requirements that hinder a just transition to multimodal transportation systems in Riverside County.
- Support alternative metrics to VMT that balance consideration of environmental impacts with the population growth and social and economic needs of regions, such as improved transportation mobility.
- Support efforts that allow transportation agencies to receive credit for VMT-reducing projects that have been recently delivered or are included in future delivery plans.
- Oppose efforts that prevent or discourage the funding or development of transportation projects solely based on census tract screening tools in and around the project location, particularly if use of the screening tool for this purpose disregards external impacts that contribute to the indicators measured.
- Oppose legislation to authorize a multicounty revenue measure for environmental programs if the measure is not required to: (1) provide equitable funding to Riverside County, and (2) be developed through formal consultation with the Commission before and after passage, and (3) involve the Commission in expenditure of funds within Riverside County related to transportation projects, programs, and services; or if such a measure would negatively impact the Commission's ability to achieve voter approval of local transportation revenue.

Habitat Conservation

- Support efforts or initiatives that expedite the approval of Habitat Conservation Plans, Natural Community Conservation Plans, or Special Area Management Plans, or support the implementation of existing plans.
- Support funding for projects and programs that promote wildlife connectivity, if resources are not redirected from other transportation funding programs.
- Oppose legislation that limits the streamlining benefit of the Western Riverside County Multiple Species Habitat Conservation Plan or Coachella Valley Multiple Species Habitat Conservation Plan by impugning or duplicating requirements for analysis and remediation of impacts.

Projects and Programs

- Support programs and policies that advance transportation projects in Riverside County.
- Oppose policies that inhibit the efficient, timely delivery of projects.
- Support increased funding for Freeway Service Patrol (FSP) programs, which provide life-saving and cost-effective roadside assistance to motorists. Oppose legislation and rulemakings that inhibit the cost-effectiveness and operational efficiency of FSP programs.

Alternatives to Driving

- Support the continued development of a multimodal transit system in Riverside County that promotes equitable access through geographic reach and service frequency, commuter mobility choice, and environmental sustainability, as well as maximizes regional competitiveness for state and federal funding.
- Support integration of public transportation systems in southern California.

Ridesharing

- Support incentives to employers that enhance or create transit reimbursement or ridesharing programs.

- Oppose new mandates on employers or transportation agencies that would result in disruption of the Commission's ridesharing program.
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