RIVERSIDE COUNTY TRANSPORTATION COMMISSION

MEETING AGENDA

Western Riverside County Programs and Projects Committee

Time: 1:30 p.m.

Date: November 23, 2026

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

COMMITTEE MEMBERS

Michael Vargas, **Chair** / Elizabeth Vallejo, City of Perris
Chuck Conder, **Vice Chair** / Patricia Lock Dawson, City of Riverside
Sheri Flynn / Cynthia Barrington, City of Banning
Lloyd White / Julio Martinez, City of Beaumont
Jim Steiner / Tony Daddario, City of Corona
Clint Lorimore / Todd Rigby, City of Eastvale
Linda Krupa / Joe Males, City of Hemet
Brian Berkson / Armando Carmona, City of Jurupa Valley
Fia Sullivan / Kevin Bash, City of Norco
Joseph Morabito / Dustin Nigg, City of Wildomar
Jose Medina, County of Riverside, District I
Karen Spiegel, County of Riverside, District II

STAFF

Aaron Hake, Executive Director
David Knudsen, Deputy Executive Director

AREAS OF RESPONSIBILITY

Air Quality, Capital Projects, Communications and Outreach Programs, Intermodal Programs, Motorist Services, New Corridors, Regional Agencies/Regional Planning, Regional Transportation Improvement Program (RTIP), Specific Transit Projects, State Transportation Improvement Program (STIP) Transportation Uniform Mitigation Fee (TUMF) Program and Provide Policy Direction on Transportation Programs and Projects related to Western Riverside County and other areas as may be prescribed by the Commission.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
WESTERN RIVERSIDE COUNTY PROGRAMS AND PROJECTS COMMITTEE

www.rctc.org

AGENDA*

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

1:30 p.m.

Monday, November 23, 2026

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

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 – OCTOBER 26, 2026

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6B. MEASURE A SPECIALIZED TRANSIT AWARD RECOMMENDATIONS FOR FISCAL YEARS 2024/25 – 2026/27 – AMENDMENT NO. 4

Page 9

Overview

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

1) Approve Amendment No. 4 to the Fiscal Years (FY) 2024/25-2026/27 Measure A Specialized Transit Program Call for Projects, allocating an additional $245,531 for a total amount of $11,822,435;
2) Approve Agreement No. 24-26-106-02, Amendment No. 2 to Agreement No. 24-26-106 with Angel View, Inc. (Angel View) for Western Riverside County Measure A Specialized Transit Program for an additional $33,481 and a total amount not to exceed $303,898;
3) Approve Agreement No. 24-26-116-01, Amendment No. 1 to Agreement No. 24-26-116 with Valley Resource Center, Inc. dba Exceed (Exceed) for Western Riverside County Measure A Specialized Transit Program for an additional $212,050 and total amount not to exceed $1,261,731;
4) Approve Agreement No. 24-26-120-01, Amendment No. 1 to Agreement No. 24-26-120 with Blindness Support Services, Inc. (BSS) for Western Riverside County Measure A Specialized Transit Program, to reduce the required local match for FY 2026/27 from 34 percent to 15 percent, with no change to the total not to exceed amount of $208,949; and
5) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission.

7. INTERSTATE 10 BI-COUNTY EXPRESS LANES TOLL FEASIBILITY STUDY

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Overview

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

1) Approve Agreement No. 25-31-090-02, Amendment No. 2 to Agreement No. 25-31-090-00 with WSP USA Inc. (WSP) to perform the Interstate 10 Bi-County Express Lanes Toll Feasibility Study (Study) from State Route 60 in the city of Beaumont to the Ford Street interchange in the city of Redlands in San Bernardino County in the amount of $899,606, plus a contingency of $89,961, for an additional amount of $989,567;
2) Approve Cooperative Agreement No. 27-31-041-00 with San Bernardino County Transportation Authority (SBCTA) for its fair share contribution toward the Study, estimated at $383,330;
3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements on behalf of the Commission; and
4) Authorize the Executive Director, or designee, to approve the use of the contingency amount for the Study.

8. FUNDING AND REPROGRAMMING FOR GRADE SEPARATION PROJECTS: BROADWAY STREET, MORONGO PARKWAY, THIRD STREET, AND JURUPA ROAD

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Overview

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

1) Deprogram $10 million Senate Bill (SB) 125 Transit and Intercity Rail Capital Program (TIRCP) funds from the Broadway Street Grade Separation Project;
2) Program $10 million Measure A Western Riverside County Regional Arterials (MARA) funding on the Morongo Parkway Grade Separation Project and approve Agreement No. 27-72-049-00 with the County of Riverside Transportation Department (CRTD or the County) for programming up to $10 million of MARA for pre-construction phases of the Morongo Parkway Grade Separation Project;
3) Program $5 million SB 125 TIRCP funding, deprogrammed from the Broadway Street Grade Separation Project, on the construction phase of the Third Street Grade Separation Project and approve Agreement No. 23-72-102-01, Amendment No. 1 to Agreement No. 23-72-102-00 between the Commission and the city of Riverside (Riverside) for the additional $5 million of SB 125 TIRCP funding to complete the Third Street Grade Separation Project;
4) Approve Agreement No. 27-72-050-00 with the city of Jurupa Valley (Jurupa Valley) to withhold $10 million, plus interest, of Jurupa Valley's Measure A Local Streets and Roads (LSR) from the Commission's monthly remittances through FY 2038/39;
5) Authorize up to a $10 million Advance (Loan) from MARA repayable by the Jurupa Valley's LSR's allocation in the amount of $10 million contribution to the Jurupa Road Grade Separation Project, payable with interest;

6) Approve Agreement No. 21-72-121-03, Amendment No. 3 to Agreement No. 21-72-121-00 between the Commission and the County for programming up to an additional $5 million SB 125 TIRCP funding, deprogrammed from the Broadway Street Grade Separation Project, and up to an additional $18.8 million of MARA, to complete the Jurupa Road Grade Separation Project; and
7) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreements and amendments.

9. FISCAL YEARS 2027/28 – 2029/30 MEASURE A SPECIALIZED TRANSIT CALL FOR PROJECTS PROGRAM GUIDELINES

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Overview

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

1) Approve the Fiscal Years (FY) 2027/28 – 2029/30 Western Riverside County (Western County) Measure A Specialized Transit Program Guidelines; and
2) Direct staff to release the FYs 2027/28 – 2029/30 Measure A Specialized Transit Call for Projects for $13,558,000 for Western County on December 9, 2026.

10. EXECUTIVE DIRECTOR REPORT

11. COMMISSIONER COMMENTS

Overview

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

12. ADJOURNMENT

The next Western Riverside County Programs and Projects Committee meeting is scheduled to be held at **1:30 p.m., Monday, December 28, 2026**.

AGENDA ITEM 6A

MINUTES

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

WESTERN RIVERSIDE COUNTY PROGRAMS AND PROJECTS COMMITTEE

Monday, October 26, 2026

MINUTES

1. CALL TO ORDER

The meeting of the Western Riverside County Programs and Projects Committee was called to order by Vice Chair Chuck Conder at 1:30 p.m. in the Board Room located at 4080 Lemon Street, Riverside, CA 92501.

2. ROLL CALL

Members/Alternates Present	Members Absent
Brian Berkson*	Sheri Flynn
Chuck Conder	Michael Vargas
Linda Krupa	
Clint Lorimore	
Jose Medina*	
Joseph Morabito	
Karen Spiegel	
Jim Steiner	
Fia Sullivan	
Lloyd White	

*Arrived after the meeting was called to order.

At this time, Commissioner Medina joined the meeting.

3. PLEDGE OF ALLEGIANCE

Commissioner Spiegel led the Western Riverside County Programs and Projects Committee in a flag salute.

4. PUBLIC COMMENTS

There were no requests to speak from the public.

5. ADDITIONS/REVISIONS

There were no additions or revisions to the agenda.

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

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

6A. APPROVAL OF MINUTES – AUGUST 24, 2026

7. STATE ROUTE 91 EASTBOUND CORRIDOR OPERATIONS PROJECT PROGRESSIVE DESIGN-BUILD PHASE 1 AGREEMENTS

Sri Srirajan, Senior Capital Projects Manager, stated that Corey Brook from Nossaman LLP, and Rick Grebner from Parsons Transportation Group, Inc., are in the audience today. He then presented an update for the State Route 91 Eastbound Corridor Operations Project (91 ECOP) Progressive Design-Build Phase 1 contract award, highlighting the following:

- Project Purpose (including a map of the Project)
  - ✓ Improve traffic flow, reduce congestion, and enhance safety
  - ✓ Component of the 91 Corridor Improvement Project (91 CIP) ultimate project
  - ✓ Fulfills a commitment under the Commission's Delivery Plan (2019-2029)
- Project Background
  - ✓ Adding an Operational Lane on Eastbound (EB) SR-91
  - ✓ Limits: Between SR-241 to SR-71
  - ✓ Revalidation | Fall 2026
  - ✓ Project improvements | Target 2030
  - ✓ Total Project Cost: $260 million
- Progressive Design-Build Delivery Method
  - ✓ Progressive Design-Build (PDB)
    - Qualifications-based
    - Collaborative design and pricing development
  - ✓ PDB authorized under SB 617
  - ✓ August 2025, Commission approved contracts for project and construction management (PCM) services and specialized legal services
- PDB Delivery Method
  - ✓ A diagram of the PDB delivery process
    1. PDB – Single contract with two distinct project phases
    2. Phase 1: Preconstruction Services
       - Collaboratively develops preliminary design
       - 'Open Book' cost estimating and negotiations
       - Results in Guaranteed Maximum Pricing (GMP)
       - If price agreement is not reached, "Off-Ramp" options
    3. Phase 2: Final design and construction
  - PDB Phase 1 Design Option Chart

At this time, Commissioner Berkson joined the meeting.

Sri Srirajan continued to present the following:

- PDB Contract Phase 1 Procurement Summary
- Myers and Sons Construction, LLC PDB Phase 1 contract table
- 91 ECOP Timeline
  - ✓ 2026
    - November 2026 – PDB Phase 1 Award NTP Phase 1
  - ✓ 2027
    - March 2027 Cost Validation
    - October 2027 60 percent design
  - ✓ 2028
    - February 2028 GMP Proposal
    - June 2028 PDB Phase 2 Award NTP Phase 2
    - August 2028 Design complete Construction start
  - ✓ 2029
    - Construction
  - ✓ 2030
    - June 2030 Complete Construction
    - December 2030 Project Closeout
- Toll Service Provider (TSP) Contract
  - ✓ TSP Contract Change Order (CCO) #52
    - Existing TSP contract contains change order provisions with agreed upon pre-negotiated TSP staff rates
    - CCO # 52 is for Kapsch TrafficCom USA Inc. (Kapsch) to provide technical input
      - Roadway design
      - Ensure toll system capability across the network
    - CCO #52 Amendment is $295,000 plus a 10 percent contingency of $29,500 for a total amount not to exceed $324,500
- Additional project and construction management (PCM) services
  - ✓ August 2025, Commission approved contracts for PCM services for PDB
  - ✓ Additional PCM services
    - Phase 2 award extended 12 months due to
      a) Additional review time needed for high number of proposals received
      b) Phase 1 contract scope negotiations
    - Co-located project office and project vehicle
    - For the implementation of the Design Options
- PCM amendment
- Cooperative agreement between RCTC and OCTA
  - ✓ August 2026, the Commission approved
    - Caltrans cooperative agreement
    - Foothill/Eastern Transportation Corridor Agency (F/ETCA) and city

of Corona cooperative agreement

- ✓ Committee recommendation to approve the cooperative agreements between RCTC and OCTA
  - Establishes the roles, responsibilities, and cost sharing for the 91 ECOP

- Cooperative Agreement between RCTC and OCTA
  - ✓ Obligations of RCTC
    - RCTC's fair share contribution estimate - $157,994,573
    - -60 percent of actual project costs
    - -100 percent PA&ED costs of $4,573,158
    - Fair share contribution will be updated following GMP negotiations
    - RCTC shall compensate OCTA for toll facility closure impacts in Orange County
    - Reassess and negotiate cost shares for major scope changes
  - ✓ Obligations of OCTA
    - OCTA's fair share contribution estimate - $102,280,943
    - -40 percent of the actual project costs
    - OCTA shall make quarterly payments to RCTC
    - Amend agreement upon GMP finalization
    - OCTA shall participate in reaching GMP agreement
    - OCTA shall permit night-time lane closures
- Project funding
  - ✓ Federal
    - $4 million in Federal Earmark funds (2024 CAA) received
    - Request for Authorization (RFA) submitted
  - ✓ Local
    - 91 Surplus Toll Revenue
    - OCTA Contribution

Vice Chair Conder thanked Sri Srirajan for a very complete report.

Commissioner Berkson stated that he is really focused in on staff recommendation no. 2 for Kapsch. He is having a hard time understanding why the toll lane would have any impact with this 91 ECOP because we are widening the freeway the shoulder. He asked Sri Srirajan to explain how there would be an impact. He clarified that this has nothing to do with the flyover that Transportation Corridor Agencies (TCA) wants to put in.

Sri Srirajan replied that this project is widening the general-purpose lane however there are toll infrastructure along the corridor some of those include the fiber line update as those need to be relocated or modified. We are not going to be impacting anything on the 91 Express Lane except some modification relocation needed on the infrastructure.

Commissioner Berkson clarified with Sri Srirajan there are signs that are located in the shoulder.

Sri Srirajan replied in the shoulder there is equipment supporting the 91 toll structure.

Commissioner Berkson thanked Sri Srirajan for that explanation and clarification, but it could have been worded better so he understood it.

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

1) **Award Agreement No. 26-31-019-00 to Myers & Sons Construction, LLC to initiate Progressive Design-Build Phase 1 of the State Route 91 Eastbound Corridor Operations Project (91 ECOP) (Project), in the amount of $19,069,353 with a Design Option amount not to exceed $7,274,182 plus a contingency amount of $2,634,354 for a total amount not to exceed $28,977,889;**
2) **Award Change Order No. 52 to Agreement No. 16-31-043-00 for the 91 ECOP with Kapsch TrafficCom USA Inc. (Kapsch) to provide design support services in support of the Project in the amount of $295,000 plus a contingency amount of $29,500 for a total amount not to exceed $324,500;**
3) **Approve Agreement No. 09-31-081-19, Amendment No. 18 to Agreement No. 09-31-081-00 with Parsons Transportation Group, Inc. (Parsons) to provide additional project and construction management (PCM) services for the 91 ECOP in the amount of $2,792,077, with a Design Option amount not to exceed $3,437,195 plus a contingency amount of $622,927, for a total amount not to exceed $6,852,199;**
4) **Approve Cooperative Agreement No. 26-31-095-00 with Orange County Transportation Authority (OCTA) for its fair share contribution toward the project, estimated at $102,280,943;**
5) **Authorize the Chair or Executive Director, pursuant to legal counsel review and receipt of funding authorization, to execute the agreements on behalf of the Commission; and**
6) **Authorize the Executive Director or designee to approve Design Option and contingency work up to the total amount not to exceed as required for the Project.**

8. AGREEMENT FOR LANDSCAPE MAINTENANCE SERVICES AT THE COMMUTER RAIL STATIONS AND TOLL FACILITIES

Ernesto Salinas, Facilities Administrator, presented an update for the agreement award for the landscape maintenance services at the Commuter Rail stations and Toll Facilities, highlighting the following:

- Purpose – Request the Committee recommend to the Commission to:
  - ✓ Authorize the award of a five-year contract to Tropical Plaza Nursery, Inc. to provide landscape maintenance services at our nine commuter rail

stations and toll facility in an amount not to exceed $6,297,457
- ✓ Includes a contingency amount of $572,496 over the term of the contract
- ✓ Adds critically needed new services and increases frequency of existing services at our rail stations

- Background
  - ✓ Landscape maintenance services
    - General grounds cleanup
    - Weed abatement
    - Landscape bed maintenance
    - Plant and tree services
    - Pruning
    - Irrigation repairs
    - Related aesthetic activities
  - ✓ Location of services
    - Nine commuter rail stations and facilities
  - ✓ Landscape maintenance services continued
    - 120 acres across geographically separated stations (spanning nearly 40 miles across Western Riverside County/multiple cities
    - 1,200+ trees
    - 340 landscape medians
    - 80 bioswales
    - 475,000 square feet of concrete
    - 147,500 linear feet of irrigation lines
    - 600+ amenities/hardscape such as benches, canopies, drinking fountains, monuments, trash receptacles
- Procurement process
- Procurement – Independent cost estimate
  - ✓ The independent cost estimate projected approximately $6.6 million for the five-year term of the new service agreement.
  - ✓ The current five-year contract totals $4,179,000 and served as a comparison baseline.
  - ✓ Inflation and higher labor and material costs contributed to the estimated increase over the current contract.
  - ✓ Expanded service plus more frequent litter collection and maintenance were also considered of the cost estimate.
- Procurement rankings table
- Procurement – Award and justification
  - ✓ The panel recommended Tropical Plaza Nursery, Inc. for award based on the highest total evaluation score.
  - ✓ Its proposal best addressed expanded services, including daily litter collection and pressure washing.
  - ✓ Experience maintaining RCTC stations and landscape beautification supported confidence in performance along with multiple landscaping and beautification awards on RCTC projects.
  - ✓ The panel found Tropical's pricing reasonable and its proposal the best

overall value with the lowest performance risk.

- Expanded services
  - ✓ The expanded services cover 12 new recurring tasks to raise cleanliness and safety standards, preserve assets, and improve the customer experience at our stations.
  - ✓ Increased work task frequencies are a new feature of the agreement (most notably, daily litter collection, increased sweeping/blowing of walkways).
  - ✓ Proactive inspections and scheduled maintenance aim to reduce deferred work and support more efficient upkeep by addressing issues before they grow.
  - ✓ Reduction of hazards and unsafe conditions through expanded services are also a key objective.
  - ✓ Our ultimate goal is to make the customer experience at our stations exceptional.
- Fiscal impact

Vice Chair Conder referred to the landscape maintenance services slide and stated Ernesto Salinas mentioned there is 475,000 square feet of walkable concrete. He asked if the contractor for instance is responsible for pressure washing graffiti off that or spills.

Ernesto Salinas replied if there is graffiti on sidewalks or walkways pressure washing will generally remove that so that would be part of why we added that. Right now, when we have any type of graffiti abatement it is a separate invoiceable cost that we receive from the contractor which can be pricey.

Vice Chair Conder stated if they do see there is a spill on the sidewalk, they can clean off that spill, and they will do that as part of this contract.

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

1) Award Agreement No. 26-26-074-00 to Tropical Plaza Nursery, Inc., to provide landscape maintenance services at the commuter rail stations and toll facility, for a three-year term and two, one-year options to extend the agreement, in the amount of $5,724,961 plus a contingency amount of $572,496 for a total amount not to exceed $6,297,457;

2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreement on behalf of the Commission;

3) Authorize the Executive Director, or designee, to approve the use of the contingency amount as may be required for these services; and

4) Authorize the Executive Director, or designee, to execute task orders issued to the contractor under the terms of the agreement.

9. EXECUTIVE DIRECTOR REPORT

- Aaron Hake, Executive Director, announced on October 27 they are taking a field tour of the Mid County Parkway/Ramona Expressway Project. If you have not RSVP'd and would like to attend it is at 10:00 a.m. We can get you information if you would like to go on the tour. We will be there with Congress Member Mark Takano, Assembly Member Corey Jackson, and Senator Sabrina Cervantes.
- Reminder that the November 10 Commission meeting will be held on Tuesday. It is always on a Wednesday but due to the Veterans Day Holiday we moved it up one day to Tuesday, so he wanted to reiterate check your calendars and make sure you will be here on Tuesday at 9:30 a.m. on November 10.

10. COMMISSIONER COMMENTS

10A. Commissioner Steiner respectfully requested that we adjourn today's meeting in memory of Corona resident Ross Newham who passed away yesterday. Ross Newham was an American sportswriter best known as a columnist for the Long Beach Press-Telegram and baseball writer for the L.A. Times and he retired from the L.A. Times in 2004 after 36 years with the paper. He also covered the Dodgers and Angels for many years, and he was inducted into the Baseball Hall of Fame as a sportswriter. Ross Newham is survived by his wife Connie, their children, and many grandchildren.

Vice Chair Conder stated that we will adjourn today in memory of Ross Newham. He thanked him for all he did in the sports world.

11. ADJOURNMENT

There being no further business for consideration by the Western Riverside County Programs and Projects Committee, the meeting was adjourned in memory of Ross Newham at 2:08 p.m.

Respectfully submitted,

Tara S. Byerly

Tara S. Byerly
Deputy Clerk of the Board

AGENDA ITEM 6B

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	November 23, 2026
TO:	Western Riverside County Programs and Projects Committee
FROM:	Monica Morales, Senior Management Analyst Eric DeHate, Transit Manager
THROUGH:	Lorelle Moe-Luna, Multimodal Services Director
SUBJECT:	Measure A Specialized Transit Award Recommendations for Fiscal Years 2024/25 – 2026/27 - Amendment No. 4

STAFF RECOMMENDATION:

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

1) Approve Amendment No. 4 to the Fiscal Years (FY) 2024/25-2026/27 Measure A Specialized Transit Program Call for Projects, allocating an additional $245,531 for a total amount of $11,822,435;
2) Approve Agreement No. 24-26-106-02, Amendment No. 2 to Agreement No. 24-26-106 with Angel View, Inc. (Angel View) for Western Riverside County Measure A Specialized Transit Program for an additional $33,481 and a total amount not to exceed $303,898;
3) Approve Agreement No. 24-26-116-01, Amendment No. 1 to Agreement No. 24-26-116 with Valley Resource Center, Inc. dba Exceed (Exceed) for Western Riverside County Measure A Specialized Transit Program for an additional $212,050 and total amount not to exceed $1,261,731;
4) Approve Agreement No. 24-26-120-01, Amendment No. 1 to Agreement No. 24-26-120 with Blindness Support Services, Inc. (BSS) for Western Riverside County Measure A Specialized Transit Program, to reduce the required local match for FY 2026/27 from 34 percent to 15 percent, with no change to the total not to exceed amount of $208,949; and
5) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission.

BACKGROUND INFORMATION:

The 2009 Measure A Expenditure Plan allocates approximately 12 percent of the annual revenues from the 2009 Measure A Western Riverside County (Western County) program to public transit. The public transit allocation is then distributed amongst five programs: specialized transit services, specialized transit - consolidated transportation service agency, commuter rail, intercity bus, and commuter assistance. The Measure A Specialized Transit Program is estimated to receive approximately $5,735,000 in funding during FY 2026/27. The program provides funding to benefit older adults, persons with disabilities, and/or those that are most vulnerable and truly

needy in Western County. In Western County, this funding has been distributed through a competitive process every three years to a wide array of non-profit and community organizations that serve these constituencies for specialized transit services for persons with disabilities and older adults.

The goals of the Measure A Specialized Transit Program for Western County are to:

- Support directly operated services that expand or extend existing services, which, if not funded by Measure A funds, would leave an area and/or special population without alternate service options.
- Support existing services that offer an improved level of service coordination with the existing transportation network.
- Expand new services that leverage other revenue sources, can be administered in a cost-effective manner, and will not require long term support from Measure A funding; and
- Support new and expansion of existing services including transportation for veterans and shuttles including, but not limited to, nutrition and medical services.

It has been a priority of the Commission to provide funding to public and human service providers of transit services for persons with disabilities, low income, and senior citizens. Specialized transit providers play an important role in the public transportation network, offering over 250,000 one-way trips annually.

Under the program guidelines adopted by the Commission, eligible projects include operating and capital projects for demand response services for non-emergency medical transportation trips, bus pass and voucher programs, mileage reimbursement programs, travel training, vehicle purchases, maintenance equipment, communications and dispatch equipment and mobility management.

To qualify for funding, applicants must demonstrate that their proposed services do not duplicate existing public transit options within the project area and must clearly justify why the target population cannot reasonably utilize available services. Applicants are also required to show how their program is coordinated with existing public transportation providers to the greatest extent feasible, promoting efficient use of resources and better service integration for riders.

DISCUSSION

The available funding for the FY 2024/25 – 2026/27 Measure A Specialized Transit Program cycle was authorized for $13,127,000 by the Commission in December 2023. At its June 2024 meeting, the Commission approved the initial awards for the current cycle in the amount of $9,945,249. In addition, for the first time the Commission authorized the Call for Projects to remain open until the full funding availability was awarded. Keeping the call open allowed staff to bring forward qualified projects as needs emerged during the cycle, including a new agency to the program rather than holding these funds unprogrammed. On that basis, the Commission approved three amendments to this cycle's awards, for an additional $1,631,654, bringing the grand total in

awards to $11,576,904, leaving a remaining balance of $1,550,097 available for programming as of February 2026.

Amendment No. 4 includes requests from the following three agencies:

Angel View has provided services for children with disabilities in Riverside County for over 70 years, including a mileage reimbursement program that assists clients with disabilities and/or chronic and life-threatening illnesses in accessing specialty pediatric care. Mileage reimbursements to Angel View clients are administered by Independent Living Partnership (ILP) through its Transportation Reimbursement and Information Project (TRIP) under a services agreement between the two agencies. In March 2025, the Commission approved Amendment No. 1 to Agreement No. 24-26-106 for an additional $40,450 to cover 3,300 additional trips, for a total contract amount of $270,417. Angel View is requesting an additional $33,481 in FY 2026/27 operating funds due to increased ILP administrative fees and other program expenses, and to support continued growth of its Western County client base. Angel View now has four staff members who dedicate part of their time to the mileage reimbursement program and anticipates that by the end of FY 2026/27, it will provide nearly double the number of trips it had from FY 2024/25. The additional funding would bring the contract award to a not to exceed amount of $303,898.

Exceed is a non-profit organization that provides transportation for individuals with disabilities in Western County to medical appointments, employment, job exploration, and community integration and volunteer opportunities. Exceed's current award, Agreement No. 24-26-116, totals $1,049,681 in operating funds. Exceed is requesting an additional $212,050 in FY 2026/27 operating funds due to higher-than-anticipated operating costs, including additional drivers to complete shorter, individualized trips; rising wages, workers' compensation premiums, and insurance costs; higher fuel and rent costs; and indirect administrative expenses that support transportation operations. Exceed will contribute an additional $187,000 in local match, for a total three-year match of $1,966,000, or 61 percent of the total project cost. The additional funding would bring the contract award to a not to exceed amount of $1,261,731.

BSS is a non-profit organization that provides travel training to individuals who are blind or visually impaired, teaching them to use public transit independently. BSS's current award, Agreement No. 24-26-120, totals $208,949 in operating funds with a required local match of 34 percent. Due to an approximately 30 percent reduction in agency revenues and increased operating costs, BSS is requesting a reduction of its required local match for FY 2026/27 from 34 percent to 15 percent. BSS has $24,347 in unexpended Measure A funds from FY 2024/25 and FY 2025/26, which would be reallocated to FY 2026/27 to offset the reduced match. The request does not require additional Measure A funding, and the contract award will remain $208,949. BSS has indicated that the change will allow the program to continue with no layoffs of travel training staff and no reduction in the number of consumers served.

The total additional funding requested in Amendment No. 4 is $245,531, bringing the total award for the call for projects to $11,822,435. A total of $1,304,565 remains available for program

awards as shown in Table 1. Any remaining funding from this cycle will be carried over into the next cycle which will begin in FY 2027/28.

Table 1. Summary of Available Funding

Fiscal Year Funding	Total
Total Available Funding	**$ 13,127,000**
Original Award (June 2024)	9,945,249
Amendment 1 (Sept 2024)	978,346
Amendment 2 (March 2025)	286,992
Amendment 3 (Feb 2026)	366,317
Amendment 4 (Dec 2026)	245,531
Total Awarded	**$ 11,822,435**
Remaining Funding	**$ 1,304,565**

Staff has evaluated the funding requests based on the approved program guidelines and recommends the Commission approve the contract amendments for Angel View, Exceed, and BSS. Staff also recommends the Commission authorize the Chair or Executive Director to execute the agreements with the award recipients, pursuant to legal counsel review.

All awarded projects are monitored regularly and are required to report on performance metrics such as one-way passenger trips, number of unique riders (if applicable), cost per trip, cost per mile, and cost per vehicle service hour. These performance measures enable the Commission to monitor program efficiency and effectiveness. An agency's ability to maintain strong financial controls and meet all reporting requirements is essential to ensuring high-quality, cost-effective service delivery.

FISCAL IMPACT:

The additional funding of $245,531 for these contracts will not require a budget adjustment as sufficient funds were included in the approved FY 2026/27 budget.

Financial Information						
In Fiscal Year Budget:	Yes	Year:	FY 2026/27	Amount:	$245,531 Ops	
Source of Funds:	2009 Measure A Western County Specialized Transit			Budget Adjustment:	No	
GL/Project Accounting No.:	602699 86101 00000 0000 2600 26 86101 $245,531 Specialized Transit Operating Amendment 4					
Fiscal Procedures Approved:				Date:	11/13/2026	

Attachments:

1) FY 2024/25–2026/27 Measure A Specialized Transit Award Recommendations - Amendment No. 4
2) Draft Agreement No. 24-26-106-02, Amendment No. 2 with Angel View, Inc.
3) Draft Agreement No. 24-26-116-01, Amendment No. 1 with Valley Resource Center, Inc. dba EXCEED
4) Draft Agreement No. 24-26-120-01, Amendment No. 1 with Blindness Support Services

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

SPECIALIZED TRANSIT

FY 2024/25 - FY 2026/27 PROJECT RECOMMENDATIONS - Amendment 4

	Applicant	Project Type	Project Name	Total 3-Year Project Cost	Total 3-Year Measure A Award	Required Match
OPERATING						
1	B&GC Menifee Valley	Operating - Direct Transportation	Ride to Success	$ 520,500	**$ 343,530**	$ 176,800
2	B&GC Southwest County	Operating - Direct Transportation	Before and After School Specialized Transportation	$ 778,918	**$ 514,085**	$ 264,833
3	Care A Van	Operating - Direct Transportation	Care-A-Van Transit	$ 2,312,690	**$ 1,526,377**	$ 773,992
4	Care Connexxus	Operating - Direct Transportation	Specialized Transportation	$ 976,338	**$ 644,384**	$ 331,954
5	City of Norco	Operating - Direct Transportation	Seniors on the Move	$ 548,233	**$ 361,836**	$ 186,400
6	Forest Folk*	Operating - Direct Transportation	Idyllwild Area Shuttle Service**	$ 337,189	**$ 278,689**	$ 58,500
7	Friends of Moreno Valley	Operating - Direct Transportation	Senior Transportation	$ 737,809	**$ 400,433**	$ 337,376
8	Kindful Restoration	Operating - Direct Transportation	Justice Impacted Transit Operating	$ 344,546	**$ 227,400**	$ 117,146
9	Operation SafeHouse	Operating - Direct Transportation	Main Street Transitional Living & Permanent Supportive Housing Program**	$ 296,573	**$ 195,738**	$ 100,835
10	RUHS BH	Operating - Direct Transportation	Transportation Change	$ 1,941,393	**$ 1,281,497**	$ 660,073
11	RUHS MC	Operating - Direct Transportation	Transportation	$ 1,855,982	**$ 1,224,948**	$ 631,034
12	US Vets	Operating - Direct Transportation	Inland Empire Transporation- Riverside	$ 506,003	**$ 333,962**	$ 172,041
13	Valley Resource Center dba EXCEED	Operating - Direct Transportation	Western Riverside Transportation**	$ 3,227,731	**$ 1,261,731**	$ 1,966,000
14	Angel View	Operating - Mileage Reimbursement	Mileage Reimbursement**	$ 468,729	**$ 303,898**	$ 164,831
15	Independent Living Partnership	Operating - Mileage Reimbursement	Volunteer Escort-Driver Reimbursement Program	$ 4,583,647	**$ 1,709,979**	$ 2,873,668
16	Voices For Children	Operating - Mileage Reimbursement	Mileage Reimbursement**	$ 1,379,938	**$ 391,212**	$ 988,726
17	Blindness Support Services	Operating - Travel Training Assistence	Travel Training**	$ 316,590	**$ 208,949**	$ 107,641
18	Michelles Place	Operating - Voucher Program	Treatment Travel Assistance Program**	$ 221,340	**$ 146,085**	$ 75,255
			Operating Total	$ 21,354,149	$ 11,354,733	$ 9,987,105
CAPITAL						
1	Independent Living Partnership*	Capital - Equipment	Software Upgrade**	$ 110,202	**$ 110,202**	$ -
2	Kindful Restoration	Capital - Expansion	Expansion - One wheelchair van	$ 65,000	**$ 32,500**	$ 32,500
3	B&GC Menifee Valley	Capital - Replacement Vehicle	Replacement - Six Passenger Vans	$ 75,000	**$ 37,500**	$ 37,500
4	Forest Folk*	Capital - Replacement Vehicle	Replacement - Two Passenger Vans**	$ 200,000	**$ 200,000**	$ -
5	Kindful Restoration	Capital - Replacement Vehicle	Replacement - One Seven Passenger Van	$ 65,000	**$ 32,500**	$ 32,500
6	RUHS BH	Capital - Replacement Vehicle	Replacement - One Passenger Van	$ 55,000	**$ 27,500**	$ 27,500
7	RUHS MC	Capital - Replacement Vehicle	Replacement - One Mini Van	$ 55,000	**$ 27,500**	$ 27,500
			Capital Total	$ 625,202	$ 467,702	$ 157,500
			Grand Total	**$ 21,979,351**	**$ 11,822,435**	**$ 10,144,605**

* Transportation-only organization reduced match was requested and approved

** Inclusive of original and all amendments

FY 2024/25 - FY 2026/27 PROJECT REQUESTS NOT AWARDED

	Applicant	Project Type	Project Name	Total 3-Year Project Cost	Total 3-Year Measure A Award	Required Match
1	RUHS BH	Capital - Expansion	Expansion - One wheelchair van	$ 85,000	$ -	$ -
				$ 85,000	**$ -**	**$ -**

Agreement No. 24-26-106-02

AMENDMENT NO. 2
TO AGREEMENT WITH
ANGEL VIEW, INC.
FOR
WESTERN RIVERSIDE COUNTY MEASURE A SPECIALIZED TRANSIT PROGRAM
FY 2024/2025, FY 2025/2026 AND FY 2026/2027

1. PARTIES AND DATE

This Amendment No. 2 to Agreement for Western Riverside County Measure A Specialized Transit Program ("Amendment No. 2") is entered into as of this_____ day of_____, 2026, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("RCTC") and ANGEL VIEW, INC. ("Recipient"), a California nonprofit corporation.

2. RECITALS

2.1 RCTC and the Recipient have entered into Agreement No. 24-26-106-00, dated July 1, 2024, (the "Master Agreement") pursuant to which RCTC agreed to grant Measure A funding to Recipient to support the provision of specialized transit services by Recipient.

2.2 Recipient prepared and submitted to RCTC a grant application, which is attached to the Master Agreement as Exhibit "A" and describes the transportation services provided by Recipient under the Master Agreement (the "Project").

2.3 RCTC has available Measure A funding for specialized transit services for FY 2024/2025, FY 2025/2026 AND FY 2026/2027 and the Recipient has submitted a request for additional funding to support the Project, and the provision of additional services.

2.4 RCTC and the Recipient entered into Amendment No. 1 to the Master Agreement, dated April 10, 2025, in order to provide additional funding to Recipient in order to allow Recipient to expand the services provided by the Project.

2.5 The parties now desire to amend the Master Agreement in order to provide additional funding to Recipient in order to allow Recipient to expand the services provided by the Project.

3. TERMS

3.1 The Master Agreement shall be amended to provide additional funding for the Project, as further described in Exhibit "A" attached to this Amendment No. 2 and incorporated herein by reference.

3.2 The maximum Measure A funds to be disbursed under this Amendment No. 2 for the Project shall not exceed Thirty-Three Thousand Four Hundred Eighty-One Dollars ($33,481), as further detailed in the Project Budget attached to this Amendment No. 2 as Exhibit "B" and incorporated herein by reference.

3.3 The Project Budget attached to this Amendment No. 2 replaces in its entirety, and supersedes the Project Budget attached as part of Exhibit "B" to Amendment No. 1.

3.4 The total not to exceed amount of Measure A funds earmarked for specialized transit programs to Recipient for the Project under the Master Agreement, as amended by Amendment No. 1 and this Amendment No. 2, is Three Hundred Three Thousand, Eight Hundred Ninety Eight Dollars ($303,898).

3.5 Except as amended by this Amendment No. 2, all provisions of the Master Agreement, including without limitation the indemnity and insurance provisions, shall remain in full force and effect and shall govern the actions of the parties under this Amendment No. 2.

3.6 This Amendment No. 2 shall be governed by the laws of the State of California. Venue shall be in Riverside County.

3.7 A manually signed copy of this Amendment No. 2 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. 2 for all purposes. This Amendment No. 2 may be signed using an electronic signature.

3.8 This Amendment No. 2 may be signed in counterparts, each of which shall constitute an original.

SIGNATURE PAGE
TO
AGREEMENT NO. 24-26-106-02

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

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	**ANGEL VIEW, INC.**
By:_____	_____
Aaron Hake, Executive Director	Signature
	_____
	Name
	_____
	Title
APPROVED AS TO FORM	ATTEST:
By: _____	By: _____
Best Best & Krieger	
General Counsel	Its: _____

* A corporation requires the signatures of two corporate officers.

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

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

EXHIBIT A

Angel View has provided services for children that are disabled in Riverside County for over 70 years. One of the services it offers is a mileage reimbursement program to assist clients with disabilities and/or chronic and life-threatening illnesses to access specialty pediatric care.

Angel View was originally awarded $229,967, the Commission approved an additional $40,450 under Amendment No. 1 for a total grant award of $270,417. Angel View is requesting an additional $33,481 for a new grand total of $303,898.

The requested increase is necessary due to higher-than-anticipated operating expenses associated with providing transportation, and greater than anticipated demand for our services.

Higher costs include processing services with Independent Living Partnership (ILP). ILP's cost per client more than doubled compared to the submitted application in 2024.

Two years into the program, Angel View is enrolling people faster than originally envisioned, and clients are taking more trips than estimated creating greater demand.

With more clients taking more trips additional staff hours are needed in addition to more outreach events.

EXHIBIT B

PROJECT BUDGET

[attached behind this page]

RIVERSIDE COUNTY TRANSPORTATION COMMISSION | SPECIALIZED TRANSIT

CALL FOR PROJECTS
PROPOSED PROJECT BUDGET

Agency Name: Angel View

Project Type: Mileage Reimbursement

Project Name: AV Medical Mileage Reimbursement for WRC Kids w Disabilities

EXPENSES	# of Positions	Position % Time	Year 1 FY 24/25	Amendment #1 Approved Year 1 FY 24/25	Year 2 FY 25/26	Amendment #1 Approved Year 2 FY 25/26	Year 3 FY 26/27	Amendment #1 Approved Year 3 FY 26/27	Amendment #2 Request Year 3 FY 26/27
				Total Additional		Total Additional		Total Additional	Total Additional
Direct Expenses									
Salaries by Position (include benefits):	**# of Positions**	**Position % Time**							
A. WRC Outreach Georgenny	1	70%	$ 42,315	$ -	$ 43,584	$ -	$ 44,892	$ -	$ (16,282)
B. Outreach Program Director	1	10%	$ 9,558	$ -	$ 9,845	$ -	$ 10,140	$ -	$ 10,473
C. Outreach Advocate / Program Receptionist	1	10%	$ 6,625	$ -	$ 6,824	$ -	$ 7,028	$ -	$ (7,028)
WRC Case Manager (formerly Outreach									
D. Advocate/Program Receptionist)	0	0%	$ -		$ -	$ -	$ -	$ -	$ 39,276
E. WRC Outreach/WRC Case Manager	0	0%	$ -		$ -		$ -	$ -	$ 12,740
F.	0	0%	$ -		$ -		$ -	$ -	$ -
In-Kind Salaries by Position (include benefits):	**# of Positions**	**Position % Time**							
A.	0	0%	$ -		$ -	$ -	$ -	$ -	$ -
Total Salaries & Benefits			**$ 58,498**	**$ -**	**$ 60,253**	**$ -**	**$ 62,060**	**$ -**	**$ 39,179**
Non-Personnel Expenses									
A. Mileage reimbursement paid to clients			$ 32,774	$ 13,026	$ 38,674	$ 13,105	$ 44,475	$ 13,117	$ (7,392)
B. WRC office rent			$ 18,000	$ -	$ 18,540	$ -	$ 19,096	$ -	$ (96)
C. Mileage reimbursement paid to WRC Outreach Specialist			$ 6,000	$ -	$ 6,180	$ -	$ 6,365	$ -	$ 3,635
D. Insurance / phone WRC Outreach Specialist			$ 1,000	$ -	$ 1,030	$ -	$ 1,061	$ -	$ (1,061)
E. Contract data processing (paid to ILP)			$ 500	$ -	$ 515	$ -	$ 530	$ -	$ 14,590
F.			$ -		$ -	$ -	$ -	$ -	$ -
In-Kind Non-Personnel Expenses									
A.			$ -		$ -	$ -	$ -	$ -	$ -
Total Non-Personnel Expenses			$ 58,274	$ 13,026	$ 64,939	$ 13,105	$ 71,528	$ 13,117	$ 9,675
Total Project Direct Costs (a)			**$ 116,772**	**$ 13,026**	**$ 125,192**	**$ 13,105**	**$ 133,588**	**$ 13,117**	**$ 48,854**
Indirect Expenses (maximum of 8% of total project expenses)									
Salaries by Position (include benefits):	**# of Positions**	**Position % Time**							
A.	0	0%	$ -		$ -	$ -	$ -	$ -	$ -
In-Kind Salaries by Position (include benefits):	**# of Positions**	**Position % Time**							
A.	0	0%	$ -		$ -		$ -	$ -	$ -
Total Salaries & Benefits			$ -	$ -	$ -	$ -	$ -	$ -	$ -
Non-Personnel Expenses		**Percentage of Cost**							
A. Overhead allocation		0%	$ 2,500	$ -	$ 2,575	$ -	$ 2,652	$ -	$ (2,652)
In-Kind Non-Personnel Expenses									
A.			$ -		$ -		$ -	$ -	$ -
Total Non-Personnel Expenses			$ 2,500	$ -	$ 2,575	$ -	$ 2,652	$ -	$ (2,652)
Total Project Indirect Costs (b)			**$ 2,500**	**$ -**	**$ 2,575**	**$ -**	**$ 2,652**	**$ -**	**$ (2,652)**
Total Project Expenses (Direct {a} & Indirect {b})			**$ 119,272**	**$ 13,026**	**$ 127,767**	**$ 13,105**	**$ 136,240**	**$ 13,117**	**$ 46,202**
% of Indirect Costs of overal budget			2%	0%	2%	0%	2%	0%	-6%

REVENUE									
Agency Match (Cash) (Example: General fund, CDBG, Donations, Farebox/Rider Donations, etc.)									
A. General fund (from donations, resale store revenues)			$ 47,709	$ (82)	$ 51,107	$ (393)	$ 54,496	$ (727)	$ 12,721
Total Cash Match (a)			**$ 47,709**	**$ (82)**	**$ 51,107**	**$ (393)**	**$ 54,496**	**$ (727)**	**$ 12,721**
Agency Match (In-Kind) (These should not be paid positions)		**Position % Time**							
Non Paid Salaries by Position:									
A.			$ -	$ -	$ -	$ -	$ -	$ -	$ -
Non-Personnel Match (in-kind):									
A.			$ -		$ -		$ -	$ -	$ -
Total In-Kind Match (b)			**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Total Project Revenue (Cash {a} + In-Kind P {b})			**$ 47,709**	**$ (82)**	**$ 51,107**	**$ (393)**	**$ 54,496**	**$ (727)**	**$ 12,721**
% of Agency Match			40%	-1%	40%	-3%	40%	-6%	28%

Measure A Operating Request (g)			$ 71,563	$ 13,108	$ 76,660	$ 13,498	$ 81,744	$ 13,844	$ 33,481
Measure A Capital Request (h)			$ -	$ -	$ -	$ -	$ -	$ -	$ -
% of Measure A Match			60%	101%	60%	103%	60%	106%	72%

	YEAR ONE FY 24/25	YEAR ONE FY 24/25	YEAR TWO FY 25/26	YEAR TWO FY 25/26	YEAR THREE FY 26/27	YEAR THREE FY 26/27	YEAR THREE FY 26/27
Measure A Request Amount:	**$ 71,563**	**$ 13,108**	**$ 76,660**	**$ 13,498**	**$ 81,744**	**$ 13,844**	**$ 33,481**
Agency Match Amount:	**$ 47,709**	**$ (82)**	**$ 51,107**	**$ (393)**	**$ 54,496**	**$ (727)**	**$ 12,721**
TOTAL PROJECT AMOUNT	**$ 119,272**	**$ 13,026**	**$ 127,767**	**$ 13,105**	**$ 136,240**	**$ 13,117**	**$ 46,202**

Agreement No. 24-26-116-01

AMENDMENT NO. 1
TO AGREEMENT WITH
VALLEY RESOURCE CENTER, INC. dba EXCEED
FOR
WESTERN RIVERSIDE COUNTY MEASURE A SPECIALIZED TRANSIT PROGRAM
FY 2024/2025, FY 2025/2026 AND FY 2026/2027

1. PARTIES AND DATE

This Amendment No. 1 to Agreement for Western Riverside County Measure A Specialized Transit Program ("Amendment No. 1") is entered into as of this_____ day of_____, 2026, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("RCTC") and VALLEY RESOURCE CENTER, INC. dba EXCEED ("Recipient"), a California nonprofit corporation.

2. RECITALS

2.1 RCTC and the Recipient have entered into Agreement No. 24-26-116-00, dated July 1, 2024, (the "Master Agreement") pursuant to which RCTC agreed to grant Measure A funding to Recipient to support the provision of specialized transit services by Recipient.

2.2 Recipient prepared and submitted to RCTC a grant application, which is attached to the Master Agreement as Exhibit "A" and describes the transportation services provided by Recipient under the Master Agreement (the "Project").

2.3 RCTC has available Measure A funding for specialized transit services for FY 2024/2025, FY 2025/2026 AND FY 2026/2027 and the Recipient has submitted a request for additional funding to support the Project, and the provision of additional services.

2.4 The parties now desire to amend the Master Agreement in order to provide additional funding to Recipient in order to allow Recipient to expand the services provided by the Project.

3. TERMS

3.1 The Master Agreement shall be amended to provide additional funding for the Project, as further described in Exhibit "A" attached to this Amendment No. 1 and incorporated herein by reference.

3.2 The maximum Measure A funds to be disbursed under this Amendment No. 1 for the Project shall not exceed Two Hundred Twelve Thousand, Fifty Dollars ($212,050), as further detailed in the Project Budget attached to this Amendment No. 1 as Exhibit "B" and incorporated herein by reference.

3.3 The Project Budget attached to this Amendment No. 1 replaces, in its entirety, and supersedes the Project Budget attached as part of Exhibit "A" to the Master Agreement.

3.4 The total not to exceed amount of Measure A funds earmarked for specialized transit programs to Recipient for the Project under the Master Agreement, as amended by this Amendment No. 1, is One Million Two Hundred Sixty One Thousand Seven Hundred Thirty One Dollars ($1,261,731).

3.5 Except as amended by this Amendment No. 1, all provisions of the Master Agreement, including without limitation the indemnity and insurance provisions, shall remain in full force and effect and shall govern the actions of the parties under this Amendment No. 1.

3.6 This Amendment No. 1 shall be governed by the laws of the State of California. Venue shall be in Riverside County.

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

3.8 This Amendment No. 1 may be signed in counterparts, each of which shall constitute an original.

SIGNATURE PAGE
TO
AGREEMENT NO. 24-26-116-01

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

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	**VALLEY RESOURCE CENTER, INC. dba EXCEED**
By:_____	_____
Aaron Hake, Executive Director	Signature
	_____
	Name
	_____
	Title
APPROVED AS TO FORM	ATTEST:
By: _____	By: _____
Best Best & Krieger	
General Counsel	Its: _____

* A corporation requires the signatures of two corporate officers.

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

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

EXHIBIT A

Exceed is a non-profit organization that provides transportation for individuals with disabilities in Western County to medical appointments, employment, job exploration, and community integration and volunteer opportunities. Exceed's current award, Agreement No. 24-26-116, totals $1,049,681 in operating funds.

Exceed is requesting an additional $212,050 in FY 2026/27 operating funds due to higher-than-anticipated operating costs, including additional drivers to complete shorter, individualized trips; rising wages, workers' compensation premiums, and insurance costs; higher fuel and rent costs; and indirect administrative expenses that support transportation operations.

Exceed will contribute an additional $187,000 in local match, for a total three-year match of $1,966,000, or 61 percent of the total project cost. The additional funding would bring the contract award to $1,261,731.

EXHIBIT B

PROJECT BUDGET

[attached behind this page]

RIVERSIDE COUNTY TRANSPORTATION COMMISSION | SPECIALIZED TRANSIT

CALL FOR PROJECTS
PROPOSED PROJECT BUDGET

Agency Name: Valley Resource Center Inc., dba EXCEED

Project Type: Operating

Project Name: Western Riverside County Transportat

Amendment

EXPENSES	# of Positions	Position % Time	Year 1 FY 24/25	Year 2 FY 25/26	Year 3 FY 26/27	Year 3 FY 26/27 Total Additional
Direct Expenses						
Salaries by Position (include benefits):						
A. Transportation Program Coordinator	1	100%	$ 80,435	$ 82,044	$ 83,685	$ -
B. Drivers	20	100%	$ 361,985	$ 369,225	$ 376,610	$ 223,390
C. Transportation Clerk	1	100%	$ 39,600	$ 40,390	$ 41,200	$ -
D. Facility Rent	0	0%	$ 76,860	$ 78,782	$ 80,750	$ (80,750)
E.	0	0%	$ -	$ -	$ -	$ -
Total Salaries & Benefits			**$ 558,880**	**$ 570,441**	**$ 582,245**	**$ 142,640**
Non-Personnel Expenses	**Percent of Total Cost**					
A. Fuel			$ 109,565	$ 111,755	$ 113,990	$ 66,010
B. Vehicle Repairs			$ 215,950	$ 194,950	$ 194,950	
C. Vehicle Insurance			$ 44,000	$ 47,080	$ 50,375	
D. Cell Communications			$ 4,000	$ 4,500	$ 5,000	
E. Facility Rent			$ -	$ -	$ -	$ 104,400
Total Non-Personnel Expenses			$ 373,515	$ 358,285	$ 364,315	$ 170,410
Total Project Direct Costs (a)			**$ 932,395**	**$ 928,726**	**$ 946,560**	**$ 313,050**
Indirect Expenses (maximum of 8% of total project expenses)						
Salaries by Position (include benefits):	# of Positions	Position % Time				
A. Transportation Portion of Administrative Expenses	1	8%	$ 7,000	$ 7,000	$ 7,000	$ 86,000
B. Incl: Actg/HR/Other Admin Staff w benefits,	0	0%	$ -	$ -	$ -	$ -
C. PR taxes. WC., HR Software, Liability Ins,	0	0%	$ -	$ -	$ -	$ -
D. HR Professsional Services	0	0%	$ -	$ -	$ -	$ -
E.	0	0%	$ -	$ -	$ -	$ -
Total Salaries & Benefits			$ 7,000	$ 7,000	$ 7,000	$ 86,000
Non-Personnel Expenses	**Percentage of Cost**					
A.		0%	$ -	$ -	$ -	$ -
Total Non-Personnel Expenses			$ -	$ -	$ -	$ -
Total Project Indirect Costs (b)			**$ 7,000**	**$ 7,000**	**$ 7,000**	**$ 86,000**
Total Project Expenses (Direct {a} & Indirect {b})			**$ 939,395**	**$ 935,726**	**$ 953,560**	**$ 399,050**
% of Indirect Costs of overal budget			1%	1%	1%	22%

REVENUE	Year 1 FY 24/25	Year 2 FY 25/26	Year 3 FY 26/27	Year 3 FY 26/27 Total Additional
Agency Match (Cash) (Example: General fund, CDBG, Donations, Farebox/Rider Donations, etc.)				
A. Fee For Services Inland Regional Center	$ 593,000	$ 593,000	$ 593,000	$ 187,000
B.	$ -	$ -	$ -	$ -
Total Cash Match (a)	**$ 593,000**	**$ 593,000**	**$ 593,000**	**$ 187,000**
Agency Match (In-Kind) (These should not be paid positions) **Position % Time**				
Non Paid Salaries by Position:				
A.	$ -	$ -	$ -	$ -
Total In-Kind Match (b)	**$ -**	**$ -**	**$ -**	**$ -**
Total Project Revenus (Cash {a} + In-Kind P {b})	**$ 593,000**	**$ 593,000**	**$ 593,000**	**$ 187,000**
% of Agency Match	63%	63%	62%	47%

Measure A Operating Request (g)	$ 346,395	$ 342,726	$ 360,560	$ 212,050
Measure A Capital Request (h)	$ -	$ -	$ -	$ -
% of Measure A Match	37%	37%	38%	53%

	YEAR ONE FY 24/25	YEAR TWO FY 25/26	YEAR THREE FY 26/27	YEAR THREE FY 26/27
Measure A Request Amount:	**$ 346,395**	**$ 342,726**	**$ 360,560**	**$ 212,050**

RIVERSIDE COUNTY TRANSPORTATION COMMISSION | SPECIALIZED TRANSIT

CALL FOR PROJECTS
PROPOSED PROJECT BUDGET

Agency Name: Valley Resource Center Inc., dba EXCEED

				Amendment
Agency Match Amount:	**$ 593,000**	**$ 593,000**	**$ 593,000**	**$ 187,000**
TOTAL PROJECT AMOUNT	**$ 939,395**	**$ 935,726**	**$ 953,560**	**$ 399,050**

Agreement No. 24-26-120-01

AMENDMENT NO. 1
TO AGREEMENT WITH
BLINDNESS SUPPORT SERVICES, INC.
FOR
WESTERN RIVERSIDE COUNTY MEASURE A SPECIALIZED TRANSIT PROGRAM
FY 2024/2025, FY 2025/2026 AND FY 2026/2027

1. PARTIES AND DATE

This Amendment No. 1 to Agreement for Western Riverside County Measure A Specialized Transit Program ("Amendment No. 1") is entered into as of this_____ day of_____, 2026, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("RCTC") and BLINDNESS SUPPORT SERVICES, INC. ("Recipient"), a California nonprofit corporation.

2. RECITALS

2.1 RCTC and the Recipient have entered into Agreement No. 24-26-120-00, dated July 1, 2024, (the "Master Agreement") pursuant to which RCTC agreed to grant Measure A funding to Recipient to support the provision of specialized transit services by Recipient.

2.2 Recipient prepared and submitted to RCTC a grant application, which is attached to the Master Agreement as Exhibit "A" and describes the transportation services provided by Recipient under the Master Agreement (the "Project").

2.3 RCTC has available Measure A funding for specialized transit services for FY 2024/2025, FY 2025/2026 AND FY 2026/2027 and the Recipient has submitted a request for additional funding to support the Project, and the provision of additional services.

2.4 The parties now desire to amend the Master Agreement in order to reduce the Recipient's local the required local match for FY 2026/27.

3. TERMS

3.1 The Master Agreement shall be amended to reduce the Recipient's local match for operating projects for FY2026/27 from 34 percent to 15 percent for the Project, as further described in Exhibit "A" attached to this Amendment No. 1 and incorporated herein by reference. The Recipient has unexpended Measure A funds from FY 2024/25 and FY 2025/26, which will be allocated to FY 2026/27 to offset the reduced match.

3.2 The maximum Measure A funds to be disbursed under this Amendment No. 1 for the Project shall remain at Two Hundred Eight Thousand, Nine Hundred Forty Nine Dollars ($208,949), as further detailed in the Project Budget attached to this Amendment No. 1 as Exhibit "B" and incorporated herein by reference.

3.3 The Project Budget attached to this Amendment No. 1 replaces, in its entirety, and supersedes the Project Budget attached as part of Exhibit "A" to the Master Agreement.

3.4 Except as amended by this Amendment No. 1, all provisions of the Master Agreement, including without limitation the indemnity and insurance provisions, shall remain in full force and effect and shall govern the actions of the parties under this Amendment No. 1.

3.5 This Amendment No. 1 shall be governed by the laws of the State of California. Venue shall be in Riverside County.

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

3.7 This Amendment No. 1 may be signed in counterparts, each of which shall constitute an original.

SIGNATURE PAGE
TO
AGREEMENT NO. 24-26-120-01

IN WITNESS WHEREOF, the parties hereto have executed this Amendment No. 1 as of the date first herein above written.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	**BLINDNESS SUPPORT SERVICES, INC.**
By:_____	_____
Aaron Hake, Executive Director	Signature
	_____
	Name
	_____
	Title
APPROVED AS TO FORM	ATTEST:
By: _____	By: _____
Best Best & Krieger	
General Counsel	Its: _____

* A corporation requires the signatures of two corporate officers.

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

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

EXHIBIT A

BSS is a non-profit organization that provides travel training to individuals who are blind or visually impaired, teaching them to use public transit independently.

BSS's current award, Agreement No. 24-26-120, totals $208,949 in operating funds with a required local match of 34 percent. Due to an approximately 30 percent reduction in agency revenues and increased operating costs, BSS is requesting a reduction of its required local match for FY 2026/27 from 34 percent to 15 percent.

BSS has $24,347 in unexpended Measure A funds from FY 2024/25 and FY 2025/26, which will be reallocated to FY 2026/27 to offset the reduced match. The request does not require additional Measure A funding, and the contract award will remain $208,949.

EXHIBIT B

PROJECT BUDGET

[attached behind this page]

RIVERSIDE COUNTY TRANSPORTATION COMMISSION | SPECIALIZED TRANSIT

CALL FOR PROJECTS
PROPOSED PROJECT BUDGET

Agency Name: BLINDNESS SUPPORT SERVICES
Project Type:Operating Assistance Projects
Project Name:Travel Training

EXPENSES	# of Positions	Position % Time	Year 1 FY 24/25 Original	Year 2 FY 25/26 Original	Year 3 FY 26/27 Original	Amendment Year 3 FY 26/27 Amendment
Direct Expenses						
Salaries by Position (include benefits):	**# of Positions**	**Position % Time**				
A. Travel Trainer	1	100%	$ 33,500	$ 70,350	$ 77,400	
B. Supervisor	1	10%	$ 3,500	$ 7,350	$ 8,000	
C. Bookkeeper	1	8%	$ 2,500	$ 2,750	$ 3,000	
D. Travel Trainer	0	100%	$ -	$ -	$ -	
E.	0	0%	$ -	$ -	$ -	
In-Kind Salaries by Position (include benefits):	**# of Positions**	**Position % Time**				
A.	1	0%	$ -	$ -	$ -	
Total Salaries & Benefits			**$ 39,500**	**$ 80,450**	**$ 88,400**	**$ -**
Non-Personnel Expenses						
A. Mileage			$ 1,000	$ 1,100	$ 1,155	
B. Bus Tickets			$ 800	$ 880	$ 930	
C. Printing			$ 100	$ 110	$ 120	
D. Telephone			$ 1,300	$ 1,430	$ 1,500	$ (800)
E. Consumable Supplies			$ 1,000	$ 1,100	$ 1,160	
F. Program Supplies			$ 3,000	$ 3,300	$ 3,500	
G. Utilities			$ 1,500	$ 1,650	$ 1,700	
H. Insurance			$ 1,200	$ 1,320	$ 1,400	$ (800)
I. Consultant/Professional Fees				$ -		$ 1,600
J. Repairs and Maintenance			$ 600	$ 660	$ 700	
K.			$ -	$ -	$ -	
In-Kind Non-Personnel Expenses						
A. Occupancy (700 sq. ft. of 6,000 sq. ft)			$ 15,000	$ 16,500	$ 17,325	
B.			$ -	$ -	$ -	
Total Non-Personnel Expenses			$ 25,500	$ 28,050	$ 29,490	$ -
Total Project Direct Costs (a)			**$ 65,000**	**$ 108,500**	**$ 117,890**	**$ -**
Indirect Expenses (maximum of 8% of total project expenses)						
Salaries by Position (include benefits):	**# of Positions**	**Position % Time**				
A. President and CEO	1	8%	$ 3,200	$ 5,400	$ 5,900	
B. Administrative Service Manager	1	8%	$ 2,350	$ 4,000	$ 4,350	
C.	0	8%		$ -	$ -	
In-Kind Salaries by Position (include benefits):	**# of Positions**	**Position % Time**				
A.	0	0%	$ -	$ -	$ -	
Total Salaries & Benefits			$ 5,550	$ 9,400	$ 10,250	$ -
Non-Personnel Expenses		**Percentage of Cost**				
A.		0%	$ -	$ -	$ -	
In-Kind Non-Personnel Expenses						
A.				$ -	$ -	
Total Non-Personnel Expenses			$ -	$ -	$ -	$ -
Total Project Indirect Costs (b)			**$ 5,550**	**$ 9,400**	**$ 10,250**	**$ -**
Total Project Expenses (Direct {a} & Indirect {b})			**$ 70,550**	**$ 117,900**	**$ 128,140**	**$ -**
% of Indirect Costs of overal budget			8%	8%	8%	0%

REVENUE	Original	Original	Original	Amendment
Agency Match (Cash) (Example: General fund, CDBG, Donations, Farebox/Rider Donations, etc.)				
A. Cash	$ 8,987	$ 23,586	$ 26,243	$ (25,947)
B.	$ -	$ -	$ -	
Total Cash Match (a)	**$ 8,987**	**$ 23,586**	**$ 26,243**	**$ (25,947)**

RIVERSIDE COUNTY TRANSPORTATION COMMISSION | SPECIALIZED TRANSIT

CALL FOR PROJECTS
PROPOSED PROJECT BUDGET

Agency Name: BLINDNESS SUPPORT SERVICES

Agency Match (In-Kind) (These should not be paid positic	Position % Time				Amendment
Non Paid Salaries by Position:					
A.		$ -	$ -	$ -	
Non-Personnel Match (in-kind):					
A. Occupancy (700 sq. ft. of 6,000 sq. ft)		$ 15,000	$ 16,500	$ 17,325	
B. Consulting/Professional Fees		$ -	$ -	$ -	$ 1,600
C.		$ -	$ -	$ -	
Total In-Kind Match (b)		**$ 15,000**	**$ 16,500**	**$ 17,325**	**$ 1,600**
Total Project Revenus (Cash {a} + In-Kind P {b})		**$ 23,987**	**$ 40,086**	**$ 43,568**	**$ (24,347)**
% of Agency Match		34%	34%	34%	15%

	Original	Original	Original	Amendment
Measure A Operating Request (g)	$ 46,563	$ 77,814	$ 84,572	$ -
Measure A Capital Request (h)	$ -	$ -	$ -	$ -
% of Measure A Match	66%	66%	66%	66%

	Original YEAR ONE FY 24/25	Original YEAR TWO FY 25/26	Original YEAR THREE FY 26/27	Amendment YEAR THREE FY 26/27
Measure A Request Amount:	**$ 46,563**	**$ 77,814**	**$ 84,572**	**$ -**
Agency Match Amount:	**$ 23,987**	**$ 40,086**	**$ 43,568**	**$ (24,347)**
TOTAL PROJECT AMOUNT	**$ 70,550**	**$ 117,900**	**$ 128,140**	**$ (24,347)**

AGENDA ITEM 7

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	November 23, 2026
TO:	Western Riverside County Programs and Projects Committee
FROM:	Mainak Dey, Senior Capital Projects Manager
THROUGH:	David Thomas, Toll Project Delivery Director
SUBJECT:	Interstate 10 Bi-County Express Lanes Toll Feasibility Study

STAFF RECOMMENDATION:

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

1) Approve Agreement No. 25-31-090-02, Amendment No. 2 to Agreement No. 25-31-090-00 with WSP USA Inc. (WSP) to perform the Interstate 10 Bi-County Express Lanes Toll Feasibility Study (Study) from State Route 60 in the city of Beaumont to the Ford Street interchange in the city of Redlands in San Bernardino County in the amount of $899,606, plus a contingency of $89,961, for an additional amount of $989,567;
2) Approve Cooperative Agreement No. 27-31-041-00 with San Bernardino County Transportation Authority (SBCTA) for its fair share contribution toward the Study, estimated at $383,330;
3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements on behalf of the Commission; and
4) Authorize the Executive Director, or designee, to approve the use of the contingency amount for the Study.

BACKGROUND INFORMATION:

At its June 2025 meeting, the Commission approved awarding Agreement No. 25-31-090-00 to WSP to prepare the Project Initiation Document (PID) for the I-10 Pass Express Lanes Project and authorized a cooperative agreement with Caltrans.

At its October 2026 meeting, the Commission approved initiating an amendment to Agreement No. 25-31-090-00 with WSP to include the scope for the Study and authorized initiating a cooperative agreement with SBCTA. Staff have finalized the amendment with WSP and a cooperative agreement between RCTC and the SBCTA to establish the framework for cost-sharing, coordination, and delivery of the Study.

As identified in the recitals to the proposed Amendment No. 2, Amendment No. 1 includes additional funding for consultant services under the existing agreement and is pending execution. The Amendment No. 1 scope includes a Value Engineering Workshop focused on the I-10/SR-60

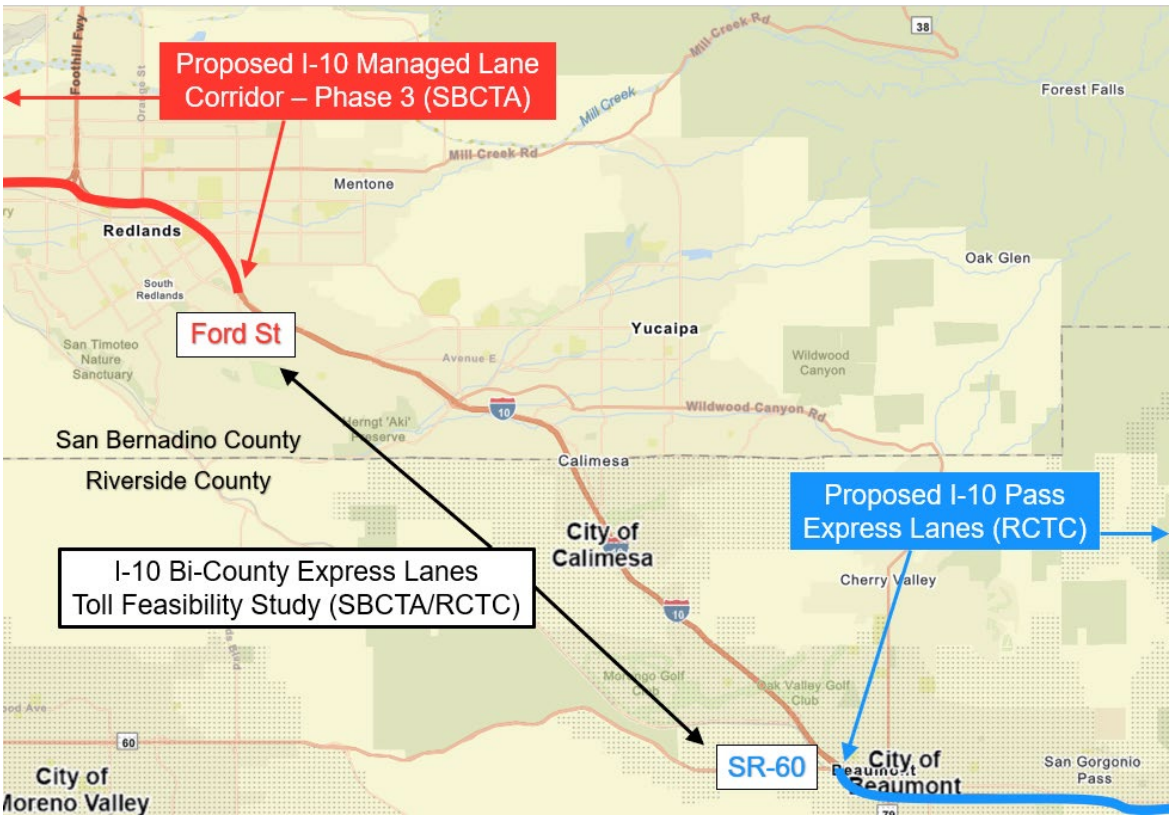
interchange in support of the I-10 Pass Express Lanes Project and proposes to increase the agreement amount by $168,605 by use of contingency funds including an $8,808 fixed-fee increase.

The original agreement amount of $2,438,751, Amendment No. 1 and Amendment No. 2, results in a revised master agreement amount of $3,506,962. The $53,550 fixed fee increase under Amendment No. 2 is included within the $899,606 amendment amount and results in a revised total fixed fee of $236,758.

DISCUSSION:

The Study would continue the corridor planning framework established through RCTC's I-10 Pass Express Lanes Project by evaluating the gap between SR-60 and Ford Street in Redlands (see Attachment 2, Exhibit A, for the project vicinity map). Ford Street is the currently planned eastern terminus of the SBCTA I-10 Managed Lane Corridor, where SBCTA is planning to add one new Express Lane in each direction by 2035. The proposed Study would evaluate a shared base alternative consisting of one express lane in each direction. The Commission's Measure A program currently includes a project to add an eastbound truck climbing lane on I-10 from the San Bernardino County line to SR-60. It is proposed that a Riverside County eastbound truck climbing lane, a combined express-lane and truck-climbing-lane alternative, and an SR-60 direct connector option be included in the Study. Local ramp modifications would be assessed at a sketch level to identify physical impacts and costs; detailed ramp design, ramp traffic analysis, and detailed interchange modeling are excluded. The Study would assess how the alternatives could complement RCTC's I-10 Pass Express Lanes Project and SBCTA's ongoing I-10 Express Lanes program and provide RCTC and SBCTA with a technical basis for determining whether the Bi-County segment should advance into a future I-10 Express Lanes PID and the appropriate scope as it relates to the eastbound truck climbing lane in Riverside County.

Additionally, the I-10 Pass Express Lanes Project between SR-60 and SR-111 is intended to improve reliability, safety, and travel choices through the San Gorgonio Pass. As that project has advanced through the PID phase, early traffic findings indicate that improving capacity east of SR-60 could shift the next major bottleneck west, toward the segment of I-10 between SR-60 and the San Bernardino County line. Preliminary data demonstrates that this westerly segment of I-10 is already at or near capacity during peak travel periods. Moving the bottleneck west of SR-60 could exacerbate I-10 travel delays and limit the benefits that the I-10 Pass Express Lanes Project would deliver. This condition was not observed at the east end of the project at SR-111 and therefore no additional study east of SR-111 is proposed at this time.



The Bi-County Study analysis will inform the traffic studies for RCTC's I-10 Pass Express Lanes PSR-PDS being completed by WSP. WSP has already completed preliminary traffic modeling within the Bi-County Study limits, which will serve as a starting point for the Study. The proposed scope also includes RCTC-only updates to VISSIM simulation modeling for the adjacent I-10 Pass Express Lanes Project to assess the effects of corridor improvements west of SR-60 on operations east of SR-60. Microsimulation modeling of the Bi-County segment itself is not included. Awarding the amendment to WSP will allow RCTC to continue the corridor planning efforts on I-10 more efficiently.

The proposed cooperative agreement allocates shared base-alternative costs based on centerline miles within each county, with approximately 53 percent assigned to RCTC and 47 percent to SBCTA. The shared base alternative consists of evaluating one express lane in each direction. The consultant scope separately identifies RCTC-only work under Tasks 3B, 5B, 6B, and 9, including the eastbound truck climbing lane, the combined express-lane and truck-climbing-lane alternative, the SR-60 direct connector option, related alternative evaluations and traffic and financial analyses, and updates to the adjacent I-10 Pass Express Lanes simulation modeling. These RCTC-only costs are to be excluded from the shared cost base.

Under the agreement, RCTC will contribute approximately $606,237, and SBCTA will contribute approximately $383,330, for a combined fair share contribution estimated at $989,567.

RCTC will serve as the lead implementing agency and administer the consultant contract for the Study, including conceptual alternative development and compliance with applicable local, state, and federal requirements. The work is limited to feasibility-level analysis and does not include detailed design or environmental clearance. The financial analysis will support feasibility screening and alternative comparison; it is not an investment-grade traffic and revenue study or financing plan. Approval of the agreements does not authorize construction or commit either agency to advancing improvements.

STAFF RECOMMENDATION:

Staff recommend approval of Agreement No. 25-31-090-02, Amendment No. 2 to Agreement No. 25-31-090-00 with WSP, and Cooperative Agreement No. 27-31-041-00 with SBCTA, together with the contingency and execution authority described above.

FISCAL IMPACT:

At its October 2026 meeting, the Commission approved cancelling the I-10 Pass Area Ramp Metering Design Engineering Evaluation Report (DEER). Approximately $400,000 remains in the FY 2026/27 budget for that work. The proposed RCTC share of the Study is approximately $606,237 including contingency and subject to reconciliation of the agency cost allocations. Staff propose using the remaining Measure A-Economic Development funds from the DEER and additional Measure A funds to cover approximately over $100,000 difference. The expenditure schedule below allocates RCTC's share between FY 2026/27 ($280,000) and Fiscal Year 2027/28 ($326,237); the appropriation status of each year's amount also requires confirmation.

RCTC will administer the full consultant obligation under the proposed $989,567 authorization, including contingency. SBCTA's estimated $383,330 contribution would reimburse RCTC for eligible shared costs. Under the proposed cooperative agreement, RCTC would invoice SBCTA quarterly, and SBCTA would pay undisputed costs within 30 days of receipt. The financial table below presents RCTC's estimated share rather than gross consultant expenditure and SBCTA reimbursement revenue.

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY2026/27 FY2027/28	Amount:	FY27: $450,000 FY28: $539,567 Total contract costs
Source of Funds:	Measure A Economic Development (expenditure) Local Reimbursements (SBCTA reimbursement back to RCTC)			Budget Adjustment:	No
GL/Project Accounting No.:	682332 81101 00000 0000 2680 67 81101 (expenditure) 682332 416 41605 0000 2680 67 41203 (revenue)				
Fiscal Procedures Approved:				Date:	11/13/2026

Attachments:

1) Draft Amendment No. 2 to Agreement No. 25-31-090-00 with WSP
2) Draft Cooperative Agreement No. 27-31-041-00 with SBCTA

Agreement No. 25-31-090-02

AMENDMENT NO. 2
TO AGREEMENT
WITH
WSP USA INC.
FOR
THE IMPLEMENTATION OF
I-10 EXPRESS LANES PSR PDS SERVICES PROJECT

1. PARTIES AND DATE

This Amendment No. 2 to the Agreement for the Implementation of I-10 Express Lanes PSR PDS Services Project is entered into effective as of _____, 2026, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("Commission") and WSP USA INC. ("Consultant"), a New York corporation.

2. RECITALS

2.1 The Commission and the Consultant have entered into Agreement No. 25-31-090-00, dated June 30, 2025, (the "Master Agreement") for the purpose of providing the Implementation of I-10 Express Lanes PSR PDS Services Project (the "Project").

2.2 The Commission and the Consultant entered into Amendment No. 1 to the Master Agreement, dated November 13, 2026, to provide additional funding to compensate Consultant for additional Consultant services required for the Project.

2.3 The Commission and Consultant now desire to amend the Master Agreement to include services required to complete a Bi-County Express Lanes Toll Feasibility Study on the I-10 freeway for the benefit of the Commission and the San Bernardino County Transportation Authority (“SBCTA”), and to provide additional funding to compensate Consultant for such services.

2.4 The Parties acknowledge that SBCTA will fund a portion of the additional services, and therefore the Parties desire to amend certain provisions of the Master Agreement for the benefit of SBCTA.

3. TERMS

3.1 The Services, as that term is defined in the Master Agreement, shall be amended to include the additional services required to complete a Bi-County Express Lanes Toll Feasibility Study on the I-10 freeway as further described in Exhibit “A” attached to this Amendment No. 2 and incorporated herein by reference. The term “Project”, as used in the Master Agreement, shall include the project described in Exhibit “A”.

3.2 The maximum compensation to be provided under this Amendment No. 2 for the Services as set forth in the attached Exhibit "A" shall not exceed Eight Hundred Ninety Nine Thousand, Six Hundred Six Dollars ($899,606), as further detailed in Exhibit "B" attached to this Amendment No. 2 and incorporated herein by reference.

3.3 The fixed fee, as set forth in Section 17.3 of the Master Agreement, shall be increased by Fifty-Three Thousand, Five Hundred Fifty Dollars ($53,550), for a revised fixed fee sum of Two Hundred Thirty-Six Thousand, Seven Hundred Fifty-Eight Dollars ($236,758).

3.4 The total not to exceed amount of the Master Agreement, as amended by this Amendment No. 2, is Three Million, Five Hundred Six Thousand, Nine Hundred Sixty Two Dollars ($3,506,962).

3.5 Section 25.1 and Section 25.2 of the Master Agreement shall be amended to provide SBCTA the same rights in any Documents and Data or Intellectual Property prepared or developed under this Amendment No. 2 and afforded to the Commission under said provisions.

3.6 All indemnification provisions under the Master Agreement including, but not limited to Section 25.4 and Section 26, shall be amended to include SBCTA as an indemnified party, with rights provided to SBCTA to the same extent as provided to the Commission.

3.7 The insurance provisions contained in Section 27.5 and 27.9 of the Master Agreement shall be amended to require that SBCTA be provided additional insured status in all instances that the Commission is required to be included as an additional insured. All references to the Commission in these sections and subsections shall be deemed to refer to both the Commission and SBCTA, and their directors, officers and agents. Prior to commencing Services under this Amendment No. 2, the Consultant shall provide evidence to the Commission of its compliance with the requirements contained in this section.

3.8 SBCTA shall be a third party beneficiary under the Master Agreement, as amended by this Amendment No. 2, as pertains to the rights provided for the benefit of SBCTA under this Amendment No. 2.

3.9 Except as amended by this Amendment No. 2, all provisions of the Master Agreement, including without limitation the indemnity and insurance provisions, shall remain in full force and effect and shall govern the actions of the parties under this Amendment.

3.10 This Amendment No. 2 shall be governed by the laws of the State of California. Venue shall be in Riverside County.

3.11 A manually signed copy of this Amendment No. 2 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. 2 for all

purposes. This Amendment No. 2 may be signed using an electronic signature.

3.12 This Amendment No. 2 may be signed in counterparts, each of which shall constitute an original.

[Signatures on following page]

SIGNATURE PAGE TO
AGREEMENT NO. 25-31-090-02

IN WITNESS WHEREOF, the parties hereto have executed this Amendment No. 2 as of the date first herein above written.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

By: _____
Aaron Hake, Executive Director

WSP USA, INC.

By: _____
Signature

_____
Name

_____
Title

APPROVED AS TO FORM:

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

ATTEST:

By: _____

Its: _____

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

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

EXHIBIT A
SCOPE OF SERVICES

[attached behind this page]

RCTC / SBCTA
Bi-County Express Lanes Feasibility Study – Scope of Work
September 30, 2026

PROJECT BACKGROUND

Study limits: Interstate 10 (I-10) between State Route 60 (SR-60) in Riverside County and Ford Street in Redlands, spanning the Riverside–San Bernardino county line.

WSP will assist RCTC and SBCTA to evaluate the feasibility of express lanes, an eastbound truck climbing lane within Riverside County, and related operational improvements, including a potential SR-60 direct connector, to complement adjoining express lane projects. The study will develop conceptual alternatives and assess constraints, impacts, traffic performance, VMT, costs, tolling, revenue, and implementation considerations. Findings will support agency decisions on whether and how to advance the corridor into a future project development phase.

TASK 1 - PROJECT MANAGEMENT

This task includes project administration, team management, schedule control, client coordination, and quality review throughout the feasibility study. The Consultant will prepare monthly progress reports and invoices that summarize work completed, work planned, schedule status, budget status, outstanding decisions, and issues requiring RCTC or SBCTA attention. The Consultant will manage the multidisciplinary team and coordinate work across disciplines.

Bi-weekly coordination meetings will be conducted with RCTC, SBCTA, and Consultant staff, as appropriate, to review progress, resolve technical issues, and maintain alignment between related corridor efforts. The Consultant will develop and maintain a study schedule identifying major activities, decision points, review periods, and deliverable milestones. Internal quality control and interdisciplinary coordination will be performed before each formal submittal, and RCTC and SBCTA comments will be tracked through resolution.

Key Assumptions

- Project management, monthly reporting, and coordination are based on a study duration of up to 12 months.
- Each major deliverable will receive one consolidated draft review and one final confirmation review.

Deliverables

- Monthly Progress Reports and Invoices
- Bi-weekly Meeting Agendas, Materials, and Action Item Log
- Baseline and Updated Project Schedules

TASK 2 - DATA COLLECTION

The Consultant will collect and review available mapping, design files, traffic data, and prior study materials needed to establish a common technical basis for the feasibility study. Current aerial imagery will be compiled to develop corridor mapping, and an I-10 centerline alignment will be created or reconciled from available electronic files and record information.

Approximate State right-of-way limits will be estimated from available mapping. Major corridor features, such as bridge and drainage structures, topographical and environmental elements, and notable community resources will be documented in the project base files. The collected information will be compiled into base map exhibits to demonstrate no-build conditions and corridor constraints. The Consultant will coordinate with RCTC, SBCTA, affected jurisdictions, and other project teams to obtain current information for recently completed, planned, or ongoing improvements that may affect the study corridor, including available Caltrans records and project information provided by the agencies. Where possible, these projects will be included in project basemapping.

Key Assumptions

- No field survey, title reports, utility potholing, or subsurface investigation is included.
- Mapping and right-of-way limits will be planning-level and based on the best information made available to the team.

Deliverables

- Recently Completed, Planned, and Ongoing Corridor Projects List
- Base Map Exhibits for the Study Corridor

TASK 3A - ALTERNATIVE DEVELOPMENT

The Consultant will establish preliminary geometric criteria, typical sections, and design assumptions for the study alternatives. The Consultant will also develop a preliminary express lane access strategy addressing termini, intermediate ingress and egress, and establish assumptions on signing, enforcement, and operational consistency with adjoining SBCTA and RCTC express lane systems. The Consultant will develop conceptual design and layout sheets for the following alternatives:

- a one-lane express lane in each direction throughout the study corridor

Concepts will focus on mainline geometrics, including express lane ingress and egress and each concept will be advanced sufficiently to identify its general footprint, structure implications, and relationship to adjacent SBCTA and RCTC projects. Local ramp modifications will be assessed at a sketch level to identify associated physical impacts and costs; detailed ramp design and ramp traffic analysis are excluded.

Key Assumptions

- Concepts will be prepared at a feasibility level and will not include detailed geometrics, profiles, superelevation, drainage design, utility design, or construction staging plans.

Deliverables

- One-Lane Express Lane Concept and Layouts

TASK 3B - ALTERNATIVE DEVELOPMENT (RCTC ONLY)

The Consultant will establish preliminary geometric criteria, typical sections, and design assumptions for the study alternatives. The Consultant will also develop a preliminary express

lane access strategy addressing termini, intermediate ingress and egress, and establish assumptions on signing, enforcement, and operational consistency with adjoining SBCTA and RCTC express lane systems. The Consultant will develop conceptual design and layout sheets for the following alternatives:

- an eastbound truck climbing lane within the Riverside County portion of the study corridor
- a combined alternative consisting of the corridor-wide one-lane express lane with the eastbound truck climbing lane limited to Riverside County.

The study will also develop conceptual design and layout sheets for an option for a direct connector between the proposed I-10 express lanes and SR-60. Concepts will focus on mainline geometrics, including express lane ingress and egress and each concept will be advanced sufficiently to identify its general footprint, structure implications, and relationship to adjacent SBCTA and RCTC projects. Local ramp modifications will be assessed at a sketch level to identify associated physical impacts and costs; detailed ramp design and ramp traffic analysis are excluded.

Key Assumptions

- Concepts will be prepared at a feasibility level and will not include detailed geometrics, profiles, superelevation, drainage design, utility design, or construction staging plans.

Deliverables

- Eastbound Truck Climbing Lane Concept and Layouts
- One-Lane Express Lane with Eastbound Truck Climbing Lane Concept and Layouts
- SR-60 Direct Connector Option Concept and Layouts

TASK 4 - CORRIDOR TRAFFIC DEVELOPMENT

The Consultant will assemble the traffic information required to characterize existing corridor conditions and support future-year evaluation of the study alternatives. Available traffic counts, Caltrans data, prior project data, probe-based speed information, truck data, origin-destination data, and other relevant sources will be reviewed for coverage, consistency, and recency.

The traffic count program will include 12-day mainline volume counts using radar and supplemented with video (for peak periods only) at three locations, including vehicle classification to establish truck volumes and percentages. Field visits, including limited floating car travel time runs, will be conducted by Consultant staff during the same week of the traffic count program. The mainline traffic counts will be supplemented with StreetLight data and PeMS data where available to extrapolate hourly volumes by day of week at locations that were not field measured. Mainline segment hourly volumes will be estimated for typical weekdays (Monday to Thursday), Fridays, Saturdays, and Sundays. Holiday and representative special-event patterns will be distinguished to the extent supported by available data. Traffic volume development will be limited to the freeway mainline; ramp volumes and detailed interchange traffic analysis are excluded.

Corridor congestion levels will be quantified using Google Maps data, Sigalert speed data, and spot travel time runs. The analysis will identify typical and reasonable worst-case (e.g., 80th percentile) travel speeds for various locations and days of the week. These data will support an understanding of the state of corridor congestion, the volatility of travel speeds, and corridor capacity.

StreeLight data will also be used to support origin-destination analyses of I-10 freeway traffic. These analyses will be used to characterize pass-through vs. local trips, identify high demand OD pairs, which will inform express lane access assumptions.

Available SBCTA reports and forecasts for I-10 west of Ford Street will be reviewed to inform corridor interfaces. The corridor network and land-use assumptions in the Western Riverside Council of Governments' (WRCOG) Riverside County Transportation Model (RivCOM) will be reviewed and updated as needed to represent corridor projects and development.

The 2045 RIVCOM model will be run for the no-build, no-build with eastbound truck climbing lane, express lane, and combined express lane and eastbound truck climbing lane scenarios. Model-derived growth between the 2018 RIVCOM base year and 2045 forecast year will be applied to observed mainline demand to develop 2040 and 2060 traffic volumes, including truck volumes, by time of day and day of week, emphasizing typical weekdays and peak weekend directions. Forecasts will be reviewed for reasonableness and adjusted, where supported, to provide a consistent set of inputs for operational, VMT, tolling, and revenue analyses.

Key Assumptions

- Count locations and analysis periods will be confirmed with the agencies before data collection and forecasting proceed. Counts are anticipated in February or early March of 2027, subject to confirmation of the study schedule. The count program assumes use of the Consultant's encroachment permit that was previously procured for the I-10 Pass Express Lanes PSR-PDS. Two days of field travel-time runs are included to supplement available traffic data. These runs are limited to traffic data collection; civil field reconnaissance is not included.
- An allowance of up to $5,000 is included for additional traffic counts beyond the specified program. Supplemental counts will be selected in coordination with RCTC and SBCTA and authorized before collection, within this allowance.

Deliverables

- Traffic Data Inventory and Supplemental Count Data
- Existing Mainline Volume, Truck Percentage, Speed, Travel Time, Congestion Frequency, and Day-Type Data Set
- Origin-Destination Pattern Summary
- Updated RivCOM Model Inputs and Scenario Documentation
- 2040 and 2060 Mainline Forecast Volumes, Including Truck Volumes, by Relevant Day Type and Direction

TASK 5A - ALTERNATIVE EVALUATIONS

The Consultant will evaluate the feasibility-level concepts developed under Task 3A and document key nonstandard design features that may require design exceptions or further study in a subsequent project development phase. The review will consider principal geometric constraints that could affect future design development and agency approvals.

Planning-level impacts and capital cost estimates will be prepared. Impact evaluations will address approximate right-of-way needs, structures, major utilities, drainage, known environmental constraints, changes to local access, railroad interfaces, construction considerations, and other major cost or delivery considerations identifiable at this phase. Rough order of magnitude cost estimates will be prepared and appropriate allowances and contingencies will be applied to reflect the conceptual level of design.

The Consultant will perform a limited desktop screening of potential VMT impacts using applicable induced travel screening methods. The work will document principal assumptions, estimate order-of-magnitude induced VMT, and identify potential mitigation strategies.

Key Assumptions

- The VMT assessment will be planning-level and will not replace analysis required for a future environmental document.

Deliverables

- Nonstandard Features Summary
- Draft / Final Planning-Level Cost Estimate
- VMT Discussion

TASK 5B - ALTERNATIVE EVALUATIONS (RCTC ONLY)

The Consultant will evaluate the feasibility-level concepts developed under Task 3B and document key nonstandard design features that may require design exceptions or further study in a subsequent project development phase. The review will consider principal geometric constraints that could affect future design development and agency approvals.

Planning-level impacts and capital cost estimates will be prepared for each concept. Impact evaluations will address approximate right-of-way needs, structures, major utilities, drainage, known environmental constraints, changes to local access, railroad interfaces, construction considerations, and other major cost or delivery considerations identifiable at this phase. Rough order of magnitude cost estimates will be prepared, and appropriate allowances and contingencies will be applied to reflect the conceptual level of design.

The Consultant will perform a limited desktop screening of potential VMT impacts by alternative using applicable induced travel screening methods. The work will document principal assumptions, estimate order-of-magnitude induced VMT, and identify potential mitigation strategies.

Key Assumptions

- The VMT assessment will be planning-level and will not replace analysis required for a future environmental document.

Deliverables

- Nonstandard Features Summary
- Draft / Final Planning-Level Cost Estimates
- VMT Discussion

TASK 6A - CORRIDOR TRAFFIC ANALYSIS / CONCEPT OF OPERATIONS / FINANCIAL

For alternatives included in Task 3A, the Consultant will analyze existing and forecast mainline conditions and develop performance measures suitable for comparing no-build and build conditions in 2040 and 2060. Travel time, speed, and delay projections will be developed using a spreadsheet-based volume-delay function approach; microsimulation modeling of the Bi-County Express Lane is not included. Additional measures may include reliability, throughput, lane utilization, express lane demand, and end-to-end corridor performance, as supported by the analysis method and available data. The analysis will address typical weekdays and peak weekend directions, including westbound travel on Sundays and eastbound travel on Fridays. Access locations, weaving, and operational continuity at the interfaces with the planned SBCTA and RCTC express lane systems will be considered at a feasibility level, without detailed modeling.

An allowance of $7,500 is included for localized traffic focus studies addressing issues identified during the feasibility study. Topics and level of effort will be confirmed with RCTC and SBCTA before proceeding and will remain within the allowance. These studies will use available data and feasibility-level methods and will not include microsimulation or detailed ramp or interchange modeling. Findings will be incorporated into the traffic analysis results.

Preliminary toll policy and Concept of Operations assumptions will be developed in coordination with RCTC and SBCTA. A sketch-level, Level I traffic and revenue evaluation will use these assumptions to estimate express lane demand, tolled and non-tolled trips, toll rates, and an annual gross toll revenue forecast covering a 50-year period for one express lane in each direction. The 2040 and 2060 traffic forecasts will inform this evaluation.

The Consultant will estimate operating, transactional, and maintenance costs associated with toll collection, back-office and customer service at a planning level. The analysis will also include rehabilitation and replacement costs based on assumed asset life cycles and periodic major expenditures. Gross revenue will be adjusted for applicable payment fees, leakage, unpaid tolls, transponder-related revenue, or comparable factors, and combined with operations, maintenance, and rehabilitation and replacement costs to develop preliminary net revenue estimates. The financial work will identify major sensitivities, potential operating surpluses or deficits, and the potential ability of net toll revenue to support a portion of capital costs. It will provide an order-of-magnitude view of financial performance and will not constitute an investment-grade traffic and revenue study, financing plan, or municipal advisory

recommendation.

Key Assumptions

- Revenue projections will be suitable for alternative comparison and feasibility screening only and will rely on data and assumptions provided by the agencies and other sources without independent verification unless specifically stated.
- Traffic analysis years will be 2040 and 2060. The opening year for the 50-year revenue forecast, escalation rates, and lifecycle assumptions will be confirmed with RCTC and SBCTA.

Deliverables

- Draft / Final Corridor Traffic Memorandum
- Draft / Final Financial Feasibility Memorandum

TASK 6B - CORRIDOR TRAFFIC ANALYSIS / CONCEPT OF OPERATIONS / FINANCIAL (RCTC ONLY)

For alternatives included in Task 3B, the Consultant will analyze existing and forecast mainline conditions and develop performance measures suitable for comparing no-build and build conditions in 2040 and 2060. Travel time, speed, and delay projections will be developed using a spreadsheet-based volume-delay function approach; microsimulation modeling of the Bi-County Express Lane is not included. Additional measures may include reliability, throughput, lane utilization, express lane demand, truck performance, and end-to-end corridor performance, as supported by the analysis method and available data. The analysis will address typical weekdays and peak weekend directions, including westbound travel on Sundays and eastbound travel on Fridays. Truck travel speeds will be considered explicitly in assessing the eastbound truck climbing lane, both as a standalone alternative relative to no-build and in combination with express lanes relative to the express-lane-only alternative. Access locations, weaving, truck/passenger interactions, and operational continuity at the interfaces with the planned SBCTA and RCTC express lane systems will be considered at a feasibility level, without detailed modeling.

These studies will use available data and feasibility-level methods and will not include microsimulation or detailed ramp or interchange modeling. Findings will be incorporated into the traffic analysis results.

Preliminary toll policy and Concept of Operations assumptions will be developed in coordination with RCTC and SBCTA. A sketch-level, Level I traffic and revenue evaluation will use these assumptions to estimate express lane demand, tolled and non-tolled trips, toll rates, and an annual gross toll revenue forecast covering a 50-year period for one express lane in each direction combined with the eastbound truck climbing lane. The 2040 and 2060 traffic forecasts will inform this evaluation; the truck-lane-only alternative will be evaluated for traffic performance but will not receive an express lane toll revenue forecast.

The Consultant will estimate operating, transactional, and maintenance costs associated with toll collection, back-office and customer service at a planning level. The analysis will also

include rehabilitation and replacement costs based on assumed asset life cycles and periodic major expenditures. Gross revenue will be adjusted for applicable payment fees, leakage, unpaid tolls, transponder-related revenue, or comparable factors, and combined with operations, maintenance, and rehabilitation and replacement costs to develop preliminary net revenue estimates. The financial work will identify major sensitivities, potential operating surpluses or deficits, and the potential ability of net toll revenue to support a portion of capital costs. It will provide an order-of-magnitude view of financial performance and will not constitute an investment-grade traffic and revenue study, financing plan, or municipal advisory recommendation.

Key Assumptions

- Revenue projections will be suitable for alternative comparison and feasibility screening only and will rely on data and assumptions provided by the agencies and other sources without independent verification unless specifically stated.
- Traffic analysis years will be 2040 and 2060. The opening year for the 50-year revenue forecast, escalation rates, and lifecycle assumptions will be confirmed with RCTC and SBCTA.

Deliverables

- Draft / Final Corridor Traffic Memorandum
- Draft / Final Financial Feasibility Memorandum

TASK 7 - FEASIBILITY REPORT

The Consultant will prepare a Draft Feasibility Report that documents the results of the study, including presentation of data, analysis, and discussion from the task activities and deliverables described in the sections above. The report will evaluate the overall feasibility, as well as project risks, schedule, and recommendations for next steps.

Following reviews by RCTC and SBCTA, the Consultant will compile comments, facilitate resolution of substantive issues, and prepare the Final Feasibility Report. Supporting technical information and exhibits developed under prior tasks will be incorporated into the report or included as appendices, as appropriate. The final report will provide a coordinated record of the study and a defensible basis for future decisions.

Key Assumptions

- The agencies will provide one consolidated set of comments on the Draft Feasibility Report.

Deliverables

- Draft Feasibility Report
- Final Feasibility Report
- Existing and Proposed Typical Sections
- Conceptual Cost Estimate Backup

TASK 8 - STAKEHOLDER OUTREACH

The Consultant will support two focused stakeholder meetings during the feasibility study with

the following agencies: Cities of Calimesa, Redlands, and Beaumont, Caltrans, RCTC, SBCTA, and invited transit operators. The initial meeting will introduce the study, confirm corridor issues and related projects, and obtain input on existing deficiencies, opportunities, the preliminary alternatives, evaluation criteria, and agency considerations.

The final stakeholder meeting will present the alternatives evaluated, summarize key findings, and obtain input on conclusions and next steps before completion of the Final Feasibility Report. The Consultant will prepare presentation materials, facilitate the meetings, and document comments, issues, opportunities, decisions, and action items in meeting summaries. This task is limited to stakeholder coordination and does not include a broader public engagement program.

Key Assumptions

- Stakeholder meetings will be virtual, not in-person.

Deliverables

- Meeting Agendas
- Stakeholder Meeting Materials

Task 9: VISSIM Modeling (RCTC ONLY)

Findings from the Bi-County Feasibility Study will be used to refine simulation modeling of the adjacent I-10 Pass Express Lanes (SR 111 to SR 60) for select years and scenarios. Updates to the prior VISSIM analysis completed for the I-10 Pass EL PSR-PDS study will model how westbound I-10 queues west of SR 60 impact I-10 traffic operations east of SR 60. Westbound operations will be modeled for the 2055 model year for the following scenarios:

- Sunday Midday, No-build
- Sunday Midday, Alternative 1 (1-lane EL)
- Sunday Midday, 1-lane EL with flyover (“Alternative 3”).
- Weekday PM, No-Build
- Weekday PM, Alternative 1 (1-lane EL)
- Weekday PM, “Alternative 3”

Current modeling demonstrates that some amount of traffic on EB I-10 to the west of Oak Valley Parkway will be metered due to upstream capacity constraints. Simulation modeling of eastbound I-10 will assess the impact of express lanes west of SR 60 on the I-10 east of SR 60. Eastbound operations would be modeled for the 2055 model year for the following scenarios:

- Friday PM, No-Build
- Friday PM, Alternative 1 (1-lane EL)
- Friday PM, Alternative 2 (Part-time 2-lane EL)
- Friday PM, “Alternative 3” (1-lane EL with flyover)

Note that “Alternative 3” is intended to reflect a scenario where the I-10 Pass EL continues

west of SR 60 instead of terminating at Beaumont Avenue / SR 79. The precise coding of Alternative 3 will be confirmed with RCTC prior to modeling.

Simulation modeling outputs will consist of mainline throughput, network-wide delay, and GP and EL heat maps showing travel speeds and travel times.

Key Assumptions:

- Findings from the Bi-County Feasibility Study would support refinement of assumptions made in the I-10 Pass EL simulation modeling.
- The western extents of the I-10 Pass EL simulation models will be maintained at Oak Valley Parkway.
- If year 2060 (as opposed to 2055) is needed, volume inputs will be developed using simplified factoring methods.

Deliverables:

- Powerpoint slides displaying throughput, delay, and travel speeds

EXHIBIT “B”

COMPENSATION

[attached behind this page]

I-10 Bi-County Express Lanes Toll Feasibility Study Cost				
	Task / Activity / Deliverable	**Total Cost**	RCTC Share	SBCTA Share
1	**Project Management**	**$91,000**	$48,230	$42,770
2	**Data Collection**	**$58,500**	$31,005	$27,495
3	**Alternative Development**	**$236,700**	$169,232	$67,468
4	**Corridor Traffic Development**	**$155,000**	$84,500	$70,500
5	**Alternative Evaluations**	**$61,200**	$40,262	$20,938
6	**Corridor Traffic Analysis / Con Ops / Financial**	**$114,500**	$63,035	$51,465
7	**Feasibility Report**	**$116,850**	$61,930	$54,920
8	**Stakeholder Outreach**	**$27,500**	$14,575	$12,925
9	**VISSIM Modeling**	**$38,355**	$38,355	$0
Contract Total		**$899,606**	**$551,125**	**$348,481**

RCTC Agreement No. 27-31-041-00
SBCTA Agreement No. X-XXXX

COOPERATIVE AGREEMENT BETWEEN RIVERSIDE COUNTY TRANSPORTATION COMMISSION AND SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY FOR I-10 EXPRESS LANES TOLL FEASIBILITY STUDY

This Cooperative Agreement ("Cooperative Agreement") is made and entered into this XX day of XXXX, 2026 by and between the Riverside County Transportation Commission ("RCTC") and the San Bernardino County Transportation Authority ("SBCTA"). RCTC and SBCTA are sometimes referred to herein individually as a "Party", and collectively as the "Parties".

RECITALS

WHEREAS, RCTC and SBCTA desire to complete a joint Express Lanes Toll Feasibility Study on the I-10 freeway ("Project").

WHEREAS, the Project limits are between Ford Street in the City of Redlands, San Bernardino County to State Route 60 in the City of Beaumont, Riverside County as shown on the map attached as Exhibit "A" to this Cooperative Agreement and incorporated herein by reference.

WHEREAS, the total estimated length of the Project study limits is 12.82 miles, with 6.80 miles in Riverside County and 6.02 miles in San Bernardino County.

WHEREAS, the shared portion of the Project only includes the express lanes toll feasibility study of the base alternative ("Base Alternative").

WHEREAS, the proposed Project has a total estimated cost for the Base Alternative of $815,595 ("Total Shared Project Cost"), as detailed in Exhibit "B" attached to this Cooperative Agreement and incorporated herein by reference.

WHEREAS, RCTC and SBCTA have agreed to share the Total Shared Project Cost, with the cost split to be calculated based on the number of miles of in each County. Based on this cost share, RCTC will be responsible for approximately 53% of the Total Shared Project Cost and SBCTA will be responsible for 47% of the Total Shared Project Cost.

WHEREAS, the Parties agree that the Total Shared Project Cost, as that term is used in this Cooperative Agreement, only includes the cost for study of the Base Alternative. The Parties recognize that RCTC will study additional alternatives within the Riverside County segment, which will be funded entirely by RCTC and which will not be calculated as part of the costs to be

shared by the Parties.

WHEREAS, the Parties have agreed that RCTC will act as the lead agency for completion of the Project, and will utilize an existing RCTC consultant, who has knowledge of the study area, for completion of the Project services.

WHEREAS, it is the intent of the Parties to enter into this Cooperative Agreement to establish and coordinate the responsibilities of the Parties with respect to the proposed Project, all as further set forth herein.

WHEREAS, the Parties acknowledge and agree that nothing in this Cooperative Agreement commits SBCTA or RCTC to approving or constructing any actual improvements, and this Cooperative Agreement is for a feasibility study only.

NOW THEREFORE, for good and valuable consideration, the receipt of which is hereby acknowledged, it is mutually understood and agreed by RCTC and SBCTA as follows:

TERMS

1. Incorporation of Recitals. The recitals set forth above are true and correct and are incorporated into this Cooperative Agreement by reference as though fully set forth herein.

2. Term. This Cooperative Agreement shall be effective as of the date first set forth above, and shall continue in effect until the Project is complete, as evidenced by SBCTA's acceptance of the Project deliverables and SBCTA's payment of all outstanding reimbursements, or until earlier terminated as set forth herein.

3. General Agreement to Cooperate. The Parties agree to mutually cooperate in order to expedite cost effective and timely completion of the Project.

4. Obligations of SBCTA.

4.1 **SBCTA Share of Costs**. SBCTA shall pay for its share of the Total Shared Project Cost, as further described below.

A. The Parties agree that SBCTA's fair share of the Total Shared Project Cost shall be 47% of the actual cost to complete the Base Alternative, which amount includes the consultant costs for the base alternative only.

B. The total SBCTA share of costs are estimated at this time to be approximately $383,330 ("SBCTA Share of Costs"), which amount shall be used to reimburse RCTC for its actual costs of the Project, and for no other purpose.

4.2 **SBCTA Payments**. SBCTA shall make quarterly payments for its share of Project costs on a reimbursement basis, based on actual costs incurred and invoiced by RCTC.

A. SBCTA shall review Project invoices, and shall pay all undisputed costs within thirty (30) days of receipt of an invoice. SBCTA shall timely notify RCTC, in writing, of any disputed costs.

B. SBCTA's payment obligations shall continue through completion of the Project.

4.3. **Review of Project Deliverable**s. SBCTA shall timely provide review and comments to or approval of Project deliverables.

5. Obligations of RCTC

5.1 **Project Services**. RCTC shall be responsible for selecting and contracting with a professional consulting firm experienced in providing toll feasibility studies, and for administering the consultant contract to complete the Project in compliance with all applicable local, state and federal laws. RCTC shall submit all Project deliverables for the Base Alternative to SBCTA for SBCTA's review and approval.

5.2 **Invoicing**. Following execution of this Cooperative Agreement, RCTC shall commence providing quarterly invoices to SBCTA for its share of actual Project costs incurred by RCTC. Invoices shall be in a form approved by SBCTA.

5.3 **RCTC Project Costs.**

A. The Parties agree that RCTC shall be responsible for 53% of the Total Shared Project Cost to complete the Base Alternative, which amount includes the consultant costs for the base alternative only.

B. The total RCTC share of costs are estimated at this time to be approximately $432,265 ("RCTC Share of Costs"). In addition, RCTC shall solely fund all costs incurred to study additional alternatives within the Riverside County segment estimated at this time to be approximately $173,972 for a total RCTC cost estimated at $606,237.

5.4 **Notification to SBCTA of Anticipated Cost Increases**. RCTC shall timely notify SBCTA if the Project costs are anticipated to exceed the SBCTA Share of Costs.

5.5 **Required Permits**. RCTC shall obtain or shall require the Project consultant to obtain any required permits and approvals for all Project work.

5.6 **Timely Completion**. RCTC shall use its best efforts to ensure that the Project is completed in a timely manner, in accordance with any schedules agreed upon by the Parties.

5.7 **Indemnity and Insurance**. RCTC shall include, in its contract with the Project consultant, a requirement that the contractor include SBCTA, its members, officers, employees and agents as additional insureds and as indemnified parties under said contract. Insurance shall be in the same amounts and with the same provisions as provided for the benefit of RCTC.

5.8 **Ownership of Deliverables.** RCTC shall include, in its contract with the Project consultant, provisions specifying ownership rights of both RCTC and SBCTA in Project

deliverables for the Base Alternative.

5.9 **Oversight**. As between SBCTA and RCTC, RCTC and its consultants shall be responsible for performing reviews and oversight of the Project work to ensure conformance with the Project scope of work, standard of care and contractual requirements.

6. Time is of the Essence. Each Party warrants that it shall make its best efforts to perform all obligations assigned to it related to the Project in such a manner as to allow the Project to progress as scheduled.

7. Dispute Resolution. Unless otherwise specified herein, the Parties shall submit any unresolved dispute to RCTC's Executive Director and SBCTA's Executive Director for negotiation. The Executive Directors agree to undertake good faith attempts to resolve said dispute, claim or controversy within ten (10) calendar days after the receipt of written notice from the Party alleging that a dispute, claim or controversy exists. The Parties additionally agree to cooperate with the other Party in scheduling negotiation sessions. However, if said matter is not resolved within thirty (30) calendar days after conducting the first negotiating session, either Party may, but is not required to, request that the matter be submitted to further dispute resolution procedures, as may be agreed upon by the Parties.

8. Legal Action. If a matter is not resolved within thirty (30) calendar days after the first negotiating session between the Executive Directors, unless otherwise agreed upon in writing by the Parties, either Party may proceed with any other remedy available in law or in equity.

9. Indemnification.

9.1 SBCTA shall indemnify, defend and hold RCTC, its directors, officials, officers, employees, agents and consultants free and harmless from any and all claims, demands, causes of action, costs, expenses, liabilities, losses, damages or injuries, in law or in equity, to property or persons, including wrongful death, in any manner arising out of or incident to any negligent acts, omissions or breach of law, or willful misconduct of SBCTA, its officials, officers, employees, agents, consultants or contractors in the performance of SBCTA's obligations under this Cooperative Agreement, including the payment of all reasonable attorneys' fees.

9.2 RCTC shall indemnify, defend and hold SBCTA, its directors, officials, officers, employees, agents and consultants free and harmless from any and all claims, demands, causes of action, costs, expenses, liabilities, losses, damages or injuries, in law or in equity, to property or persons, including wrongful death, in any manner arising out of or incident to any negligent acts, omissions or breach of law, or willful misconduct of RCTC, its officials, officers, employees, agents, or consultants in the performance of RCTC's obligations under this Cooperative Agreement, including the payment of all reasonable attorneys' fees.

9.3 The provisions set forth in this Section 9 shall survive any expiration or termination of this Cooperative Agreement.

10. Termination. Either Party may terminate this Cooperative Agreement at any time by providing thirty (30) days advance written notice to the other Party. SBCTA shall be responsible

for its share of the Total Shared Project Cost incurred prior to the date of termination.

11. Notices. Except as may otherwise be expressly provided for in this Cooperative Agreement, any notices or the like required hereunder shall be in writing and shall be deemed delivered, provided or received, as required by applicable provision, (i) when delivered if personally delivered, (ii) when emailed to the addresses listed below with return receipt, (iii) upon written fax confirmation if sent via fax, (iv) the next business day if sent via overnight carrier for guaranteed delivery the next business day with delivery confirmation, or (v) three (3) business days after being sent by United States first class certified mail - return receipt requested, postage prepaid, if mailed. Any notices or the like required hereunder shall be sent as follows:

RCTC:

Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501
Attn: David Thomas, Toll Project Delivery Director
dthomas@rctc.org
951-787-7141

SBCTA:

San Bernardino County Transportation Authority
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715
Attn: Ginger Koblasz, Chief of Planning and Regional Program
gkoblasz@gosbcta.com
909-884-8276

12. Force majeure. The failure of performance by either Party (except for payment obligations) hereunder shall not be deemed to be a default where delays or defaults are due to war; insurrection; strikes; lock-outs; riots; floods; earthquakes; fires; casualties; acts of God; acts of the public enemy; epidemics; quarantine restrictions; freight embargoes; lack of transportation; governmental restrictions; unusually severe weather; inability to secure necessary labor, materials or tools; delays of any contractor, subcontractor, railroad, or suppliers; acts of the other Party; acts or failure to act of any other public or governmental agency or entity (other than that acts or failure to act of the Parties); or any other causes beyond the control or without the fault of the Party claiming an extension of time to perform or relief from default. An extension of time for any such cause shall be for the period of the enforced delay and shall commence to run from the time of the commencement of the cause, if notice by the party claiming such extension is sent to the other party within thirty (30) days of the commencement of the cause. Times of performance under this Cooperative Agreement may also be extended in writing by mutual agreement between the Parties.

13. Amendments. This Cooperative Agreement may be amended at any time by the mutual consent of the Parties by an instrument in writing.

14. Assignment of Cooperative Agreement. Neither Party may assign or transfer its respective rights or obligations under this Cooperative Agreement without the express written consent of the

other Party. Any purported assignment or transfer by one Party without the express written consent of the other Party shall be null and void and of no force or effect.

15. Waiver. No delay or omission in the exercise of any right or remedy of a non-defaulting Party on any default shall impair such right or remedy or be construed as a waiver. No consent or approval of either Party shall be deemed to waive or render unnecessary such Party's consent to or approval of any subsequent act of the other Party. Any waiver by either Party of any default must be in writing and shall not be a waiver of any other default concerning the same or any other provision of this Cooperative Agreement.

16. Severability. In the event that any one or more of the phrases, sentences, clauses, paragraphs, or sections contained in this Cooperative Agreement shall be declared invalid or unenforceable by valid judgment or decree of a court of competent jurisdiction, such invalidity or unenforceability shall not affect any of the remaining phrases, sentences, clauses, paragraphs, or sections of this Cooperative Agreement, which shall be interpreted to carry out the intent of the parties hereunder.

17. Survival. All rights and obligations hereunder that by their nature are to continue after any expiration or termination of this Cooperative Agreement, shall survive any such expiration or termination.

18. Third Party Beneficiaries. There are no third-party beneficiaries to this Cooperative Agreement.

19. Entire Agreement. This Cooperative Agreement contains the entire agreement of the Parties relating to the subject matter hereof and supersedes all prior negotiations, agreements or understandings.

20. Counterparts. This Cooperative Agreement may be signed in counterparts, each of which shall constitute an original.

21. Electronically Transmitted Signatures. A manually signed copy of this Cooperative 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 Cooperative Agreement for all purposes.

[Signatures on following page]

SIGNATURE PAGE TO COOPERATIVE AGREEMENT BETWEEN RIVERSIDE COUNTY TRANSPORTATION COMMISSION AND SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY FOR I-10 EXPRESS LANES TOLL FEASIBILITY STUDY

IN WITNESS WHEREOF, the Parties hereto have executed this Cooperative Agreement on the date first herein above written.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

By:_____
Aaron Hake
Executive Director

Approved as to Form:

By:_____
Best Best & Krieger LLP
General Counsel

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

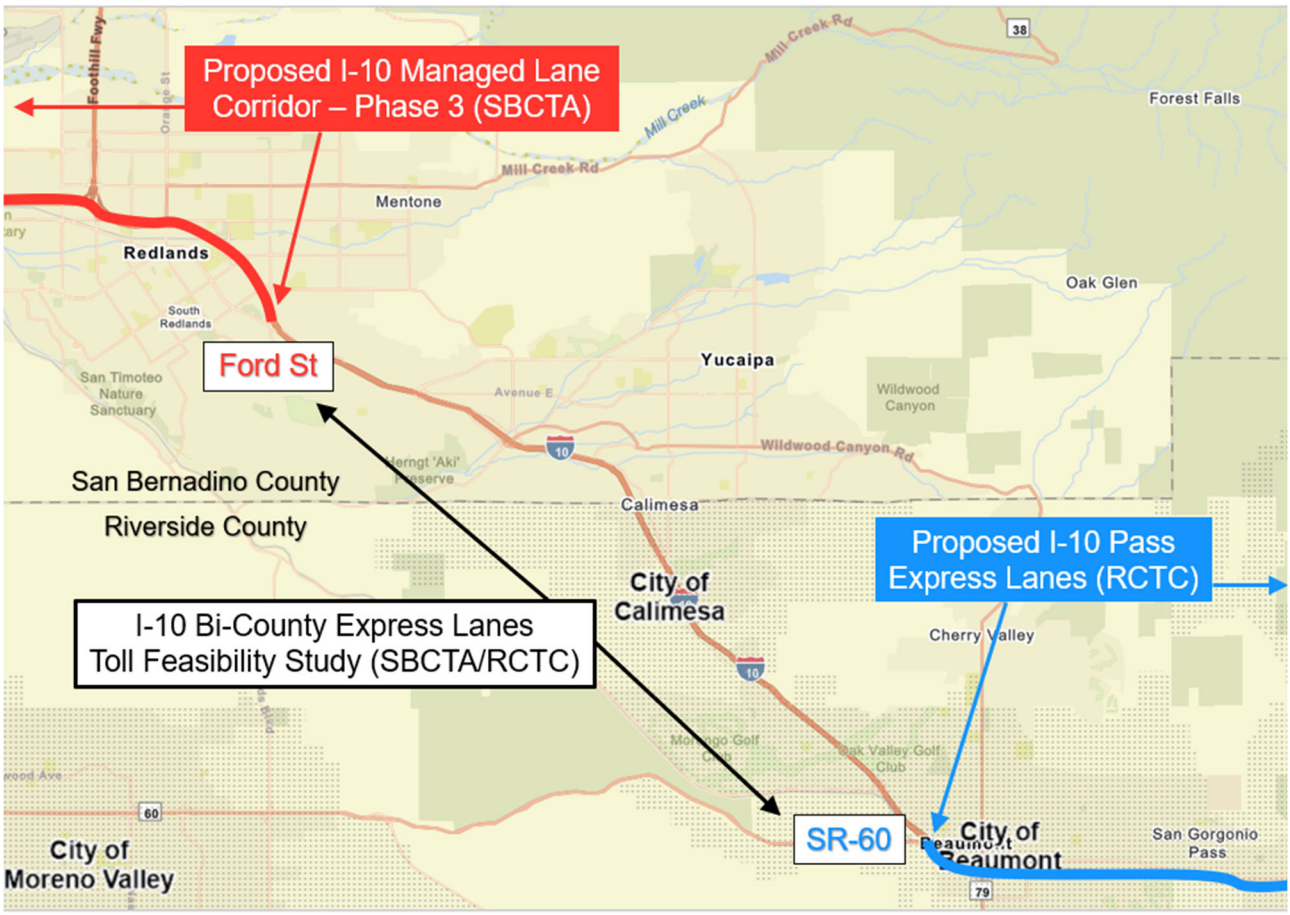
By:_____
Carrie Schindler
Executive Director

Approved as to Form:

By:_____
Iain MacMillan
Assistant General Counsel

EXHIBIT "A"
DEPICTION OF PROJECT LIMITS

[attached behind this page]



Project Vicinity Map

I-10 Bi-County Express Lanes Toll Feasibility Study in Riverside County and San Bernardino County, California

EXHIBIT "B"
PROJECT COSTS

[attached behind this page]

I-10 Bi-County Express Lanes Toll Feasibility Study Cost				
Task / Activity / Deliverable		Total Cost	RCTC Share	SBCTA Share
1	**Project Management**	**$91,000**	**$48,230**	**$42,770**
1.1	Monthly Reporting / Team Management (WSP)	$33,000	$17,490	$15,510
1.2	Monthly Reporting / Team Management (Stantec)	$10,000	$5,300	$4,700
1.3	Bi-weekly Meetings (WSP)	$27,000	$14,310	$12,690
1.4	Bi-weekly Meetings (Stantec)	$10,000	$5,300	$4,700
1.5	Develop and Maintain Schedule (WSP)	$3,000	$1,590	$1,410
1.6	Deliverable Review and Coordination (WSP)	$8,000	$4,240	$3,760
2	**Data Collection**	**$58,500**	**$31,005**	**$27,495**
2.1	Develop Aerial Corridor Mapping (WSP)	$9,450	$5,009	$4,442
2.2	Develop I-10 Centerline Alignment (WSP)	$6,300	$3,339	$2,961
2.3	Estimate State Right-of-Way (WSP)	$9,450	$5,009	$4,442
2.4	Coordinate Info on Other Corridor Projects (WSP)	$16,200	$8,586	$7,614
2.5	Identify Major Corridor Constraints (WSP)	$4,950	$2,624	$2,327
2.6	Prepare Base Map Exhibits for Study Corridor (WSP)	$12,150	$6,440	$5,711
3	**Alternative Development**	**$143,550**	**$76,082**	**$67,469**
3.1	Prepare Typical Sections & Design Assumptions (WSP)	$12,150	$6,440	$5,711
3.4	Develop 1-lane EL Design (WSP)	$84,600	$44,838	$39,762
3.5	Develop 1-lane EL Layout Sheets (WSP)	$46,800	$24,804	$21,996
4	**Corridor Traffic Development (Stantec)**	**$150,000**	**$79,500**	**$70,500**
4.1	Conduct Traffic Counts / Obtain Data (WSP)	$80,000	$42,400	$37,600
4.2	Determine Existing Volumes / Speed Data (WSP)	$30,000	$15,900	$14,100
4.3	Evaluate / Update RivCOM Model (WSP)	$15,000	$7,950	$7,050
4.4	Develop 2035 / 2055 Forecast Volumes (WSP)	$10,000	$5,300	$4,700
4.6	Develop Ingress/Egress Strategies (WSP)	$15,000	$7,950	$7,050
5	**Alternative Evaluations**	**$44,550**	**$23,612**	**$20,939**
5.1	Document Key Non-Std Features (WSP)	$10,800	$5,724	$5,076
5.3	Develop Impacts & Cost Estimates (1-lane EL) (WSP)	$30,150	$15,980	$14,171
5.5	Assess VMT Impacts / Determine Mitigations (WSP)	$3,600	$1,908	$1,692
6	**Corridor Traffic Analysis / Con Ops / Financial**	**$109,500**	**$58,035**	**$51,465**
6.1	Analyze Speed Data / Performance Measures (Stantec)	$5,000	$2,650	$2,350
6.3	Misc Additional Ad-hoc Traffic Analysis (Stantec)	$15,000	$7,950	$7,050
6.4	Develop Toll Policy Assumptions (Stantec)	$10,000	$5,300	$4,700
6.5	Develop Preliminary Gross Revenue Projections (Stantec)	$30,000	$15,900	$14,100
6.6	Determine Tolling, Operations, & Maintenance Costs (WSP)	$22,500	$11,925	$10,575
6.7	Net Revenue Estimates / Financial Feasibility Assessment (WSP)	$27,000	$14,310	$12,690
7	**Feasibility Report**	**$116,850**	**$61,931**	**$54,920**
7.1	Draft Feasibility Report (WSP)	$71,100	$37,683	$33,417
7.2	Draft Feasibility Report - Traffic (Stantec)	$30,000	$15,900	$14,100
7.3	Final Feasibility Report (WSP)	$15,750	$8,348	$7,403
8	**Stakeholder Outreach**	**$27,500**	**$14,575**	**$12,925**
8.1	Initial Stakeholder Meeting (WSP)	$11,250	$5,963	$5,288
8.2	Traffic Input (Stantec)	$5,000	$2,650	$2,350
8.3	Final Stakeholder Meeting (WSP)	$11,250	$5,963	$5,288
Total Shared Cost		**$741,450**	**$392,969**	**$348,482**
Shared Cost including 10% Contingency		**$815,595**	**$432,265**	**$383,330**
RCTC Only Cost including 10% contingency		**$173,972**	**$173,972**	**-**
Total		**$989,567**	**$606,237**	**$383,330**

AGENDA ITEM 8

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	November 23, 2026
TO:	Western Riverside County Programs and Projects Committee
FROM:	Jillian Guizado, Planning and Programming Director
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Funding and Reprogramming for Grade Separation Projects: Broadway Street, Morongo Parkway, Third Street, and Jurupa Road

STAFF RECOMMENDATION:

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

1) Deprogram $10 million Senate Bill (SB) 125 Transit and Intercity Rail Capital Program (TIRCP) funds from the Broadway Street Grade Separation Project;
2) Program $10 million Measure A Western Riverside County Regional Arterials (MARA) funding on the Morongo Parkway Grade Separation Project and approve Agreement No. 27-72-049-00 with the County of Riverside Transportation Department (CRTD or the County) for programming up to $10 million of MARA for pre-construction phases of the Morongo Parkway Grade Separation Project;
3) Program $5 million SB 125 TIRCP funding, deprogrammed from the Broadway Street Grade Separation Project, on the construction phase of the Third Street Grade Separation Project and approve Agreement No. 23-72-102-01, Amendment No. 1 to Agreement No. 23-72-102-00 between the Commission and the city of Riverside (Riverside) for the additional $5 million of SB 125 TIRCP funding to complete the Third Street Grade Separation Project;
4) Approve Agreement No. 27-72-050-00 with the city of Jurupa Valley (Jurupa Valley) to withhold $10 million, plus interest, of Jurupa Valley's Measure A Local Streets and Roads (LSR) from the Commission's monthly remittances through FY 2038/39;
5) Authorize up to a $10 million Advance (Loan) from MARA repayable by the Jurupa Valley's LSR's allocation in the amount of $10 million contribution to the Jurupa Road Grade Separation Project, payable with interest;
6) Approve Agreement No. 21-72-121-03, Amendment No. 3 to Agreement No. 21-72-121-00 between the Commission and the County for programming up to an additional $5 million SB 125 TIRCP funding, deprogrammed from the Broadway Street Grade Separation Project, and up to an additional $18.8 million of MARA, to complete the Jurupa Road Grade Separation Project; and
7) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreements and amendments.

EXECUTIVE SUMMARY:

The recommended actions would close funding gaps to complete construction of the Jurupa Road grade separation and begin construction of the Third Street grade separation, while redirecting the Commission's Cabazon-area investment from Broadway Street to Morongo Parkway, the preferred grade separation alternative.

Table 1. Summary of requested actions

Requested Action	Objective / Outcome
Redirect grade separation funding from Broadway Street to Morongo Parkway: • Deprogram $10 million SB 125 TIRCP funding from Broadway Street pre-construction phase • Program $10 million MARA on Morongo Parkway pre-construction phase	Advance environmental review and final design for the preferred Cabazon-area grade separation, while making Broadway Street's SB 125 TIRCP funds available for Third Street and Jurupa Road grade separations.
Close the Third Street funding gap with $5 million SB 125 TIRCP funding reprogrammed from Broadway Street (to be matched with $5 million in local funds).	Enable Riverside to move forward with construction contract award; construction start anticipated March 2027.
Close the Jurupa Road funding gap with $5 million SB 125 TIRCP funding reprogrammed from Broadway Street and up to $18.8 million MARA, plus a $10 million MARA intra-fund loan to cover Jurupa Valley's contribution.	Complete construction, anticipated in late 2027. Repay the loan with interest by withholding a portion of Jurupa Valley's Measure A LSR remittance through FY 2038/39.

BACKGROUND INFORMATION:

The Commission has a long history of providing discretionary funding to priority grade separation projects in the county. In 2001, the Commission approved a funding commitment to priority grade separation projects in Riverside County by providing a 10 percent local match to the California Public Utilities Commission grade separation funding program. In 2007, the Commission committed to providing 25 percent of Congestion Mitigation and Air Quality (CMAQ) federal formula funds and setting aside $10 million of rail program Local Transportation Fund (LTF) state formula funds for priority grade separation projects. The Commission has also taken several discretionary actions to provide funding for priority regional grade separations, including 2009 Measure A Western County Economic Development and MARA funds.

The state of California also has a history of supporting critical freight corridors and grade separations. In 2007, Proposition 1B was approved by California voters and included a program to improve trade corridors which offered grade separation project funding. The state's TIRCP was created as a competitive program in 2014 to provide grants from the Greenhouse Gas Reduction

Fund (GGRF) via Cap-and-Trade (now Cap-and-Invest) proceeds to fund transformative capital improvements that modernize California's intercity, commuter, and urban rail systems, and bus systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.

In July 2023, Governor Newsom signed Assembly Bill (AB) 102 and SB 125 amending the Budget Act of 2023 to appropriate about $4 billion from the General Fund to TIRCP and $910 million of GGRF funding and $190 million of Public Transportation Account funding over several fiscal years to establish the Zero-Emission Transit Capital Program (ZETCP). This created the formula-based TIRCP and ZETCP. SB 125 guides this process and requires that the California State Transportation Agency (CalSTA) develop and administer the program to govern distribution of the funds.

CalSTA published the final SB 125 Formula-based TIRCP and ZETCP guidelines in September 2023. The objectives of the program are to reduce emissions of greenhouse gases, expand and improve transit service to increase ridership, integrate rail service of the state's various rail operations, and improve transit safety. The guidelines identify regional transportation planning agencies, such as the Commission, as the recipients of these funds. The guidelines give the Commission discretion to suballocate or distribute funds within the region based on local needs, existing priorities, policies, and procedures, if the SB 125 program requirements and goals are met.

TIRCP projects eligible to receive funding include transit operations and capital improvements, grade separations, and rail crossing improvements. ZETCP funding is only available to public transit operators already eligible to receive State Transit Assistance funds and can only be used for zero-emission capital and operating expenditures.

DISCUSSION:

SB 125 TIRCP

SB 125 TIRCP funds have been fully allocated by the state as of Fiscal Year (FY) 2025/26. Given the shifting landscape in Sacramento under a new Governor's administration, an uncertain fiscal outlook for the state, and declining Cap-and-Invest revenues that decrease funding available for transit funding programs like competitive TIRCP grants, clawbacks of unused SB 125 TIRCP funds could be proposed. Consistent with Commission direction to prioritize funding for projects that can expend funds in a timely manner, staff proposes reprogramming SB 125 TIRCP funds to more expenditure-ready projects.

Broadway Street and Morongo Parkway Grade Separation Projects

At its December 13, 2023, meeting, the Commission approved the FY 2023/24 SB 125 TIRCP funding recommendations and entering into the associated funding agreements with project implementing agencies. This action included programming $10 million for the County's Broadway Street Grade Separation Project.

Since the time these funds were programmed on the Broadway Street Grade Separation Project, the County has been coordinating with the Morongo Band of Mission Indians (Morongo Tribe),

whose reservation is adjacent to the unincorporated community of Cabazon and the Broadway Street at-grade crossing. The Morongo Tribe has a development vision for its tribal lands and the surrounding area, which includes constructing and reconstructing interchanges along Interstate 10 and constructing two new railroad grade separations. The Morongo Tribe has been working with the California Department of Transportation (Caltrans) on the planning phases of the freeway interchanges, one of which is the Morongo Parkway overcrossing; this is proposed as both a new railroad grade separation and new freeway interchange. The other is at the existing Main Street freeway interchange, which also needs to be grade separated.

The Morongo Tribe has expressed interest in partnering with the County to advance the Morongo Parkway Grade Separation Project beyond the planning phase. The County and the Commission have not executed the SB 125 TIRCP funding agreement for Broadway Street authorized in December 2023, due to ongoing conversations about Cabazon-area and Morongo Tribe priorities. With the proximity of safer, more efficient transportation alternatives at Morongo Parkway and Main Street, it is no longer necessary to proceed with grade separating Broadway Street. As the Jurupa Road and Third Street Grade Separation Projects are ready to draw on SB 125 funds immediately, staff recommends deprogramming $10 million of SB 125 TIRCP from the Broadway Street Grade Separation Project and instead programming $10 million MARA funds on the Morongo Parkway Grade Separation Project with the County as the lead agency for the Morongo Tribe.

The County will use Caltrans' Design Engineering and Environmental Review (DEER) process to complete the environmental and final design phases for the Morongo Parkway Grade Separation Project. The DEER process is used to streamline project development. It will benefit the project timeline by engaging Caltrans more frequently while maintaining compliance with standard project delivery policies. The County anticipates project development will take three to five years and estimates the cost at $10 million.

Third Street Grade Separation Project

The Commission's 2017 Companion Study to the 2012 Grade Separation Priority Update Study identifies three priority grade separations on critical urban freight corridors: McKinley Street (in Corona), Jurupa Road (in Jurupa Valley), and Third Street (in Riverside). Both the McKinley Street and Jurupa Road grade separations received major funding from SB 132, passed in conjunction with SB 1 in 2017. The Third Street at-grade crossing, located between Vine Street and Park Avenue, remained a regional priority to be grade separated and needed funding to advance to construction.

In April 2017, the Riverside City Council approved Third Street as Riverside's top priority grade separation project. Since then, Riverside advanced the project through the environmental phase using Transportation Uniform Mitigation Fee (TUMF) Zone funds from the Western Riverside Council of Governments (WRCOG) with National Environmental Policy Act clearance reached in February 2022.

After environmental clearance, Riverside immediately proceeded to the final design and right of way phases. In August 2020, Riverside submitted a grant application to the California Transportation Commission (CTC) for SB 1 Trade Corridor Enhancement Program (TCEP) funds for the right of way phase. In November 2020, Riverside submitted a letter to the Commission regarding its pursuit of TCEP funding. Riverside requested the Commission provide funding support to keep advancing the project to construction if TCEP funds were not received. At its December 9, 2020, meeting, the Commission approved programming $18 million of CMAQ funds on the Third Street Grade Separation Project's right of way phase. At the time, county transportation commissions, like the Commission, still had discretion over programming of federal formula funds. Ultimately, the CTC did not award Riverside the TCEP funds.

At its February 8, 2023, meeting, the Commission approved the release of the 2023 Western Riverside County Regional Arterials Call for Projects for approximately $85 million of MARA and $50 million of TUMF Regional Arterial funds. The intention of the call for projects was to fund construction activities. At its June 14, 2023, meeting, the Commission awarded funding to 18 projects, including $12 million for the construction phase of Riverside's Third Street Grade Separation Project.

Riverside subsequently pursued state and federal grant funding for the Third Street Grade Separation Project. In June 2023, the Federal Railroad Administration awarded Riverside $15 million through the Railroad Crossing Elimination Program. In July 2023, CalSTA awarded Riverside $22 million through the Port and Freight Infrastructure Program.

To date, the Commission has programmed $30 million in Commission-administered funds on Riverside's Third Street Grade Separation Project.

On September 9, 2026, Riverside opened construction bids for the Third Street grade separation Project. The lowest responsive and responsible bid came in $11.8 million higher than the engineer's estimate of $43.2 million. The total construction phase cost is $78 million.

On October 2, 2026, Riverside submitted a letter to the Commission requesting assistance to fill a $5 million funding gap and keep the project on schedule. Riverside is working with WRCOG to reprogram TUMF Zone funding programmed on other Riverside projects onto the Third Street grade separation. Other funding will come from Riverside reprogramming some of its Gas Tax funds.

Staff recommends programming $5 million of SB 125 TIRCP funding, deprogrammed from Broadway Street, on the construction phase of the Third Street Grade Separation Project. Due to timing constraints associated with the grant funds Riverside has received for the project, time is of the essence to identify funding to fill the gap and for them to award the construction contract.

If approved, this would bring the Commission's contribution to the Third Street Grade Separation Project to $35 million. Construction is anticipated to take 20 months, starting March 2027, and ending October 2028.

Jurupa Road Grade Separation

As previously stated, the Commission's 2017 Companion Study identifies three priority grade separations: McKinley Street, Jurupa Road, and Third Street. A few months after completion of the study, the California State Legislature passed SB 132, providing $108.4 million for the Jurupa Road Grade Separation Project, which up until then had no funding identified. Project delivery was structured around a June 30, 2023, SB 132 expenditure deadline.

The Jurupa Road Grade Separation Project is within Jurupa Valley city limits. Jurupa Valley incorporated in 2011 and had been a city for six years when the $108.4 million SB 132 allocation was made. Given the scope of project delivery and the June 30, 2023, expenditure deadline, the County agreed to deliver the project on Jurupa Valley's behalf.

Since 2017, the County has been working to deliver the project. To address the June 30, 2023, SB 132 expenditure deadline, the County developed a phased approach to construction that allowed it to advertise the construction contract while still finalizing project design and right of way.

In May 2021, the County opened construction bids. The low bid was favorable and very close to the engineer's estimate. Once the construction cost became known, the County developed an updated project cost estimate which indicated a funding shortfall of $25 million. The County submitted a letter to the Commission regarding the shortfall and requested financial assistance to fully fund the project. Commission staff conducted an analysis of available fund types and determined MARA was the only fund type eligible and available given the various project details and circumstances. On July 14, 2021, the Commission approved programming $25 million of available MARA funds to the Jurupa Road Grade Separation Project and entering into Agreement No. 21-72-121-00 to provide funding for the project on a reimbursable basis.

The June 30, 2023, SB 132 expenditure deadline influenced the County's phased project delivery approach and costs incurred while negotiating the construction and maintenance (C&M) agreement with Union Pacific Railroad (UPRR). After many negotiations with UPRR, the C&M agreement was executed in January 2024. During the negotiations, COVID-19 impacts, inflation, labor costs, supply chain challenges, railroad specification changes, and lack of authority to proceed with construction within UPRR jurisdiction led to additional incurred and unanticipated costs.

In early 2024, the additional cost to complete the project was estimated at $47 million. The County submitted a letter to the Commission regarding the cost increase and requested financial assistance. The County also made funding requests to WRCOG and Supervisor Karen Spiegel, who represents Jurupa Valley in the County's 2nd supervisorial district. Both provided funds to assist with the funding gap.

At its March 13, 2024, meeting, the Commission approved programming an additional $35 million MARA for the Jurupa Road Grade Separation Project and directed staff to explore alternative funding. As directed, staff identified SB 125 TIRCP funds as an alternative fund source to MARA.

Programming SB 125 TIRCP funds on the Jurupa Road Grade Separation Project constituted a swap of fund types, not additional funding. The Commission approved the swap from MARA to SB 125 TIRCP at its July 10, 2024, meeting.

Table 2 lists the fund sources and amounts currently programmed on the Jurupa Road Grade Separation Project.

Table 2. Jurupa Road grade separation funding

Funding Source	Funding Agency	Funding Amount
LTF	RCTC	$ 328,510
SB 132	State	108,400,000
TUMF Zone	WRCOG / Jurupa Valley	7,000,000
American Rescue Plan Act	County Supervisor 2nd District	5,000,000
Jurupa Community Services District	Jurupa Community Services District	2,964,000
MARA	RCTC	25,000,000
SB 125 TIRCP	RCTC	35,000,000
TOTAL		**$ 183,692,510**

To date, the Commission has programmed $60 million in Commission-administered funds on Jurupa Valley's Jurupa Road Grade Separation Project.

Since the Commission last took action to provide additional funding for the Jurupa Road Grade Separation Project in 2024, the County has made substantial progress on the project. Approximately 80 percent of the project is complete. Major milestone achievements include completion of the southbound Van Buren Boulevard bridge, Felspar Street storm drain systems, catch basins, and Southern California Edison transmission pole relocations. The reinforced concrete box has been constructed and tied into Bly Channel. Intersections at Rutile Street and Van Buren Boulevard, and at Pedley Street and Jurupa Road, have been completed, as have the stormwater pump station and building. The final phase of mainline track placement is now being coordinated.

Ongoing coordination with UPRR, supplemental agreements, right of way obligation extensions, UPRR-requested design revisions, and additional staffing are required to complete the project. As construction has continued and challenges have arisen, the County has determined that an additional estimated $33.8 million is needed to complete the Jurupa Road grade separation. The County submitted a letter to the Commission October 29, 2026, requesting assistance to fill the final funding gap to complete the project.

Commission staff typically expect project sponsors to make every reasonable effort to help bridge funding gaps before requesting assistance from the Commission. For the Jurupa Road Grade Separation Project, the County is the implementing agency and Jurupa Valley is the project sponsor. Commission staff met with Jurupa Valley staff to discuss the City's ability to contribute funding to the project. With limited on-hand fund sources available, a creative solution was

proposed. The Commission's Measure A half-cent sales tax requires a percentage of the revenues to be returned to the cities and county for use on local streets and roads maintenance and improvements. The Commission remits Measure A LSR funds to its local agencies monthly. In FY 2026/27, Jurupa Valley is estimated to receive $3.3 million. Assuming a two percent annual increase in Measure A revenues, through FY 2038/39, Jurupa Valley is estimated to receive $48.9 million in Measure A LSR funds.

Jurupa Valley estimates needing to continue receiving approximately $2.5 million annually in Measure A LSR to maintain adequate funding for the city's road maintenance. Starting next fiscal year through FY 2038/39, Jurupa Valley can contribute approximately 27.8 percent (estimated repayable amount of $800,000 annually) of its annual Measure A LSR to realize a $10 million, plus interest, contribution to the project and continue to receive approximately $2.5 million annually in Measure A LSR.

The Measure A LSR fund does not maintain a cash balance; shortly after the Commission receives monthly deposits from the State Controller's Office, the Commission remits Measure A LSR payments to its local agencies. As such, an Advance from MARA will be required for the Commission to pay invoices from the County for the Jurupa Road grade separation to cover Jurupa Valley's contribution.

In the interest of the Jurupa Road Grade Separation Project being completed as timely as possible, staff make the following recommendations:

1. Withhold up to $10 million, plus interest, from the Commission's Measure A LSR remittance to Jurupa Valley through FY 2038/39; the agreement would provide Jurupa Valley the ability to repay its obligation early, if it chooses;
2. Authorize an up to $10 million Advance from MARA to cover Jurupa Valley's $10 million contribution to the Jurupa Road Grade Separation Project;
3. Program $5 million of SB 125 TIRCP funding deprogrammed from Broadway Street on the Jurupa Road Grade Separation Project; and
4. Program up to an additional $18.8 million MARA for Jurupa Road Grade Separation Project. If approved, the additional MARA funding will be the last dollar spent on the project to reduce the financial impact to the Commission.

If approved, this would bring the Commission's contribution to the Jurupa Road grade separation project to approximately $84 million. Construction is anticipated to be completed in late 2027.

FISCAL IMPACT:

All three projects will invoice the Commission on a reimbursable basis.

Broadway Street Grade Separation
Recommendation 1 to deprogram $10 million SB 125 TIRCP from the Broadway Street Grade Separation Project has a net-zero fiscal impact when paired with recommendations 3 and 6 which reprogram the funds on the Third Street and Jurupa Road grade separations at $5 million each.

Morongo Parkway OC Grade Separation
Recommendation 2 to program $10 million MARA on the Morongo Parkway OC grade separation has a fiscal impact. Staff analyzed outstanding commitments from MARA against the MARA fund balance; there is adequate programming capacity for this commitment which is estimated to be incurred over the current and upcoming fiscal years.

Financial Information							
In Fiscal Year Budget:		N/A	Year:	FY 2026/27 FY 2027/28+	Amount:	$2,000,000 $8,000,000	
Source of Funds:	Measure A Western Riverside County Regional Arterials				Budget Adjustment:		No
GL/Project Accounting No.:	*Revenue:* 005200 401 40101 0000 2660 72 40101 *Budget Expenditure(s):* 005227 81101 00000 0000 2660 72 81101						
Fiscal Procedures Approved:					Date:	11/16/2026	

Third Street Grade Separation
Recommendation 3 to reprogram $5 million SB 125 TIRCP from the Broadway Street Grade Separation Project to the Third Street grade separation has a net-zero fiscal impact when paired with recommendation 1.

Financial Information							
In Fiscal Year Budget:		N/A	Year:	FY 2026/27 FY 2027/28+	Amount:	$500,000 $4,500,000	
Source of Funds:	SB 125 TIRCP				Budget Adjustment:		No
GL/Project Accounting No.:	*Budget Expenditure(s):* 005219 81301 00000 0000 2660 72 81301						
Fiscal Procedures Approved:					Date:	11/16/2026	

Jurupa Road Grade Separation

Recommendations 4 and 5, when paired together, are intended to result in a net-zero fiscal impact on the Commission. Recommendation 5 to authorize an Advance from MARA to cover Jurupa Valley's $10 million contribution to the Jurupa Road Grade Separation Project will have a fiscal impact.

Recommendation 4 to withhold $10 million LSR from Jurupa Valley, plus interest will offset the fiscal impact. Draft cash advance agreement language proposes the Commission will withhold approximately 28 percent of Jurupa Valley's monthly LSR remittances, inclusive of interest commensurate with what the MARA funds would receive from the County of Riverside's investment pool where the funds are currently held. As of November 9, 2026, the rate of return for the Commission's portfolio held at the County Treasurer's office is approximately four percent. If approved, staff will work with Jurupa Valley to finalize the terms of the cash advance agreement.

<table>
<tr><th colspan="7">Financial Information</th></tr>
<tr><td colspan="2">In Fiscal Year Budget:</td><td>N/A</td><td>Year:</td><td>FY 2027/28+</td><td>Amount:</td><td>$10,000,000</td></tr>
<tr><td>Source of Funds:</td><td colspan="3">Measure A Local Streets and Roads (repayment)
Measure A Regional Arterials (advance)</td><td colspan="2">Budget Adjustment:</td><td>N/A</td></tr>
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2660 12401

Budget Expenditure(s):
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663041 81101 00000 0000 2660 72 81101 Preliminary Engineering
663041 81402 00000 0000 2660 72 81402 Acquisition Support</td></tr>
<tr><td colspan="2">Fiscal Procedures Approved:</td><td colspan="3">  </td><td>Date:</td><td>11/16/2026</td></tr>
</table>

The portion of staff recommendation 6 to reprogram $5.0 million SB 125 TIRCP from the Broadway Street Grade Separation Project to the Jurupa Road grade separation has a net-zero fiscal impact.

The portion of staff recommendation 6 to program $18.8 million MARA on the Jurupa Road grade separation has a fiscal impact. Staff analyzed the outstanding commitments from MARA against the approximate MARA fund balance; there is adequate fund balance for this commitment which is estimated to be incurred over the current and upcoming fiscal years.

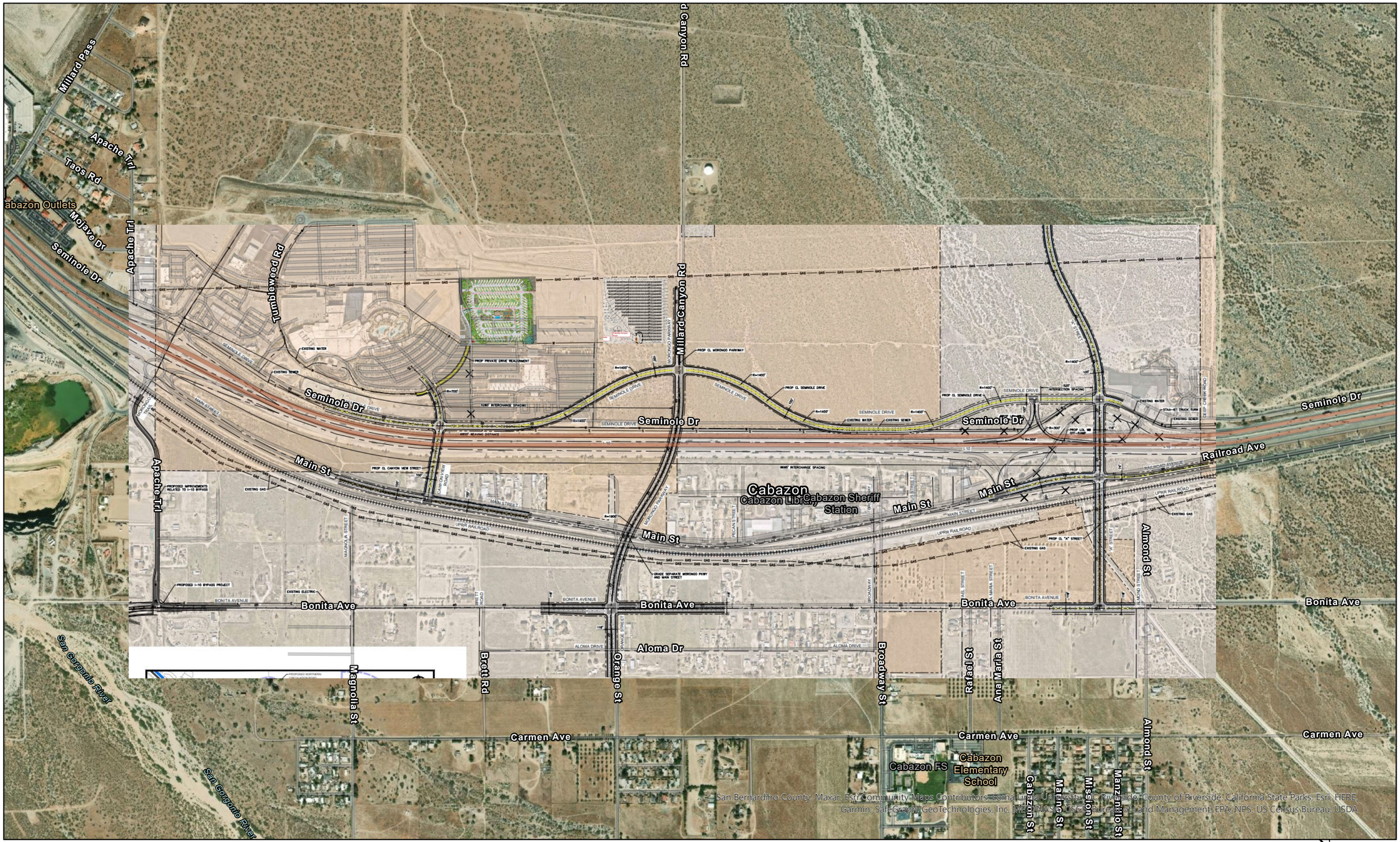
Financial Information							
In Fiscal Year Budget:		No	Year:	FY 2026/27 FY 2027/28	Amount:	$5,000,000 (SB 125 TIRCP) $18,800,000 (MARA)	
Source of Funds:	SB 125 TIRCP Measure A Western Riverside County Regional Arterials				Budget Adjustment:		Yes
GL/Project Accounting No.:	*Budget Expenditure(s):* 663041 81301 00000 0000 Construction 663041 81101 00000 0000 Preliminary Engineering 663041 81402 00000 0000 Acquisition Support						
Fiscal Procedures Approved:					Date:	11/16/2026	

Attachments:

1) Broadway and Morongo Parkway At-Grade Crossings Vicinity Map
2) Third Street At-Grade Crossing Vicinity Map
3) Jurupa Road At-Grade Crossing Vicinity Map
4) Funding Request Letter From Riverside, October 2, 2026
5) Funding Request Letter From the County, October 29, 2026
6) RCTC SB 125 Formula-Based TIRCP and ZETCP Amended Funding Recommendations
7) Draft Agreement No. 27-72-049-00 (Morongo Parkway OC)
8) Amendment No. 1 to Agreement No. 23-72-102-00 (Third Street)
9) Draft Agreement No. 27-72-050-00 (Jurupa Valley cash advance)
10) Draft Amendment No. 3 to Agreement No. 21-72-121-00 (Jurupa Road)

Proposed Sites with new I-10 interchange

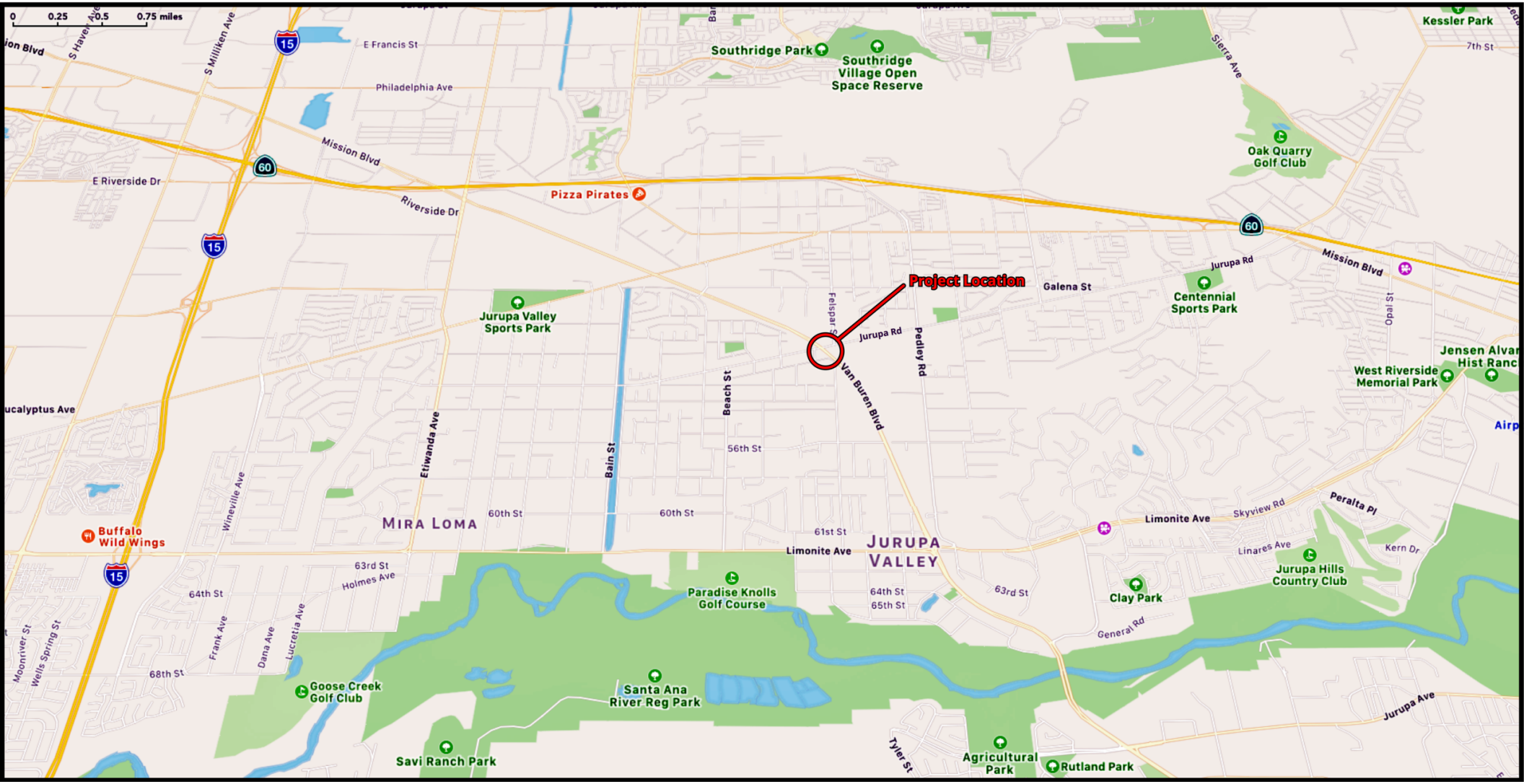
ATTACHMENT 1



Third Street Grade Separation

PROJECT LOCATION MAP




0 0.25 0.5 0.75 miles
Project Location
Southridge Park
Southridge Village Open Space Reserve
Kessler Park
Oak Quarry Golf Club
Pizza Pirates
Jurupa Valley Sports Park
Centennial Sports Park
Jensen Alvar Hist Ranc
West Riverside Memorial Park
Buffalo Wild Wings
Mira Loma
Jurupa Valley
Paradise Knolls Golf Course
Jurupa Hills Country Club
Clay Park
Goose Creek Golf Club
Santa Ana River Reg Park
Savi Ranch Park
Agricultural Park
Rutland Park
Mission Blvd
Riverside Dr
E Riverside Dr
Philadelphia Ave
E Francis St
Jurupa Rd
Galena St
Pedley Rd
Van Buren Blvd
Beach St
Bain St
Etiwanda Ave
Wineville Ave
Limonite Ave
Skyview Rd
Peralta Pl
Linares Ave
Kern Dr
Opal St
Sierra Ave
7th St
Holmes Ave
Frank Ave
Dana Ave
Lucretia Ave
Moonriver St
Wells Spring St
Tyler St
General Rd
Jurupa Ave
Eucalyptus Ave
S Milliken Ave
Felspar St
56th St
60th St
61st St
63rd St
64th St
65th St
68th St
15
60

Public Works Department

City of Arts & Innovation

October 2nd, 2026

Aaron Hake
Executive Director
Riverside County Transportation Commission
4080 Lemon St. 3rd Fl
Riverside, CA 92502

Subject: Request For Funding Assistance – Third Street Grade Separation

Dear Executive Director Hake,

The City of Riverside is pleased to have reached an important milestone in delivering the Third Street Grade Separation Project having recently closed bids for construction. This project, when completed, will be a regionally significant improvement on a highly traveled corridor. The grade separation is anticipated to alleviate the impediment of railroad gates stopping traffic in excess of three hours each day due to the ~100 trains that traverse the crossing. Without the project, it is expected that delays at the crossing will more than double by the year 2046.

The City worked diligently with RCTC's support to secure outside funding through several programs, including State Section 190, the TIRCP program, CMAQ, the FRA Railroad Crossing Elimination program, and Federal congressionally directed spending. Current regional funding sources include Western Riverside Council of Governments TUMF funds and Measure A Regional Arterial Funds. The City is appreciative of RCTC's partnership in delivering this project thus far.

Rising costs for construction have been impactful to many City projects, and bids for the grade separation exceeded our engineering estimates by approximately $10M. When combined with planned contingencies and project administration & inspection costs, our total funding gap is approximately $15.6M. We have requested an adjustment to City of Riverside projects in the WRCOG TIP, and are working to align local funding sources (including the potential for some local roadway Measure A funds) to cover the majority of this gap; however, we expect that a $5M funding gap will remain. The City respectfully requests RCTC's consideration in assisting the City in identifying available funds to help bring the Third Street Grade Separation to fruition.

Sincerely,

Nathan Mustafa
Public Works Director
City of Riverside

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY

Dennis Acuna, P. E., T. E.
Director of Transportation

Hector D. Davila, P.E.
Deputy for Transportation/Capital Projects

Russell Williams
Deputy for Transportation/Planning and Development

Transportation Department

October 29, 2026

Mr. Aaron Hake
Executive Director
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

Subject: Request for Additional Funds for the Jurupa Road Grade Separation

Dear Mr. Hake:

Please consider the County of Riverside's (County) request for additional funding to complete the Jurupa Rd Grade Separation project. In coordination with the City of Jurupa Valley, the Riverside County Transportation Commission (RCTC), and the Union Pacific Railroad (UPRR), the Transportation Department has made substantial progress on the project. Additional funding is needed to complete construction by late 2027.

The County is the lead agency on the Jurupa Road Grade Separation project for the City of Jurupa Valley. The project addresses safety concerns at the existing at-grade crossing of Jurupa Road and the Union Pacific Railroad (UPRR) tracks. The Commission's 2017 Companion Study to the 2012 Grade Separation Priority Update Study identified this crossing as priority for grade separation along a critical urban freight corridor.

In April of 2017, the California State Legislature passed Senate Bill (SB)132, providing $108.4 million to deliver a new grade separation at the Jurupa Road and UPRR at-grade crossing, to eliminate conflicts between vehicular traffic and freight trains. In late 2017, the County selected a consultant to begin environmental clearance and design, and by October 2018 the County began to acquire the needed right of way for the project. The County bid the project in March 2021 and awarded a construction contract in July 2021. Construction funding included $108.4 million in SB 132 funds, $25 million in Measure A Regional Arterial Funds (MARA), $5 million American Rescue Plan Act Funds (ARPA; County Supervisorial District 2), and $3.2 million from the Jurupa Community Service District. The total amount of the construction contract was $64,790,010. An additional $6,479,001 (10% of the construction contract) was included in the construction budget for contingency.

The contract had to be awarded in July 2021 to meet SB 132's statutory requirement that the funds be expended by June 2023.

A necessary component of this project is obtaining a Construction and Maintenance (C&M) agreement for the work within the UPRR right-of-way. In early January 2024 and more than two years after work commenced, the County obtained a fully executed C&M Agreement, which contained approved plans and specifications in which the contractor could commence track work. The delay with obtaining an executed C&M agreement prevented the contractor from proceeding with the full construction of railroad track according to their anticipated construction schedule. In that time, inflation, labor costs,

supply chain challenges, a change in UPRR construction standards, and lack of authority to proceed with construction within UPRR jurisdiction led to additional unanticipated costs incurred. On May 7, 2024, the County entered into Amendment No. 1 with the Commission (Agreement No. 21-72-121-01) providing additional $35 million in MARA funds for the project. On August 18, 2026, the Commission replaced the project's $35 million in MARA funds with SB 125 TIRCP funds under Amendment No. 2 with the County (Agreement No. 21-72-121-02).

Since the Commission last approved additional funding for the Jurupa Road grade separation project in 2024, the County has made substantial progress. Following the execution of the UPRR C&M agreement on January 9, 2024, the project is now approximately 80% complete. Major completed facilities include the southbound Van Buren bridge, the intersection of Rutile Street at Van Buren Boulevard, the intersection of Pedley Street at Jurupa Road, and the storm water pump station and building facility.

Completing the project requires additional coordination with UPRR, supplemental agreements, extended right-of-way obligations, design revisions requested by UPRR and additional increased staff efforts. As construction has continued and challenges have arisen, the County has identified an estimated $33.8 million in additional funding to complete the Jurupa Road grade separation. Below is the comparison of the budget at the time of contract award, the budget at the time of Amendment No. 1, and the budget to date:

	Budget July 2021	Budget May 2024	Budget October 2026
Engineering/Environmental	$10,381,000	$13,720,000	$13,746,000
Right of Way	$31,000,000	$20,650,000	$24,714,000
Construction, Const Mgmt., & UPRR	$92,019,000	$146,030,000	$175,718,484
Total Project Cost	$133,400,000	$180,400,000	$214,178,484

In comparing the latest budget with the existing funding towards the project – of the amount of $183,364,000 – the cost to complete the project is $33.8 million above the existing budget.

The County is delivering this project on behalf of the City of Jurupa Valley and is actively pursuing additional funding to address the shortfall. We recognize the importance of this project and regret the delays in commencing work on the railroad tracks. We respectfully request that the Commission considers allocating additional funding to help the County complete this important priority grade separation project.

Thank you in advance for your consideration of this request for additional funds.

Regards,



Dennis Acuna, PE, TE
Director
County of Riverside Transportation Department

RCTC SB 125 Formula-based TIRCP and ZETCP Amended Funding Recommendations

Project Type	Year 1 FY 2023/24	Years 2 - 5 FY 2024/25 - FY 2027/28	Total
Zero Emission and Transit Capital Projects [1]			
Riverside Transit Agency	$ 14,828,290	$ 24,954,927	$ 39,783,217
SunLine Transit Agency	16,000,000	24,000,000	40,000,000
Palo Verde Valley Transit Agency	16,010,000	2,966,440	18,976,440
City of Corona Transit	10,322,620	9,577,380	19,900,000
City of Banning Transit	2,489,413	4,095,390	6,584,803
City of Beaumont Transit	10,300,000	4,025,000	14,325,000
City of Riverside Transit	5,392,073	6,225,488	11,617,561
Passenger Rail Project Development			
RCTC - Coachella Valley Rail Tier 2 Environmental	40,000,000	-	40,000,000
City of Banning - Hargrave Ave Grade Separation	5,000,000	-	5,000,000
City of Beaumont - Pennsylvania Ave Grade Separation	5,000,000	-	5,000,000
~~County of Riverside - Broadway Grade Separation~~	~~10,000,000~~	~~-~~	~~10,000,000~~
City of Riverside - Third Street Grade Separation		5,000,000	5,000,000
Western Riverside County Rail Capital Improvements			
RCTC - Metrolink Double Track (Moreno Valley to Perris)	-	5,500,000	5,500,000
Southern California Regional Rail Authority	-	22,303,770	22,303,770
~~County of Riverside - Jurupa Rd Grade Separation~~	~~-~~	~~35,000,000~~	~~35,000,000~~
County of Riverside - Jurupa Rd Grade Separation	-	40,000,000	40,000,000
City of Corona - McKinley St Grade Separation	-	10,000,000	10,000,000
Program Administration (Maximum 1% of total) [2]			
Grade Separation Study Update, Technical Assistance, Program Administration	2,868,594	-	2,868,594
Total	**$ 128,210,990**	**$ 158,648,395**	**$ 286,859,385**

[1] Includes projects such as zero-emission infrastructure and buses, facility upgrades, and integrated passenger fare systems.

[2] Year 1 administrative share was approved by the Commission on December 13, 2023 for $791,214 and revised as requested by CalSTA to reflect the entire administrative share of $2,868,594, or 1%. The difference of $2,077,380 was reduced from the City of Corona Transit in Year 1 and reprogrammed in Years 2-5.

Agreement No. 27-72-049-00

AGREEMENT FOR THE FUNDING OF MEASURE A REGIONAL ARTERIAL IMPROVEMENTS WITH THE COUNTY OF RIVERSIDE

1. Parties and Date.

1.1 This Agreement is executed and entered into this ___ day of _____, 20__, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("RCTC") and COUNTY OF RIVERSIDE ("County"). RCTC and County are sometimes collectively referred to herein as the "Parties".

2. Recitals.

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

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

2.3 The Plan establishes funding for any improved Regional Arterial System to be funded by a mix of measure A and Transportation Uniform Mitigation Fees (TUMF) revenues.

2.4 Pursuant to Public Utility Code Sections 240000 et seq., RCTC is authorized to allocate the proceeds of the Measure A tax in furtherance of the Plan.

2.5 RCTC intends, by this Agreement, to distribute Measure A Regional Arterial ("MARA") Funds, subject to the conditions provided herein, and to participate in the joint development of the Project, as defined herein.

3. Terms.

3.1 Description of Work. This Agreement is intended to distribute MARA Funds to the County for planning, environmental, design, and other pre-construction activities for the Morongo Parkway Grade Separation project, ("the Work"). The Work, including a timetable and a detailed scope of work, is more fully described in Exhibit "A" attached hereto and, pursuant to Section 3.15 below, is subject to modification as requested by the County and approved by RCTC. The Work shall be consistent with the phase detailed herein as follows:

1) DEER – Design Engineering Evaluation Report

The Project is more fully described in Exhibit "A" attached hereto. It is understood and agreed that the County shall expend MARA Funds only as set forth in this Agreement and only for the Work.

To this end, any use of funds provided pursuant to this Agreement shall be subject to the review and approval of RCTC.

3.2 RCTC Funding Amount. RCTC hereby agrees to distribute to the County, on the terms and conditions set forth herein, a sum not to exceed Ten Million Dollars ($10,000,000), to be used exclusively for reimbursing the County for eligible Work expenses as described herein ("Funding Amount"). The County acknowledges and agrees that the Funding Amount may be less than the actual cost of the Work, and that RCTC shall not contribute MARA Funds in excess of the maximum authorized in this section.

3.2.1 Eligible Work Costs. The total Work costs ("Total Work Cost") may include the following items, provided that such items are included in the scope of work attached as Exhibit "A": (1) County and/or consultant costs associated with direct Work coordination and support; (2) funds expended in preparation of preliminary engineering studies; (3) funds expended for preparation of environmental review documentation for the Work; (4) costs incurred in the preparation of plans, specifications, and estimates by County or consultants; (5) County costs associated with bidding, advertising and awarding of the Work contracts.

3.2.2 Ineligible Work Costs. The Total Work Cost shall not include the following items which shall be borne solely by the County without reimbursement: (1) County administrative costs; (2) County costs attributed to the preparation of invoices, billings and payments; (3) any County fees attributed to the processing of the Work; and (4) expenses for items of work not included within the scope of work in Exhibit "A".

3.2.3 Increases in Work Funding. The Funding Amount may, in RCTC's sole discretion, be augmented with additional MARA Funds. Any such increase in the Funding Amount must be approved in writing by RCTC's Executive Director. No such increased funding shall be expended to pay for any Work already completed. For purposes of this Agreement, the Work or any portion thereof shall be deemed complete upon its acceptance by RCTC's Executive Director.

3.2.4 Cost Savings. In the event that bids for the Work are lower than anticipated, or there are cost savings for any other reason, the Funding Amount shall be reduced as follows: cost savings shall be applied proportionately to each funding source listed in Exhibit "A" for the Work. The County shall inform RCTC of any cost savings and the Parties shall amend this Agreement to reflect the revised Funding Amount. RCTC's Executive Director and the Director of Transportation shall be authorized to execute any such amendment.

3.2.5 No Funding for Temporary Improvements. Only segments or components of the Work that are intended to form part of or be integrated into the Work may be funded by MARA Funds. No improvement which is temporary in nature, including but not limited to temporary roads, curbs, or drainage facilities, shall be funded with MARA Funds except as needed for staged construction of the Work.

3.3 County's Funding Obligation to Complete the Work. In the event that the MARA Funds allocated to the Work represent less than the total cost of the Work, the County shall provide such additional funds as may be required to complete the Work as described in Exhibit "A".

3.4 Work Responsibilities of the County. The County shall be responsible for the following aspects of the Work, in compliance with state and federal law provided that such items are included in the Project scope of work attached as Exhibit "A": (i) development and approval of plans, specifications and engineer's estimate (PS&E), environmental clearance, right of way acquisition, and obtaining all permits required by impacted agencies prior to commencement of the Work ; (ii) all aspects of bidding, awarding, and administration of the contracts for the Work; (iii) all construction management of any construction activities undertaken in connection with the Work, including survey and material testing; and (iv) development of a budget for the Work prior to award of any contract for the Work, taking into consideration available funding, including MARA Funds.

3.5 Term/Notice of Completion. The term of this Agreement shall be from the date first herein above written until: (i) the date RCTC formally accepts the Work as complete, pursuant to Section 3.1; (ii) termination of this Agreement pursuant to Section 3.9; or (iii) the County has fully satisfied its obligations under this Agreement.

3.6 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. The County hereby designates Dennis Acuna, Director of Transportation, or his or her designee, as the County's representative to RCTC. The County's representative shall have the authority to act on behalf of the County for all purposes under this Agreement and shall coordinate all activities of the Work under the County's responsibility. The County shall work closely and cooperate fully with RCTC's representative and any other agencies which may have jurisdiction over or an interest in the Work.

3.7 Expenditure of Funds by County Prior to Execution of Agreement. Nothing in this Agreement shall be construed to prevent or preclude the County from expending funds on the Work prior to the execution of the Agreement, or from being reimbursed by RCTC for such expenditures. However, the County understands and acknowledges that any expenditure of funds on the Work prior to the execution of the Agreement is made at the County's sole risk, and that some expenditures by the County may not be eligible for reimbursement under this Agreement.

3.8 Review of Services. The County shall allow RCTC's Representative to inspect or review the progress of the Work at any reasonable time in order to determine whether the terms of this Agreement are being met.

3.9 Termination. This Agreement may be terminated for cause or convenience as further specified below.

3.9.1 Termination for Convenience.

3.9.1.1 Notice. Either RCTC or the County 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.

3.9.1.2 Effect of Termination for Convenience. In the event that the County terminates this Agreement for convenience, the County shall, within 180 days, repay to RCTC in full all MARA Funds provided to the County under this Agreement. In the event that RCTC terminates

this Agreement for convenience, RCTC shall, within 90 days, distribute to the County MARA Funds in an amount equal to the aggregate total of all unpaid invoices which have been received from the County regarding the Work at the time of the notice of termination; provided, however, that RCTC shall be entitled to exercise its rights under Section 3.14.2, including but not limited to conducting a review of the invoices and requesting additional information. This Agreement shall terminate upon receipt by the non-terminating party of the amounts due it under this Section 3.9.1.2.

3.9.2 Termination for Cause.

3.9.2.1 Notice. Either RCTC or the County 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 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.

3.9.2.2 Effect of Termination for Cause. In the event that the County terminates this Agreement in response to RCTC's uncured material breach hereof, RCTC shall, within 90 days, distribute to the County MARA Funds in an amount equal to the aggregate total of all unpaid invoices which have been received from the County regarding the Work at the time of the notice of termination. In the event that RCTC terminates this Agreement in response to the County's uncured material breach hereof, the County shall, within 180 days, repay to RCTC in full all MARA Funds provided to the County under this Agreement. Notwithstanding termination of this Agreement by RCTC pursuant to this Section 3.9.2.2, RCTC shall be entitled to exercise its rights under Section 3.14.2, 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 3.9.2.2.

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

3.10 Prevailing Wages. The County and any other person or entity hired to perform services on the Work are alerted to the requirements of California Labor Code Sections 1770 et seq., which would require the payment of prevailing wages were the services or any portion thereof determined to be a public work, as defined therein. The County shall ensure compliance with these prevailing wage requirements by any person or entity hired to perform the Work. The County shall defend, indemnify, and hold harmless RCTC, its officers, employees, consultants, and agents from any claim or liability, including without limitation attorneys, fees, arising from its failure or alleged failure to comply with California Labor Code Sections 1770 et seq.

3.11 Progress Reports. RCTC may request the County to provide RCTC with progress reports concerning the status of the Work.

3.12 Indemnification.

3.12.1 County Responsibilities. In addition to the indemnification required under Section 3.10, the County agrees to indemnify and hold harmless RCTC, its officers, agents,

consultants, and employees from any and all claims, demands, costs or liability arising from or connected with all activities governed by this Agreement including all design and construction activities, due to any act of the County or its subcontractors whatsoever, regardless of fault, including negligent acts, errors or omissions or willful misconduct, except that caused by the sole negligence of RCTC. The County will reimburse RCTC for any expenditures, including reasonable attorneys' fees, incurred by RCTC, in defending against claims ultimately determined to be due to any act of the County or its subcontractors whatsoever, regardless of fault, including negligent acts, errors or omissions or willful misconduct, except that caused by the sole negligence of RCTC.

3.12.2 Effect of Acceptance. The County shall be responsible for the professional quality, technical accuracy and the coordination of any services provided to complete the Work. RCTC's review, acceptance or funding of any services performed by the County or any other person or entity under this agreement shall not be construed to operate as a waiver of any rights RCTC may hold under this Agreement or of any cause of action arising out of this Agreement. Further, the County shall be and remain liable to RCTC, in accordance with applicable law, for all damages to RCTC caused by the County's performance of this Agreement or supervision of any services provided to complete the Work.

3.13 Insurance. The County shall require, at a minimum, all persons or entities hired to perform the Work to obtain, and require their subcontractors to obtain, insurance of the types and in the amounts described below and satisfactory to the County and RCTC. Such insurance shall be maintained throughout the term of this Agreement, or until completion of the Work, whichever occurs last.

3.13.1 Commercial General Liability Insurance. Occurrence version commercial general liability insurance or equivalent form with a combined single limit of not less than $2,000,000.00 per occurrence. If such insurance contains a general aggregate limit, it shall apply separately to the Work or be no less than two times the occurrence limit. Such insurance shall:

3.13.1.1 Name RCTC and County, and their respective officials, officers, employees, agents, and consultants as insured with respect to performance of the services on the Work and shall contain no special limitations on the scope of coverage or the protection afforded to these insured;

3.13.1.2 Be primary with respect to any insurance or self insurance programs covering RCTC and County, and/or their respective officials, officers, employees, agents, and consultants; and

3.13.1.3 Contain standard separation of insured provisions.

3.13.2 Business Automobile Liability Insurance. Business automobile liability insurance or equivalent form with a combined single limit of not less than $1,000,000.00 per occurrence. Such insurance shall include coverage for owned, hired and non-owned automobiles.

3.13.3 Professional Liability Insurance. Errors and omissions liability insurance with a limit of not less than $1,000,000.00 Professional liability insurance shall only be required of design or engineering professionals.

3.13.4 Workers' Compensation Insurance. Workers' compensation insurance with statutory limits and employers' liability insurance with limits of not less than $1,000,000.00 each accident.

3.14 Procedures for Distribution of MARA Funds to County.

3.14.1 Initial Payment by the County. The County shall be responsible for initial payment of all the Work costs as they are incurred. Following payment of such Work costs, the County shall submit invoices to RCTC requesting reimbursement of eligible Work costs. Each invoice shall be accompanied by detailed contractor invoices, or other demands for payment addressed to the County, and documents evidencing the County's payment of the invoices or demands for payment. The County shall submit invoices not more often than monthly and not less often than quarterly.

3.14.2 Review and Reimbursement by RCTC. Upon receipt of an invoice from the County, RCTC may request additional documentation or explanation of the Work costs for which reimbursement is sought. Undisputed amounts shall be paid by RCTC to the County within thirty (30) days. In the event that RCTC disputes the eligibility of the County for reimbursement of all or a portion of an invoiced amount, the Parties shall meet and confer in an attempt to resolve the dispute. If the meet and confer process is unsuccessful in resolving the dispute, the County may appeal RCTC's decision as to the eligibility of one or more invoices to RCTC's Executive Director. The County may appeal the decision of the Executive Director to the full RCTC Board, the decision of which shall be final. Additional details concerning the procedure for the County's submittal of invoices to RCTC and RCTC's consideration and payment of submitted invoices are set forth in Exhibit "C", attached hereto.

3.14.3 Funding Amount/Adjustment. If a post Work audit or review indicates that RCTC has provided reimbursement to the County in an amount in excess of the maximum MARA Funds provided for in section 3.2 of this Agreement, or has provided reimbursement of ineligible Work costs, the County shall reimburse RCTC for the excess or ineligible payments within 30 days of notification by RCTC.

3.15 Work Amendments. Changes to the characteristics of the Work, including the deadline for Work completion, and any responsibilities of the County or RCTC may be requested in writing by the County and are subject to the approval of RCTC's Representative, which approval will not be unreasonably withheld, provided that extensions of time for completion of the Work shall be approved in the sole discretion of RCTC's Representative. Nothing in this Agreement shall be construed to require or allow completion of the Work without full compliance with the California Environmental Quality Act (Public Resources Code Section 21000 et seq.; "CEQA") and the National Environmental Policy Act of 1969 (42 USC 4231 et seq.), but the necessity of compliance with CEQA and NEPA shall not justify, excuse, or permit a delay in completion of the Work.

3.16 Conflict of Interest. For the term of this Agreement, no member, officer or employee of the County or RCTC, during the term of his or her service with the County 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.

3.17 Limited Scope of Duties. RCTC's and the County's duties and obligations under this Agreement are limited to those described herein. RCTC has no obligation with respect to the safety of any Work performed at a job site. In addition, RCTC shall not be liable for any action of County or its contractors relating to the condemnation of property undertaken by County or construction related to the Work.

3.18 Books and Records. Each party shall maintain complete, accurate, and clearly identifiable records with respect to costs incurred for the Work under this Agreement. They shall make available for examination by the other party, its authorized agents, officers or employees any and all ledgers and books of account, invoices, vouchers, canceled checks, and other records or documents evidencing or related to the expenditures and disbursements charged to the other party pursuant to this Agreement. Further, each party shall furnish to the other party, its agents or employees such other evidence or information as they may require with respect to any such expense or disbursement charged by them. All such information shall be retained by the Parties for at least three (3) years following termination of this Agreement, and they shall have access to such information during the three-year period for the purposes of examination or audit.

3.19 Equal Opportunity Employment. The Parties represent that they are equal opportunity employers and they shall not discriminate against any employee or applicant of reemployment because of race, religion, color, national origin, 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.

3.20 Governing Law. This Agreement shall be governed by and construed with the laws of the State of California. Venue shall be in Riverside County.

3.21 Attorneys' Fees. If either party commences an action against the other party arising out of or in connection with this Agreement, the prevailing party in such litigation shall be entitled to have and recover from the losing party reasonable attorneys' fees and costs of suit.

3.22 Time of Essence. Time is of the essence for each and every provision of this Agreement.

3.23 Headings. Article and Section Headings, paragraph captions or marginal headings contained in this Agreement are for convenience only and shall have no effect in the construction or interpretation of any provision herein.

3.24 Notification. All notices hereunder and communications regarding interpretation of the terms of the Agreement or changes thereto shall be provided by the mailing thereof by registered or certified mail, return receipt requested, postage prepaid and addressed as follows:

County of Riverside
Transportation Department
4080 Lemon Street,
14th Floor
Riverside, CA 92502

RCTC
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Mailing address: P.O. Box 12008
Riverside, CA 92501

ATTN: Director of Transportation ATTN: Executive Director

Any notice so given shall be considered served on the other party three (3) days after deposit in the U.S. mail, first class postage prepaid, return receipt requested, and addressed to the party at its applicable address. Actual notice shall be deemed adequate notice on the date actual notice occurred regardless of the method of service.

3.25 Conflicting Provisions. In the event that provisions of any attached appendices or exhibits conflict in any way with the provisions set forth in this Agreement, the language, terms and conditions contained in this Agreement shall control the actions and obligations of the Parties and the interpretation of the Parties' understanding concerning the performance of the Services.

3.26 Contract Amendment. In the event that the Parties determine that the provisions of this Agreement should be altered, the Parties may execute a contract amendment to add any provision to this Agreement, or delete or amend any provision of this Agreement. All such contract amendments must be in the form of a written instrument signed by the original signatories to this Agreement, or their successors or designees.

3.27 Entire Agreement. This Agreement constitutes the entire agreement between the Parties relating to the subject matter hereof and supersedes any previous agreements or understandings.

3.28 No Waiver. Failure of RCTC to insist on any one occasion upon strict compliance with any of the terms, covenants or conditions hereof 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 at any other time or times.

3.29 Validity of Agreement. The invalidity in whole or in part of any provision of this Agreement shall not void or affect the validity of any other provision of this Agreement.

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

3.31 Survival. All rights and obligations hereunder that by their nature are to be performed after any expiration or termination of this Agreement shall survive any such expiration or termination.

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

3.33 Counterparts. This Agreement may be signed in counterparts, each of which shall constitute an original.

3.34 Electronically Transmitted 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.

[Signatures on following page]

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SIGNATURE PAGE
TO
AGREEMENT FOR THE FUNDING OF
MEASURE A REGIONAL ARTERIAL IMPROVEMENTS

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

By: _____
Aaron Hake, Executive Director

APPROVED AS TO FORM:

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

COUNTY OF RIVERSIDE

By: _____
(Name, Title)

ATTEST:

By: _____
(Name), County Clerk

RECOMMENDED FOR APPROVAL:

By: _____
Dennis Acuna
Director of Transportation

APPROVED AS TO FORM:

By: _____
(Name, Title)

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EXHIBIT "A"

SCOPE OF WORK,
FUNDING AND TIMETABLE

SCOPE OF WORK:
The Morongo Parkway Grade Separation Project will construct a new overcrossing and railroad grade separation from Aloma Drive to future arterial approximately 0.3 miles north of Interstate 10, including bridges over Union Pacific Railroad. Includes improvements on Bonita Avenue and Seminole Drive, and loop road connection to Main Street on the Morongo Indian Reservation and in the Cabazon area.

The phase of the Project to be funded under this Agreement is the Design Engineering Evaluation Report (DEER) (combined project initiation and project approval) for the Project.

FUNDING:

PHASE	MARA
DEER	$10,000,000

TIMETABLE:

PHASE	START DATE	END DATE
DEER	January 2027	December 2030

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EXHIBIT "B"

PROJECT LOCATION MAP

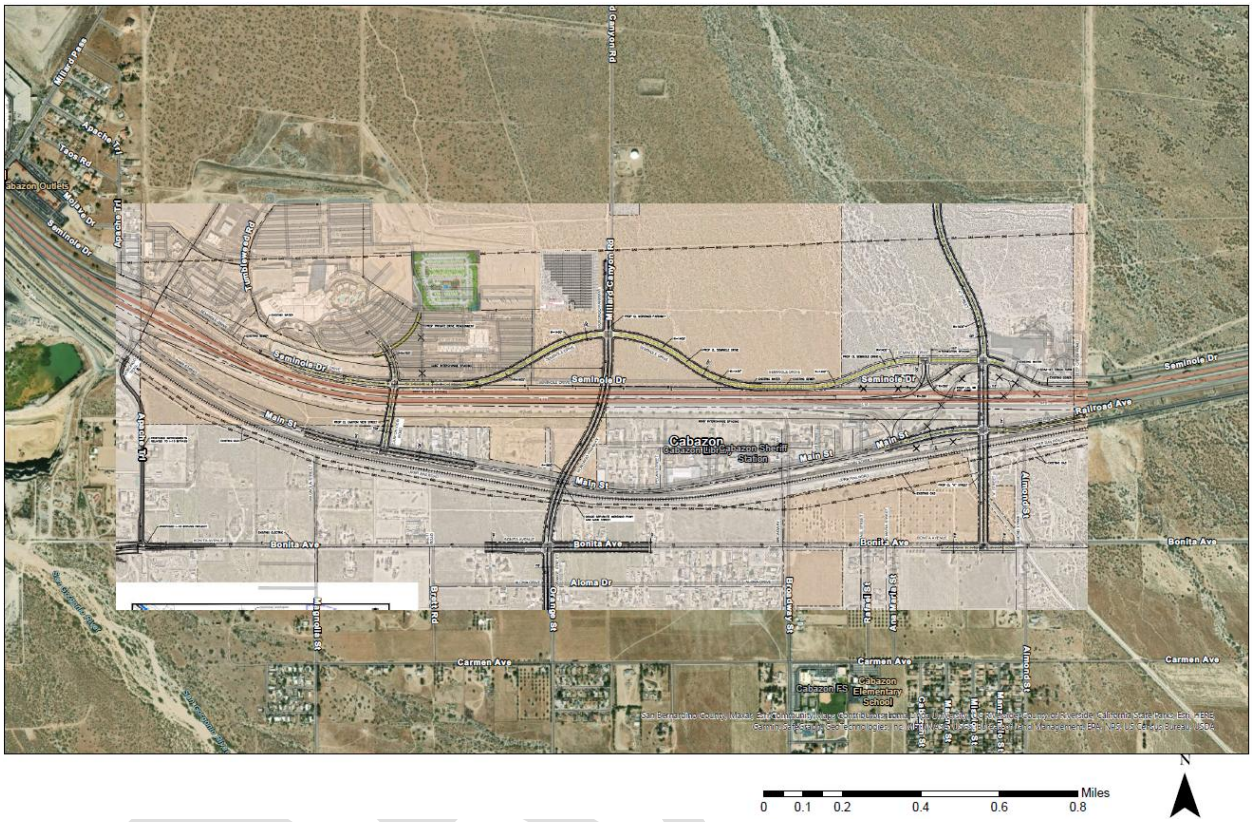

Exhibit B

17336.02600\32593628.1

EXHIBIT "C"

PROCEDURES FOR SUBMITTAL, CONSIDERATION AND PAYMENT OF INVOICES

1. RCTC recommends that the County incorporate Exhibit "C-1" into its contracts with any subcontractors to establish a standard method for preparation of invoices by contractors to the County and ultimately to RCTC for reimbursement of County contractor costs.

2. Each month the County shall submit an invoice for eligible Work costs incurred during the preceding month. The original invoice shall be submitted to RCTC's Executive Director with a copy to RCTC's Project Coordinator. Each invoice shall be accompanied by a cover letter in a format substantially similar to that of Exhibit "C-2".

3. Each invoice shall include documentation from each contractor used by the County for the Work, listing labor costs, subcontractor costs, and other expenses. Each invoice shall also include a monthly progress report and spreadsheets showing the hours or amounts expended by each contractor or consultant for the month and for the entire Work to date. A sample progress report is attached as Exhibits "C-4". All documentation from the County's contractors should be accompanied by a cover letter in a format substantially similar to that of Exhibit "C-3".

4. If the County is seeking reimbursement for direct expenses incurred by County staff for eligible Work costs, the County shall detail the same level of information for its labor and any expenses in the same level of detail as required of contractors pursuant to Exhibit "C" and its attachments.

5. Charges for each task and milestone listed in Exhibit "A" shall be listed separately in the invoice.

6. Each invoice shall include a certification signed by the County Representative or his or her designee which reads as follows:

   "I hereby certify that the hours and salary rates submitted for reimbursement in this invoice are the actual hours and rates worked and paid to the consultants or contractors listed.

   Signed _____

   Title _____

   Date _____

   Invoice No. _____

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7. RCTC will pay the County within 30 days after receipt by the Commission of an invoice. If RCTC disputes any portion of an invoice, payment for that portion will be withheld, without interest, pending resolution of the dispute, but the uncontested balance will be paid.

8. The final payment under this Agreement will be made only after: (i) the County has obtained a Release and Certificate of Final Payment from each contractor or consultant used on theWork; (ii) the County has executed a Release and Certificate of Final Payment; and (iii) the County has provided copies of each such Release to RCTC.

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EXHIBIT "C-1"

ELEMENTS OF COMPENSATION

For the satisfactory performance and completion of the Work under this Agreement, County will pay the Consultant compensation as set forth herein. The total compensation for this service shall not exceed (_____INSERT WRITTEN DOLLAR AMOUNT___) ($___INSERT NUMERICAL DOLLAR AMOUNT___) without written approval of County's County Engineer ("Total Compensation").

1. ELEMENTS OF COMPENSATION.

Compensation for the Work will be comprised of the following elements: 1.1 Direct Labor Costs; 1.2 Fixed Fee; and 1.3 Additional Direct Costs.

1.1 DIRECT LABOR COSTS.

Direct Labor costs shall be paid in an amount equal to the product of the Direct Salary Costs and the Multiplier which are defined as follows:

1.1.1 DIRECT SALARY COSTS

Direct Salary Costs are the base salaries and wages actually paid to the Consultant's personnel directly engaged in performance of the Work under the Agreement. (The range of hourly rates paid to the Consultant's personnel appears in Section 2 below.)

1.1.2 MULTIPLIER

The Multiplier to be applied to the Direct Salary Costs to determine the Direct Labor Costs is _____, and is the sum of the following components:

1.1.2.1 Direct Salary Costs _____

1.1.2.2 Payroll Additives _____

The Decimal Ratio of Payroll Additives to Direct Salary Costs. Payroll Additives include all employee benefits, allowances for vacation, sick leave, and holidays, and company portion of employee insurance and social and retirement benefits, all federal and state payroll taxes, premiums for insurance which are measured by payroll costs, and other contributions and benefits imposed by applicable laws and regulations.

1.1.2.3 Overhead Costs _____

The Decimal ratio of Allowable Overhead Costs to the Consultant Firm's Total Direct Salary Costs. Allowable Overhead Costs include general, administrative and overhead costs of maintaining and operating established offices, and consistent with established firm policies, and as defined in the Federal Acquisitions Regulations, Part 31.2.

Total Multiplier _____
(sum of 1.1.2.1, 1.1.2.2, and 1.1.2.3)

1.2 FIXED FEE.

1.2.1 A Fixed Fee of _____ shall be paid to Consultant for Consultant's complete and satisfactory performance of this Agreement and all Services required. The Fixed Fee shall be paid in monthly installments based upon the percentage of the Services completed at the end of each billing period, as determined in the sole discretion of the County. Consultant shall not be entitled to and shall forfeit any portion of the Fixed Fee not earned as provided herein.

1.2.2 A pro-rata share of the Fixed Fee shall be applied to the total Direct Labor Costs expended for services each month, and shall be included on each monthly invoice.

1.3 ADDITIONAL DIRECT COSTS.

Additional Direct Costs directly identifiable to the performance of the services of this Agreement shall be reimbursed at the rates below, or at actual invoiced cost.

Rates for identified Additional Direct Costs are as follows:

ITEM	REIMBURSEMENT RATE
	[___insert charges___]
Per Diem	$ /day
Car mileage	$ /mile
Travel	$ /trip
Computer Charges	$ /hour
Photocopies	$ /copy
Blueline	$ /sheet
LD Telephone	$ /call
Fax	$ /sheet
Photographs	$ /sheet

Travel by air and travel in excess of 100 miles from the Consultant's office nearest to County's office must have County's prior written approval to be reimbursed under this Agreement.

2. DIRECT SALARY RATES

Direct Salary Rates, which are the range of hourly rates to be used in determining Direct Salary Costs in Section 1.1.1 above, are given below and are subject to the following:

2.1 Direct Salary Rates shall be applicable to both straight time and overtime work, unless payment of a premium for overtime work is required by law, regulation or craft agreement, or is otherwise specified in this Agreement. In such event, the premium portion of Direct Salary Costs will not be subject to the Multiplier defined in Paragraph 1.1.2 above.

2.2 Direct Salary Rates shown herein are in effect for one year following the effective date of the Agreement. Thereafter, they may be adjusted annually to reflect the Consultant's adjustments to individual compensation. The Consultant shall notify County in writing prior to a change in the range of rates included herein, and prior to each subsequent change.

POSITION OR CLASSIFICATION	RANGE OF HOURLY RATES
[___sample___]	
Principal	$ .00 - $ .00/hour
Project Manager	$ .00 - $ .00/hour
Sr. Engineer/Planner	$ .00 - $ .00/hour
Project Engineer/Planner	$ .00 - $ .00/hour
Assoc. Engineer/Planner	$ .00 - $ .00/hour
Technician	$ .00 - $ .00/hour
Drafter/CADD Operator	$ .00 - $ .00/hour
Word Processor	$ .00 - $ .00/hour

2.3 The above rates are for the Consultant only. All rates for subconsultants to the Consultant will be in accordance with the Consultant's cost proposal.

3. INVOICING.

3.1 Each month the Consultant shall submit an invoice for Work performed during the preceding month. The original invoice shall be submitted to County's Engineer with two (2) copies to County's Project Coordinator.

3.2 Charges shall be billed in accordance with the terms and rates included herein, unless otherwise agreed in writing by County's Representative.

3.3 Base Work and Extra Work shall be charged separately, and the charges for each task and Milestone listed in the Scope of Work, shall be listed separately. The charges for

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each individual assigned by the Consultant under this Agreement shall be listed separately on an attachment to the invoice.

3.4 A charge of $500 or more for any one item of Additional Direct Costs shall be accompanied by substantiating documentation satisfactory to County such as invoices, telephone logs, etc.

3.5 Each copy of each invoice shall be accompanied by a Monthly Progress Report and spreadsheets showing hours expended by task for each month and total project to date.

3.6 Each invoice shall indicate payments to DBE subconsultants or supplies by dollar amount and as a percentage of the total invoice.

3.7 Each invoice shall include a certification signed by the Consultant's Representative or an officer of the firm which reads as follows:

I hereby certify that the hours and salary rates charged in this invoice are the actual hours and rates worked and paid to the employees listed.

Signed _____

Title _____

Date _____

Invoice No. _____

4. PAYMENT

4.1 County shall pay the Consultant within four to six weeks after receipt by County of an original invoice. Should County contest any portion of an invoice, that portion shall be held for resolution, without interest, but the uncontested balance shall be paid.

The final payment for Work under this Agreement will be made only after the Consultant has executed a Release and Certificate of Final Payment.

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EXHIBIT "C-2"
Sample Cover Letter to RCTC

Date

Aaron Hake
Executive Director
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501
ATTN: Accounts Payable

Re: Project Title - Invoice #__

Enclosed for your review and payment approval is the County of _____'s invoice for professional and technical services that was rendered by our contractors in connection with the _____ Agreement No. _____ effective (Month/Day/Year). The required support documentation received from each contractor is included as backup to the invoice.

Invoice period covered is from Month/Date/Year to Month/Date/Year.

Total Authorized Agreement Amount:	$0,000,000.00
Total Invoiced to Date:	$0,000,000.00
Total Previously Invoiced:	$0,000,000.00
Balance Remaining:	$0,000,000.00
Amount due this Invoice:	**$0,000,000.00**

I certify that the hours and salary rates charged in this invoice are the actual hours and rates worked and paid to the contractors listed.

By: _____
Name
Title

cc:

EXHIBIT "C-3"

Sample Letter from Contractor to /County

Month/Date/Year

_____
_____
_____
Attn: Accounts Payable Invoice #_____

For **[type of services]** rendered by **[contractor name]** in connection with **[name of project]** This is per agreement No. XX-XX-XXX effective Month/Date/Year.

Invoice period covered is from Month/Date/Year to Month/Date/Year.

Total Base Contract Amount:	$000,000.00
Authorized Extra Work (if Applicable)	$000,000.00

TOTAL AUTHORIZED CONTRACT AMOUNT:	$000,000.00
Total Invoice to Date:	$000,000.00
Total Previously Billed:	$000,000.00
Balance Remaining:	$000,000.00
Amount Due this Invoice:	$000,000.00
	==========

I certify that the hours and salary rates charged in this invoice are the actual hours and rates worked and paid to the employees listed,

By: _____
Name
Title

EXHIBIT C-4
Sample Progress Report

REPORTING PERIOD: Month/Date/Year to Month/Date/Year
PROGRESS REPORT: #1

A. Activities and Work Completed during Current Work Periods

TASK 01 – 100% PS&E SUBMITTAL
1. Responded to Segment 1 comments from Department of Transportation
2. Completed and submitted Segment 1 final PS&E

B. Current/Potential Problems Encountered & Corrective Action

Problems	Corrective Action
None	None

C. Work Planned Next Period

TASK 01 – 100% PS&E SUBMITTAL
1. Completing and to submit Traffic Signal and Electrical Design plans
2. Responding to review comments

Agreement No. 23-72-102-01

**AMENDMENT NO. 1 TO THE
AGREEMENT FOR THE FUNDING OF
MEASURE A REGIONAL ARTERIAL IMPROVEMENTS
WITH THE CITY OF RIVERSIDE**

1. Parties and Date.

1.1 This Amendment No. 1 to the Agreement for the Funding of Measure A Regional Arterial ("MARA") Improvements is executed and entered into this _____ day of _____, _____ by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("RCTC") and the CITY OF RIVERSIDE ("City"). RCTC and City are sometimes collectively referred to herein as the "Parties".

2. Recitals.

2.1 RCTC and the City have entered into an agreement, titled "Agreement for the Funding of Measure A Regional Arterial Improvements with the City of Riverside", dated December 18, 2023, (the "Master Agreement"), to distribute Measure A Regional Arterial ("MARA") funds to the City for the construction of the Third Street Grade Separation Project (the "Project").

2.2 The Master Agreement provided for distribution of MARA funds in the not to exceed sum of Twelve Million Dollars ($12,000,000) for construction of the Project.

2.3 The Transit and Intercity Rail Capital Program ("TIRCP") was created by the state as a competitive program in 2014 to provide grants from the Greenhouse Gas Reduction Fund ("GGRF") via cap-and-trade proceeds to fund transformative capital improvements that will modernize California's intercounty, commuter, and urban rail systems, and bus systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. In July 2023, Assembly Bill 102 and Senate Bill (SB) 125 amended the Budget Act of 2023 to appropriate about $4 billion of state general funds to the TIRCP over the next two years.

2.4 SB 125 Formula-Based TIRCP establishes funding for transit operations and capital improvements, and grade separations and rail crossing improvements to be funded by the TIRCP.

2.5 The Parties acknowledge that certain state requirements apply to the TIRCP funds, and City shall be obligated to comply, effective the date of this Amendment No. 1, with all applicable TIRCP funding requirements, as set forth in Exhibit "D" ("TIRCP Funding Requirements") attached to this Amendment No. 1 as Attachment 2 and incorporated herein by reference.

2.6 RCTC intends, by this Amendment No. 1, to distribute MARA and TIRCP Funds, subject to the conditions provided herein.

2.7 The Parties now desire to amend the Master Agreement in order to increase the Funding Amount to Seventeen Million Dollars ($17,000,000), consisting of Twelve Million Dollars ($12,000,000) in MARA funds and Five Million Dollars ($5,000,000) in SB 125 TIRCP funds, and to update the funding allocations and timetable for construction of the Project, as set forth in Section 3.3.2 and Exhibit "A" of the Master Agreement.

3. Terms.

3.1 Section 3.2 of the Master Agreement, titled "RCTC Funding Amount", shall be amended, in its entirety, to read as follows:

> "3.2 RCTC Funding Amount. RCTC hereby agrees to distribute to the City, on the terms and conditions set forth herein, a sum not to exceed Twelve Million Dollars ($12,000,000) of MARA Funds and Five Million Dollars ($5,000,000) of TIRCP Funds, to be used exclusively for reimbursing the City for eligible Work expenses as described herein ("Funding Amount"). The City acknowledges and agrees that the Funding Amount may be less than the actual cost of the Work, and that RCTC shall not contribute funds in excess of the maximum authorized in this section."

3.2 The Master Agreement shall be amended to replace all references to "MARA Funds" in the body of the Master Agreement with "Funds," except in Section 3.2, as revised by this Amendment No. 1.

3.3 Exhibit "A" of the Master Agreement, titled "SCOPE OF WORK, FUNDING AND TIMETABLE", shall be replaced, in its entirety, with Exhibit "A" attached to this Amendment No. 1 as Attachment 1 and incorporated herein by reference.

3.4 The TIRCP funding requirements are incorporated into the Master Agreement as Exhibit "D" ("TIRCP Funding Requirements") attached to this Amendment No. 1 as Attachment 2 and incorporated herein by reference. The TIRCP Funding Requirements, as applicable, will apply to Work completed on or after the date of this Amendment No. 1.

3.5 Except as amended by this Amendment No. 1, all provisions of the Master Agreement, including without limitation the indemnity and insurance provisions, shall remain in full force and effect and shall govern the actions of the Parties under this Amendment No. 1.

3.6 This Amendment No. 1 may be signed in counterparts, each of which shall constitute an original.

3.7 Each party of this Amendment No. 1 agrees to the use of electronic signatures, such as digital signatures that meet the requirements of the California Uniform Electronic Transactions Act ((“CUETA”) Cal. Civ. Code §§ 1633.1 to 1633.17), for executing this Amendment No. 1. The Parties further agree that the electronic signatures of the Parties included in this Amendment No. 1 are intended to authenticate this writing and to have the same force and effect as manual signatures. Electronic signature means an electronic sound, symbol, or process attached to or logically associated with an electronic record and executed or adopted by a person with the intent to sign the electronic record pursuant to the CUETA as amended from time to time. The CUETA authorizes use of an electronic signature for transactions and contracts among parties in California, including a government agency. Digital signature means an electronic identifier, created by computer, intended by the party using it to have the same force and effect as the use of a manual signature, and shall be reasonably relied upon by the Parties. For purposes of this section, a digital signature is a type of "electronic signature" as defined in subdivision (i) of Section 1633.2 of the Civil Code.

[Signatures on following page]

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SIGNATURE PAGE
TO
AMENDMENT NO. 1 TO THE
AGREEMENT FOR THE FUNDING OF
MEASURE A REGIONAL ARTERIAL IMPROVEMENTS
WITH THE CITY OF RIVERSIDE

(AGREEMENT NO. 23-72-102-01)

RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

By: _____
Aaron Hake, Executive Director

APPROVED AS TO FORM:

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

CITY OF RIVERSIDE

By: _____
City Manager

ATTEST:

By: _____
City Clerk

DEPARTMENT HEAD APPROVAL:

By: _____
Department Head

CERTIFIED AS TO FUNDS:

By: _____
Chief Financial Officer

APPROVED AS TO FORM:

By: _____
City Attorney

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ATTACHMENT 1

EXHIBIT "A"

SCOPE OF WORK,
FUNDING AND TIMETABLE

SCOPE OF WORK: The Third Street Grade Separation Project will construct a new four-lane underpass to replace the existing at-grade crossing of the BNSF Railway tracks near the intersection of Third Street and Commerce Street. Improvements include rail realignment, a new raised median, Class II bicycle lanes, sidewalks, retaining walls, drainage improvements, and utility relocations.

The portion of the Project to be funded under this Agreement is the construction phase of the Project.

FUNDING:

PHASE	MARA	SB 125 TIRCP	LOCAL / OTHER	TOTAL
CONSTRUCTION	$12,000,000	$5,000,000	$43,000,000	$60,000,000
TOTAL	$12,000,000	$5,000,000	$43,000,000	$60,000,000

TIMETABLE:

PHASE	START DATE	END DATE	COMMENTS
Construction	01/31/2027	12/31/2029	400 Working Days

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ATTACHMENT 2

EXHIBIT "D"

TIRCP FUNDING REQUIREMENTS

As used herein, the term "Recipient" shall refer to the City.

Section 1. Third Party Contracting

1. Recipient shall not award a construction contract over $10,000 or other contracts over $25,000 [excluding professional service contracts of the type which are required to be procured in accordance with Government Code Sections 4525 (d), (e) and (f)] on the basis of a noncompetitive negotiation for work to be performed under this Agreement without the prior written approval of State. Contracts awarded by Recipient, if intended as local match credit, must meet the requirements set forth in this Agreement regarding local match funds.

2. Procurement of architectural and engineering services shall be in accordance with the requirements set forth in the Chapter 10 of the Caltrans Local Assistance Procedures Manual applicable to state funded agreements.

3. Any subcontract entered into by Recipient as a result of this Agreement shall contain the Provisions of Section 2. Audits and Reports and shall mandate that travel and per diem reimbursements and third-party contract reimbursements to subcontractors will be allowable as Project costs only after those costs are incurred and paid for by the subcontractors

4. In addition to the above, the preaward requirements of third party contractor/consultants with local transit agencies should be consistent with Caltrans Local Program Procedures (LPP-00-05).

Section 2. Audits and Reports

A. *Cost Principles*

1. Recipient agrees to comply with Title 2 Code of Federal Regulations 200 (2 CFR 200) Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

2. Recipient agrees, and will assure that its contractors and subcontractors will be obligated to agree to follow 2 CFR 200 and it shall be used to determine the allowability of individual Project

cost items. Every sub-recipient receiving Project funds as a contractor or subcontractor under this Agreement shall comply with 2 CFR 200.

3. Any Project costs for which Recipient has received payment or credit that are determined by subsequent audit to be unallowable under 2 CFR 200, are subject to repayment by Recipient to Commission for remittance to the State.

4. Travel and per diem reimbursements and third-party contract reimbursements to subcontractors will be allowable as Project costs only after those costs are incurred and paid for by the subcontractors.

5. The Commission may terminate this Agreement for any reason at any time if it is determined by the Commission or the State, based on an audit under this section, that there has been a violation of any State or federal law or policy by the Recipient during performance under this Agreement. If the Agreement is terminated under this section, the Recipient may be required to fully or partially repay funds.

B. *Record Retention*

1. Recipient agrees, and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred Project costs and matching funds by line item for the Project. The accounting system of Recipient, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices. All accounting records and other supporting papers of Recipient, its contractors and subcontractors connected with Project performance under this Agreement shall be maintained for a minimum of three (3) years from the date of final payment to Recipient under this Agreement and shall be held open to inspection, copying, and audit by representatives of the Commission, State, the California State Auditor, and auditors representing the federal government. Copies thereof will be furnished by Recipient, its contractors, and subcontractors upon receipt of any request made by State or its agents. In conducting an audit of the costs and match credits claimed under this Agreement. The Commission and State will rely to the maximum extent possible on any prior audit of Recipient pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by Recipient's external and internal auditors may be relied upon and used by Commission or State when planning and conducting additional audits.

2. For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of Recipient's contracts with third parties pursuant to Government Code section 8546.7, Recipient, Recipient's contractors and subcontractors and Commission shall each maintain and make

available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such Agreement materials available at their respective offices at all reasonable times during the entire Project period and for three (3) years from the date of final payment to Recipient under this Agreement. The Commission, the State, the California State Auditor, or any duly authorized representative of State or the United States Department of Transportation, shall each have access to any books, records, and documents that are pertinent to the Project for audits, examinations, excerpts, and transactions, and Recipient shall furnish copies thereof if requested.

3. Recipient, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the Commission, the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by State, for the purpose of any investigation to ascertain compliance with this Agreement and the Act.

Copies of any records retained in accordance with this Agreement will be furnished upon receipt of any request made by State or its agents. The retention period shall be three (3) years from the date of final payment to Commission under a Program Supplement for the TIRCP funds.

C. *Reporting Requirements*

1. Subject to the discretion of Commission, Recipient agrees to provide on a quarterly basis, Project Progress Reports that include the following information, as applicable:

a. Activities and progress made towards implementation of the project;

b. Identification of whether the Project is proceeding on schedule and within budget;

c. Identification of changes to the Project funding plan;

d. Any actual or anticipated problems which could lead to delays in schedule, increased costs or other difficulties for either the Project or other State funded projects impacted by the Projects scope of work;

e. Identify metrics and benefits achieved for disadvantaged communities, low income communities, and/or low income households;

f. Reporting requirements per California Air Resource Board Cap and Trade Auction Proceeds Funding Guidelines for Agencies that Administer California Climate Investments which may include, continued reporting following project implementation to identify benefits achieved.

2. Reporting requirements of Recipient will include whether reported implementation activities are within the scope of the Project and in compliance with State laws, regulations, and administrative requirements.

3. Within one year of the Project or reportable Project components becoming operable, the implementing agency must provide a final delivery report including at a minimum:

a. Scope of completed Project as compared to programmed Project;

b. Performance outcomes derived from the project as compared to outcomes described in the Project application and shall include but not be limited to before and after measurements and estimates for ridership, service levels, greenhouse gas reductions, updated estimated greenhouse gas reductions over the life of the project, benefits to disadvantaged communities, low income communities, and/or low income households, and project co-benefits as well as an explanation of the methodology used to quantify the benefits.

Section 3. Special Requirements

Non-Discrimination Clause

1. In the performance of work under this Agreement, Recipient, its contractor(s) and all subcontractors, shall not unlawfully discriminate, harass or allow harassment against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, physical disability, mental disability, medical condition, age, marital status, family and medical care leave, pregnancy leave, and disability leave. Recipient, its contractor(s) and all subcontractors shall ensure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. Recipient, its contractor(s) and all subcontractors shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900 et seq.), and the applicable regulations promulgated thereunder (California Code of Regulations, Title 2, section 7285 et seq.). The applicable regulations of the Fair Employment and. Housing Commission implementing Government Code section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this Agreement by reference and made a part hereof as if set forth in full. Each of Recipient's contractors and all subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreements, as appropriate.

2. Each of the Recipient's contractors, subcontractors, and/or subrecipients shall give written notice of their obligations under this clause to labor organizations with which they have collective bargaining or other labor agreements. The Recipient shall include the nondiscrimination and compliance provisions hereof in all contracts and subcontracts to perform work under this Agreement.

3. Recipient shall include the non-discrimination and compliance provisions of this clause in all contracts and subcontracts to perform work under this Agreement.

4. The Recipient shall comply with the nondiscrimination program requirements of Title VI of the Civil Rights Act of 1964. Accordingly, 49 CFR 21 (Nondiscrimination in Federally-Assisted Programs of The Department Of Transportation—Effectuation of Title VI of The Civil Rights Act of 1964) and 23 CFR Part 200 (Title VI Program and Related Statutes—Implementation and

Review Procedures) are made applicable to this Agreement by this reference. Wherever the term "Contractor" appears therein, it shall mean the Recipient.

5. The Recipient shall permit, and shall require that its contractors, subcontractors, and subrecipients will permit, access to all records of employment, employment advertisements, application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission or any other agency of the State of California designated by Department to investigate compliance with this Section.

Disabled Veterans Program Requirements

1. Should Military and Veterans Code sections 999 et seq. be applicable to Recipient, Recipient will meet, or make good faith efforts to meet, the 3% Disabled Veterans Business Enterprises goals (or Recipient's applicable higher goals) in the award of every contract for Project work to be performed under these this Agreement.

2. Recipient shall have the sole duty and authority under this Agreement to determine whether these referenced code sections are applicable to Recipient and, if so, whether good faith efforts asserted by those contractors of Recipient were sufficient as outlined in Military and Veterans Code sections 999 et seq.

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Agreement No. 27-72-050-00

CASH ADVANCE AGREEMENT FOR JURUPA ROAD GRADE SEPARATION PROJECT BETWEEN RIVERSIDE COUNTY TRANSPORTATION COMMISSION AND CITY OF JURUPA VALLEY

1. Parties and Date.

This Agreement is executed and entered into this _____ day of _____, ____, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("RCTC") and the CITY OF JURUPA VALLEY ("City") for the JURUPA ROAD GRADE SEPARATION PROJECT (Project). RCTC and City are sometimes collectively referred to herein as the "Parties."

2. Recitals.

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

2.2 The County of Riverside Transportation Department is implementing the Project on behalf of the City.

2.3 The Project has received funding from multiple sources and is currently under construction. As construction has progressed, additional funding has been identified as necessary to complete the Project.

2.4 On December 9, 2026, RCTC approved entering into this Cash Advance Agreement for the City to provide a Ten Million Dollar ($10,000,000) contribution to the Project.

2.5 RCTC will advance up to Ten Million Dollars ($10,000,000) from Measure A Western Riverside County Regional Arterials ("MARA") funds, with such amount to be repaid through withholding of City's future Measure A Local Streets and Roads ("LSR") funds, plus interest, through Fiscal Year 2038/39.

2.6 RCTC will provide funding via a cash advance for the Project in accordance with the terms of this Agreement.

3. Cash Advance Terms

3.1 Cash Advance Amount. RCTC shall implement the Cash Advance to provide the City's contribution to the Jurupa Road Grade Separation Project, on the terms and conditions set forth herein, in a sum not to exceed Ten Million Dollars ($10,000,000) ("Total Cash Advance Amount") for any phase of the Project.

3.2 Cash Advance Repayment Schedule. The Cash Advance will be collected by RCTC monthly by withholding approximately Twenty-seven and Eight Tenths Percent (27.8%) of monthly LSR remittances through June 2039.

3.3 Cash Advance Term. The term of the Cash Advance shall commence on July 1, 2027, and shall continue until the earlier of: (i) repayment in full of the Total Cash Advance Amount, plus accrued interest; or (ii) the completion of repayment through withholding of City's Measure A Local Streets and Roads funds through June 2039, as provided in this Agreement.

3.4 Interest on Cash Advance. The actual amount of the Cash Advance disbursed shall bear interest at a rate matching the average rate of return received by the Commission from the County of Riverside which, as of November 9, 2026, totaled approximately Four Percent (4%). The interest will be accrued monthly to the amount of the Cash Advance unpaid and outstanding on the last day of each month during the term of this Agreement, based on RCTC's calculation of the average rate of return for the period July through May of each fiscal year.

3.5 Repayment Obligation.

(a) Notwithstanding the Cash Advance Term, City shall repay the Cash Advance to RCTC through the withholding a portion of City's future Measure A Local Streets and Roads funds that would otherwise be distributed to City. RCTC shall withhold such funds in accordance with the repayment schedule in Exhibit A established by the Parties, with repayment to be completed no later than Fiscal Year 2038/39. City may repay all or any portion of the outstanding Cash Advance balance prior to that date without penalty.

(b) City's obligation to repay the Cash Advance shall continue until the outstanding Cash Advance balance and accrued interest has been repaid in full. RCTC may apply City's Measure A Local Streets and Roads funds otherwise payable to City toward repayment of the Cash Advance in accordance with the repayment schedule established by the Parties. If the amount withheld in any fiscal year is less than the amount scheduled for repayment, the unpaid amount shall remain outstanding and shall be repaid through subsequent withholdings or other repayment made by City.

3.6 Notice of Event of Default. City shall promptly notify RCTC in writing of the occurrence of any event of default hereunder or of any event which would become an event of default hereunder upon giving of notice, lapse of time, or both.

4. **City Representations and Warranties.** City makes the following representations and warranties, which shall be deemed to be continuing representations and warranties so long as the Cash Advance remains outstanding.

4.1 The execution, delivery and performance of this Agreement is duly authorized and

does not require the further consent or approval of any body, board, or commission or other authority.

4.2 The execution, delivery, and performance of this Agreement does not contravene or conflict with any constitutional provision, law, statute, regulation, or any agreement, indenture, or undertaking to which City is a party or by which it or the City may be bound or affected, and does not and will not cause any lien, charge, or other encumbrance to be created or imposed upon the Cash Advance funds by reason thereof.

4.3 There is no litigation or other proceeding pending or threatened against or affecting City and relating to the Cash Advance or the transactions contemplated herein or thereby.

5. **Disputes.**

5.1 In the event of any arbitration, action or suit brought by any party against any other party by reason of any breach on the part of the breaching party of any of the covenants and agreements set forth in this Agreement, or any other dispute between the Parties concerning this Agreement, the prevailing party in any such action or dispute, by a final judgment or arbitration award, shall be entitled to have and recover from the losing party all costs and expenses or claims, including but not limited to attorney's fees and expert witness fees. This section shall survive any termination of this Agreement.

6. **General Provisions.**

6.1 Neither City, nor RCTC, shall assign this Agreement without the written consent of the others.

6.2 This Agreement is the result of negotiations between the Parties hereto, and the advice and assistance of their respective counsel. The fact that this Agreement was prepared as a matter of convenience by RCTC or City shall have no importance or significance. Any uncertainty or ambiguity in this Agreement shall not be construed against the party that prepared it in its final form.

6.3 Any waiver by City or RCTC of any breach by the other party of any provision of this Agreement shall not be construed to be a waiver of any subsequent or other breach of the same or any other provision hereof. Failure on the part of City or RCTC to require from the other party exact, full, and complete compliance with any of the provisions of this Agreement shall not be construed as in any manner changing the terms hereof, or stopping City or RCTC from enforcing this Agreement.

6.4 All notices, demands, invoices, and other communications required or permitted hereunder shall be in writing and delivered to the following addresses or such other addresses as the Parties may designate:

CITY OF JURUPA VALLEY	**COMMISSION**
City of Jurupa Valley	Riverside County Transportation
City Manager	Commission
8930 Limonite Avenue	4080 Lemon, 3rd Floor
Jurupa Valley, CA 92509	Mailing address: P.O. Box 12008
	Riverside, CA 92501
ATTN: City Manager	ATTN: Executive Director

6.5 No alteration or variation in the terms of this Agreement shall be valid unless made in writing and signed by both Parties and no oral understanding or agreement not incorporated herein shall be binding on each party hereto. The City hereby delegates authority to amend this Agreement, including negotiation and execution of an amendment to the Agreement to the City Manager, or their designee.

6.6 The recitals set forth at the beginning of the Agreement are incorporated herein by this reference.

6.7 If any provision in this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the same shall be deemed severable from the remainder of this Agreement, and the remaining provisions shall nevertheless continue in full force without being impaired or invalidated in any way.

6.8 This Agreement is to be construed in accordance with the laws of the State of California. Any action at law or in equity brought by any of the parties hereto for the purpose of enforcing a right or rights provided by this Agreement shall be tried in a court of competent jurisdiction in the County of Riverside, State of California, and the parties hereto waive all provisions of law providing for a change of venue in such proceedings to any other county.

6.9 This Agreement and Exhibit A herein contain the entire agreement between the Parties and are intended by the Parties to completely state the Agreement in full. Any agreement or representation respecting the matters dealt with herein or the duties of any party in relation thereto, not expressly set forth in this Agreement, is null and void.

6.10 Nothing in the provisions of this Agreement is intended to create duties or obligations to or right in third parties not a party to this Agreement or affect the legal liability of any party to the Agreement by imposing any standard of care with respect to the maintenance of roads different from the standard of care imposed by the law.

6.11 This Agreement shall terminate upon repayment of the Cash Advance, plus all accrued interest, in full.

6.12 This Agreement may be executed in one or more counterparts and when a counterpart shall have been signed by each party hereto, each shall be deemed an original, but all of which constitute one and the same instrument. 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.

[Signatures on following page]

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SIGNATURE PAGE
TO
LOAN AGREEMENT FOR JURUPA ROAD GRADE SEPARATION PROJECT BETWEEN RIVERSIDE COUNTY TRANSPORTATION COMMISSION AND JURUPA VALLEY

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

By: _____
Aaron Hake, Executive Director

APPROVED AS TO FORM:

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

CITY OF DESERT HOT SPRINGS

By: _____
City Manager

ATTEST:

By: _____
City Clerk

APPROVED AS TO FORM:

By: _____
City Attorney

DRAFT

EXHIBIT A
SAMPLE WITHHOLDING SCHEDULE

RCTC Measure A Local Streets and Roads Remittance Schedule to Jurupa Valley							
Fiscal Year	Jurupa Valley LSR Distribution	Annual Payment	Interest Payment	Principal Repayment	Remaining Balance	% of Annual LSR	Remaining LSR Distribution
			Beginning Cash Advance Balance:		$10,000,000		
27/28	$3,445,331	$958,000	$400,000	$558,000	$9,442,000	27.81%	$2,487,331
28/29	$3,538,714	$984,000	$377,680	$606,320	$8,835,680	27.81%	$2,554,714
29/30	$3,610,916	$1,004,000	$353,427	$650,573	$8,185,107	27.80%	$2,606,916
30/31	$3,681,831	$1,024,000	$327,404	$696,596	$7,488,511	27.81%	$2,657,831
31/32	$3,754,735	$1,044,000	$299,540	$744,460	$6,744,052	27.80%	$2,710,735
32/33	$3,829,043	$1,065,000	$269,762	$795,238	$5,948,814	27.81%	$2,764,043
33/34	$3,902,298	$1,085,000	$237,953	$847,047	$5,101,767	27.80%	$2,817,298
34/35	$3,974,383	$1,105,000	$204,071	$900,929	$4,200,837	27.80%	$2,869,383
35/36	$4,047,170	$1,125,000	$168,033	$956,967	$3,243,871	27.80%	$2,922,170
36/37	$4,125,808	$1,147,000	$129,755	$1,017,245	$2,226,626	27.80%	$2,978,808
37/38	$4,207,021	$1,170,000	$89,065	$1,080,935	$1,145,691	27.81%	$3,037,021
38/39	$4,290,340	$1,191,518	$45,828	$1,145,691	$0	27.77%	$3,098,821
TOTAL	**$46,407,589**	**$12,902,518**	**$2,902,518**	**$10,000,000**	**$0**	**27.80%**	**$33,505,071**

Agreement No. 21-72-121-03

AMENDMENT NO. 3 TO
AGREEMENT FOR THE FUNDING OF
MEASURE A REGIONAL ARTERIAL IMPROVEMENTS
WITH THE COUNTY OF RIVERSIDE

1. PARTIES AND DATE

This Amendment No. 3 to the Agreement for the Funding of Measure A Regional Arterial ("MARA") Improvements is made and entered into this _____ day of _____, _____, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("Commission") and the COUNTY OF RIVERSIDE ("County").

2. RECITALS

2.1 The Commission and the County have entered into an agreement, dated August 12, 2021 (the "Master Agreement"), to distribute MARA funds to the County for the construction of the Jurupa Road / Union Pacific Railroad Grade Separation Project (the "Project").

2.2 The Master Agreement provided for distribution of MARA Funds in the not to exceed sum of Twenty-Five Million Dollars ($25,000,000) for construction of the Project.

2.3 Amendment No. 1 to the Master Agreement, dated May 7, 2024, increased the Funding Amount, set forth in Section 3.2 of the Master Agreement, by Thirty-Five Million Dollars ($35,000,000) with MARA funding.

2.4 Amendment No. 2 to the Master Agreement, dated August 18, 2026, revised the funding sources for the Project by replacing Thirty-Five Million Dollars ($35,000,000) of MARA funding with Senate Bill 125 Transit and Intercity Rail Capital Program ("SB 125 TIRCP") funding, without increasing the total Funding Amount.

2.5 The TIRCP was created by the state as a competitive program in 2014 to provide grants from the Greenhouse Gas Reduction Fund ("GGRF") via cap-and-trade proceeds to fund transformative capital improvements that will modernize California's intercounty, commuter, and urban rail systems, and bus systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. In July 2023, Assembly Bill 102 and Senate Bill 125 amended the Budget Act of 2023 to appropriate about $4 billion of state general funds to the TIRCP over the next two years.

2.6 SB 125 Formula-Based TIRCP establishes funding for transit operations and capital improvements, and grade separations and rail crossing improvements to be funded by the TIRCP.

2.7 The Parties acknowledge that certain state requirements apply to the TIRCP funds, and County shall be obligated to comply, effective the date of Amendment No. 2, with all applicable TIRCP funding requirements, as set forth in Exhibit "D" ("TIRCP Funding Requirements") attached to Amendment No. 2 as Attachment and incorporated herein by reference.

2.8 RCTC intends, by this Amendment No. 3, to distribute additional MARA and SB 125 TIRCP funding, subject to the conditions provided herein.

2.9 The Parties now desire to amend the Master Agreement to increase the Funding Amount by an additional Twenty-Three Million Eight Hundred Thousand Dollars ($23,800,000), consisting of Eighteen Million Eight Hundred Thousand Dollars ($18,800,000) MARA funds and Five Million Dollars ($5,000,000) in SB 125 TIRCP funds, and to update the funding allocations and timetable for construction of the Project, as set forth in Exhibit "A" of the Master Agreement.

3. TERMS

3.1 Section 3.2 of the Master Agreement, titled "RCTC Funding Amount", shall be amended, in its entirety, to read as follows:

> 3.2 RCTC Funding Amount. RCTC hereby agrees to distribute to the County, on the terms and conditions set forth herein, a sum not to exceed Eighty-Three Million Eight Hundred Dollars ($83,800,000) to be used exclusively for reimbursing the County for eligible Work expenses as described herein ("Funding Amount"). The County acknowledges and agrees that the Funding Amount may be less than the actual cost of the Work, and that RCTC shall not contribute Funds in excess of the maximum authorized in this section.

3.2 Exhibit "A" of the Master Agreement, titled "Scope of Work, Funding and Timetable", shall be replaced, in its entirety, with the version of Exhibit "A" attached to this Amendment as Attachment 1 and incorporated herein by reference.

3.3 Except as amended by this Amendment, all provisions of the Master Agreement, including without limitation the indemnity and insurance provisions, shall remain in full force and effect and shall govern the actions of the parties under this Amendment.

3.4 This Amendment may be signed in counterparts, each of which shall constitute an original.

3.5 A manually signed copy of this Amendment 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 for all purposes. This Amendment may be signed using an electronic signature.

[Signatures on following page]

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SIGNATURE PAGE
TO
AMENDMENT NO. 3 TO AGREEMENT
FOR THE FUNDING OF
MEASURE A REGIONAL ARTERIAL IMPROVEMENTS

(AGREEMENT NO. 21-72-121-03)

RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

By: _____
Aaron Hake, Executive Director

APPROVED AS TO FORM:

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

COUNTY OF RIVERSIDE

By: _____
Karen Spiegal, Chair
Board of Supervisors

ATTEST:

By: _____
Clerk of the Board

RECOMMENDED FOR APPROVAL:

By: _____
Transportation Director

APPROVED AS TO FORM:

By: _____
Deputy County Counsel

DRAFT

ATTACHMENT 1

EXHIBIT "A"
SCOPE OF WORK,
FUNDING AND TIMETABLE

SCOPE OF WORK: The Jurupa Road / Union Pacific Railroad Grade Separation Project will construct a roadway underpass beneath Van Buren Boulevard and Union Pacific Railroad tracks.

FUNDING:

PHASE	RCTC	JURUPA VALLEY	SENATE BILL 132	OTHER LOCAL	TOTAL
ALL	$83,800,000	$10,000,000	$108,400,000	$11,978,000	$214,178,000

TIMETABLE:

PHASE	START DATE	END DATE	COMMENTS
Construction	7/20/2021	12/31/2028	1,228 Working Days

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AGENDA ITEM 9

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	November 23, 2026
TO:	Western Riverside County Programs and Projects Committee
FROM:	Monica Morales, Senior Management Analyst Eric DeHate, Transit Manager
THROUGH:	Lorelle Moe-Luna, Multimodal Services Director
SUBJECT:	Fiscal Years 2027/28 – 2029/30 Measure A Specialized Transit Call for Projects Program Guidelines

STAFF RECOMMENDATION:

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

1) Approve the Fiscal Years (FY) 2027/28 – 2029/30 Western Riverside County (Western County) Measure A Specialized Transit Program Guidelines; and
2) Direct staff to release the FYs 2027/28 – 2029/30 Measure A Specialized Transit Call for Projects for $13,558,000 for Western County on December 9, 2026.

BACKGROUND INFORMATION:

Providing funding to non-profit providers of transit services for persons with disabilities, low income, and seniors has long been a priority of the Commission. The voter-approved 1989 and 2009 Measure A Expenditure Plans specify funding allocations for the provision of this type of service provided by the transit operators and non-profit social service agencies. The 2009 Measure A Expenditure Plan allocates 15 percent and 12 percent for public transit, respectively, for Coachella Valley and Western County.

In Western County, the Measure A public transit allocation is then distributed amongst five programs: specialized transit services, specialized transit – consolidated transportation service agency, commuter rail, intercity bus, and commuter assistance. The Measure A Specialized Transit Program receives about 2 percent of the 2009 Measure A Western County program revenue, or approximately 16 percent of the 12 percent for public transit. The program provides funding to benefit older adults, persons with disabilities, and/or those that are most vulnerable and truly needy. This funding is distributed through a competitive process to a wide array of non-profit and community organizations that serve these populations.

The goals of the Measure A Specialized Transit Program for Western County are to:

- Support directly operated services that expand or extend existing services, which, if not funded by Measure A funds, would leave an area and/or disadvantaged population without alternate service options;

- Support existing services that offer an improved level of service coordination with the existing transportation network;
- Expand new services that leverage other revenue sources, can be administered in a cost-effective manner; and
- Support new and expansion of existing services for the target populations, including transportation for veterans and shuttles including, but not limited to, nutrition and medical services.

Projects that are eligible under the program include operating and capital projects such as senior transportation shuttles, non-emergency medical transportation services, bus pass/voucher programs, mileage reimbursement programs, travel training, vehicle and maintenance equipment, communications and dispatch equipment, and mobility management.

Since 2009, the program has awarded over $51.5 million and supports nearly 250,000 trips annually in Western County.

DISCUSSION:

A Call for Projects is held every three years to distribute Measure A Specialized Transit funding in Western County. Funding contracts for the current Fiscal Years 2024/25 – 2026/27 cycle will end June 30, 2027. Projects awarded under the upcoming Call for Projects will cover the three-year period of July 1, 2027 through June 30, 2030.

Total projected funding available for FYs 2027/28 – 2029/30 for the upcoming Call for Projects is $13,558,000, as shown in Table 1. Should actual revenues come in under the projections then fund balance will be used to cover the difference.

Table 1. Summary of Available Funding, FYs 2027/28 – 2029/30

Fiscal Year	Total
FY 2027/28	$ 4,430,000
FY 2028/29	4,519,000
FY 2029/30	4,609,000
TOTAL	$ 13,558,000

Staff has reviewed the current program guidelines and recommends the revisions summarized in Table 2. The revisions were informed by the compliance and performance site visits conducted during the current cycle, the program-wide compliance evaluation prepared from those visits, and ongoing feedback from current recipients. The purpose of these changes is to reduce the application burden on current recipients in good standing, to measure cost effectiveness and productivity consistently from application through project implementation, and to clarify how project costs may be charged to the program.

Table 2. Summary of Revisions for Measure A Specialized Transit Program Guidelines

Area/Criteria	Current	Proposed Revision
Eligible Project Costs (Section 12)	Costs are either direct or indirect. Indirect costs are limited to 8 percent and require a methodology and explanation from applicants that are not transportation-only focused.	Provides additional clarification on what costs are considered direct or indirect for operating assistance projects. Indirect costs, or "administrative overhead" is more clearly defined to the organization-wide expenses that cannot be tied to the project by a measurable driver. Shared costs such as insurance, rent, utilities, and split staff time are direct costs when allocated on a measurable basis, and any line charged at less than 100 percent requires a stated allocation basis and methodology. The practical effect for an applicant whose core mission is not transportation is that a narrower set of costs falls into administrative overhead, and more of its shared costs are documented and charged as direct costs.
Scoring Criteria (Section 14)	Five sections totaling 100 points: Agency Profile (5); Organizational Capabilities (10); Project Narrative (60); Coordination Activities (5); Financial Assessment and Project Budget (20).	Four sections totaling 100 points: Agency Profile/Organizational Capabilities (10); Proposed Project Narrative (50); Measure A Goals and Coordination Activities (15); Financial Assessment and Proposed Project Budget (25). Increases the weight on coordination and on the project budget and cost effectiveness, and consolidates the agency information into a single section.
Application Form (Section 15)	All applicants complete the same full application, regardless of whether the project is new or a continuation of an existing funded project.	New applicants will continue to be required to utilize the Full Application. A new Streamlined Application is added for qualified recipients continuing an existing project without substantive

Area/Criteria	Current	Proposed Revision
		changes. The criteria to utilize a Streamlined Application include: 1. Received a Measure A Specialized Transit award in the current cycle (FY 2024/25–FY 2026/27) under an executed agreement in good standing. 2. Requesting continuation of the same project type, target population, and service area. 3. Completed the most recent compliance and performance site visit, with no open BINDING follow-up items from the completion letter transmitted to the agency, or with all such items documented as resolved and accepted by RCTC. (See Binding and Advisory Findings, under Compliance and Performance Site Visit, in the Program Guidelines.) 4. Current on monthly invoices and the Exhibit C-2 report, and on the year-end Exhibits C-3, C-4, and C-5 required by the executed agreement, which RCTC requires before releasing the new fiscal year's invoice. Current on the annual AUP review with no unresolved exceptions (no more than 60 days). 5. Achieved at least 75 percent of approved one-way trip goals across the current cycle, or provided an explanation accepted by RCTC. 6. Requesting no more than 15 percent increase over the prior

Area/Criteria	Current	Proposed Revision
		approved annual amount, including any last approved budget modification. 7. Completed Application Budget and Performance Workbook, with administrative overhead not exceeding 8% of total direct project costs (if applicable). Streamlined and full applications will be evaluated using the same 100-point scoring criteria.
Budget Submittal (Section 15)	Applicants submit a Project Budget Worksheet in Excel.	Replaced with a single Application Budget and Performance Workbook that carries the three-year budget, the match calculation, the administrative overhead calculation, the performance measures, and the project milestones. The completed Application Budget and Performance Workbook will be incorporated into the agreement and is what will be monitored during the grant period.
Site Visits and Findings (Section 28)	At least one site visit per contract period with a review of functional areas and an invitation packet with a checklist.	Expands the section to state the four functional review areas, the records recipients should have available, how a written program report is issued, and how findings are addressed. Adds that every finding is identified as binding or advisory and that binding findings identify a requirement that is not being met and must be corrected; and advisory findings are recommendations. Open binding findings affect a current recipient's eligibility to use the Streamlined Application in the next Call for Projects.

Area/Criteria	Current	Proposed Revision
Performance Measures (Appendix A and Appendix B)	Monthly reporting references selected performance measures such as subsidy per passenger, per vehicle hour, and per vehicle mile. No specific standardized performance measures are required for monitoring.	Establishes eight defined performance measures to be evaluated and monitored, including: 1. Total cost per one-way trip, 2. Measure A subsidy per one-way trip, 3. Total cost per vehicle hour, 4. Measure A subsidy per vehicle hour, 5. Total cost per vehicle mile, 6. Measure A subsidy per vehicle mile, 7. One-way trips per vehicle hour, and 8. One-way trips per vehicle mile. A project may perform above or below an applicable benchmark because of differences in service area, trip length, target population, level of passenger assistance, or operating model, and significant variances may require explanation by the recipient. The eight measures apply where they are relevant to the project. Performance benchmarks, or comparative data from existing services are provided. Performance measure definitions are added in Appendix A and benchmarks are added in Appendix B.

Staff anticipates that all current grantees will reapply and expects continued interest from agencies new to the program. As with prior Calls for Projects, all applicants will need to indicate how their proposed project will coordinate trips and/or services with existing transportation providers, including public and non-profit agencies. Projects should not duplicate existing services currently provided by public transit operators.

Staff recommends approval of the revised program guidelines and release of the FYs 2027/28 – 2029/30 Call for Projects with available funding of $13,558,000. Upon Commission approval, the final guidelines, application forms, and supporting documents will be posted on the Commission's website, and applicants will have until February 11, 2027, to submit applications. A pre-application workshop will be held on December 10, 2026, to review the application process, scoring criteria, and program evaluation for all potential applicants. The evaluation and selection of applications will be completed in March 2027, and staff will return to the Commission in May 2027 with recommended funding awards.

FISCAL IMPACT:

There is no financial impact for this item in FY 2026/27, as no funds are being awarded at this time. Upon Commission approval of funding awards in May 2027, future program expenditures will be included in the respective budget years, beginning in FY 2027/28.

Attachment: Draft FY 2027/28 – 2029/30 Measure A Specialized Transit Call for Projects Program Guidelines for Western Riverside County

FISCAL YEARS 2027/28 – 2029/30

Measure A Specialized Transit Call for Projects for Western Riverside County

PROGRAM GUIDELINES

Draft November 23, 2026

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INTRODUCTION

1. BACKGROUND

State law established the Riverside County Transportation Commission (RCTC or Commission) in 1976 to oversee the funding and coordination of all public transportation services within the County of Riverside (County). The Commission also serves as the tax authority and implementation agency for the voter approved half-cent sales tax known as Measure A Transportation Improvement Program, to fund transportation improvements in Riverside County. Originally approved in 1988, Riverside County's voters in 2002 approved a 30-year extension of Measure A commencing July 1, 2009, through June 30, 2039.

In Western Riverside County, the Measure A Specialized Transit Program receives about 2 percent of the approximate $4 million in annual revenues. The Commission has maintained a long-term commitment to assist residents with specialized transit needs, providing millions of dollars to public and non-profit transit operators that provide special transit services to improve the mobility of seniors, persons with disabilities, and individuals with low income. These specialized services meet the needs of the most vulnerable population in Western Riverside County that are typically outside of the public fixed-route bus and Dial-A-Ride service areas or have specific needs that may not be met using traditional services. Since 2009, the program has awarded over $51.5 million and provides nearly 250,000 trips annually in Western Riverside County.

Applications to the program are submitted every three years through a competitive Call for Projects.

2. PROGRAM GOALS

The goals of the Measure A Specialized Transit Program are to:

- Support directly operated services that expand or extend existing services, which, if not funded by Measure A funds, would leave an area and/or disadvantaged population without alternate service options;
- Support existing services that offer an improved level of service coordination with the existing transportation network;
- Expand new services that leverage other revenue sources, can be administered in a cost-effective manner, and
- Support new and expansion of existing services for the target populations, including transportation for veterans and shuttles including, but not limited to, nutrition and medical services.

3. PROGRAM SCHEDULE

Date*	Action
December 9, 2026	Commission Approves Guidelines and Release of FY 2027 – 2030 Call for Projects
December 10, 2026	Pre-Application Workshop
February 11, 2027	**Applications due to RCTC by 4:00 PM**
February 12 – March 15, 2027	Selection Committee to review project applications
April 26, 2027	Award Recommendations presented to the Western Riverside County Programs and Projects Committee
May 12, 2027	Award Recommendations Submitted to the Commission for Final Approval
May 12, 2027	Official Notification to Award Recipients; Begin contract execution process
May 13, 2027	Technical Workshop for Award Recipients
July 1, 2027	Start of FY 2027/28 Program Year
August 2027	First month Progress Report and Request for Reimbursement due.

*Dates are tentative and subject to change.

FUNDING OVERVIEW

4. FUNDING SOURCE

Measure A is the half-cent, voter approved sales tax in Riverside County. The 2009 Measure A extends the revenues through 2039. Funds go back to each of the three geographic areas within Riverside County: Western Riverside County, Coachella Valley, and Palo Verde Valley. In Western Riverside County, approximately 12% is allocated towards public transit, a portion of which is used to fund the Measure A Specialized Transit Program.

This Call for Projects is only available for Western Riverside County, between the Orange County border to the west, the San Bernardino County border to the north, Cabazon/Banning to the east, and San Diego County border to the south. The Measure A Ordinance requires that these funds shall not supplant any other type of funding already in use for the proposed purpose. Measure A funding is intended to supplement and extend existing projects and activities, NOT supplant dollars that are otherwise available to support existing specialized transportation.

5. PROGRAMMING CYCLE AND AVAILABLE FUNDS

A total of $13,558,000 is estimated for the Call for Projects, which covers Fiscal Years (FY) 2027/28 – FY 2029/30.

Table 1 below identifies the amount of projected revenues for the next three years.

TABLE 1

	Available Funding			
	FY 2027/28	FY 2028/29	FY 2029/30	Total
Measure A	**$4,430,000**	**$4,519,000**	**$4,609,000**	**$13,558,000**

Awarded Measure A funds are expected to be spent during the year of allocation. If a project is not initiated within six months of the approved timeframe, grant funds may be withdrawn. Excess funds may be carried over to the following year, if approved by Commission staff and only after a completed agreed upon procedures audit.

6. MATCHING FUNDS

The Commission encourages applicants to leverage and utilize other funding sources as much as possible to allow for Measure A funding to be maximized throughout Western Riverside County.

Qualifying matching funds can include but is not limited to: Federal Transit Administration (FTA) Section 5310 funds, Community Development Block Grant (CDBG) funds, private donations, other locally generated funds, and in-kind match. In-kind match may include contributed non-financial assets including fixed assets such as land, buildings, and equipment; the use of fixed assets or utilities; materials and supplies; intangible assets; and/or recognized staff or volunteer or donated services.

Table 2 summarizes the maximum Measure A allowed for a project and matching minimum requirements by project type.

TABLE 2

Measure A Matching Requirements

Project Types	Measure A Maximum Share Request	Match Minimum*
Operating Projects	66%	34%
Capital Projects	50%	50%

*Applicants that are transportation-only focused may be granted a lower match minimum for operating and capital projects on a case-by-case basis.

Support for operating services continues to be the greatest need and will receive a higher share of Measure A funds, up to 66% of the total project cost. Support for capital projects is eligible for up to 50% of the total project cost. Applicants seeking capital assistance for the purchase of vehicles and vehicle related equipment should utilize the FTA Section 5310 program as the primary resource to the maximum extent possible.

Applicants that are transportation-only focused can request a lower match minimum for operating and capital projects. Those applicants would need to provide a letter establishing that the agency's primary function is providing transportation; the minimum match they are able to commit to for the Call for Projects; and provide justification on why a reduced match is needed. This should be an additional attachment to the application. If an applicant's core mission is to provide another type of service and transportation is a component of that mission, then the applicant would not be able to request a reduction to the minimum match requirement. If RCTC approves a reduced minimum match, the maximum Measure A share rises by the same amount. For example, an approved minimum match of 25% allows a Measure A request of up to 75% of total project cost; an approved minimum match of 0% allows a Measure A request of up to 100%. The approved percentage is entered in the Application Budget and Performance Workbook, which then calculates the maximum Measure A request for each fiscal year.

Matching funds must be eligible for use as match under the requirements of their respective funding sources. Eligible matching funds include cash from the applicant's general fund or reserves; other grants and contracts, where the other funding source permits its funds to be used as match; fare, donation and program revenue received from riders or their sponsors; and in-kind contributions. In-kind contributions must be reflected in the project budget as equal expense and revenue amounts. Measure A funds awarded through other RCTC programs are not eligible as matching funds.

Volunteer labor may be counted as in-kind match. Applicants must document the estimated number of volunteer hours, the hourly rate used to value them, and the basis for that rate. The rate should reflect what the agency would reasonably pay for the same work in the local labor market. Published references such as Independent Sector's Value of Volunteer Time, or the Nonprofit Leadership Center's guidance on calculating the value of volunteer time, may be used to support the rate selected. Volunteer hours must be tracked through sign-in sheets or other appropriate documentation and must be available for review. Additional information regarding eligible project types can be found under Section 11. Eligible Project Types.

ELIGIBILITY/PROGRAM REQUIREMENTS

7. ELIGIBLE APPLICANTS

Eligible applicants include local government agencies, human and social services agencies, tribal governments, and private non-profit organizations. Private for-profit entities are not eligible to apply directly for Measure A funding but may participate as subcontractors to eligible applicants. Eligible Measure A applicants may request up to three years of funding per project.

8. CONSISTENCY WITH THE COORDINATED PLAN

The Public Transit–Human Services Transportation Coordination Plan for Riverside County (Coordinated Plan) identifies existing transportation services, unmet mobility needs and service gaps, and strategies to address the transportation needs of older adults, individuals with disabilities, low-income individuals, and other transportation-disadvantaged populations.

The Federal Transit Administration requires that projects selected for funding under the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program must be included in a locally developed Coordinated Plan.

Projects proposed for Measure A Specialized Transit Funding must be consistent with the needs, strategies and priorities identified in RCTC's current adopted Coordinated Plan. The Coordinated Plan document is available online at www.rctc.org.

9. NUMBER OF APPLICATIONS PER APPLICANT

There is no limit to the number of applications submitted per applicant. If funding is constrained, it is possible that only one project may get fully funded. Each application covers one project type. An applicant requesting both operating and capital funds must submit two applications, each with its own Application Budget and Performance Workbook, regardless of whether the capital request is for replacement or for expansion. Operating funds for existing services and for expanded service using the existing fleet are a single operating project and require only one application.

10. MINIMUM AND MAXIMUM GRANT AWARD PER PROJECT

There is no minimum award requirement. The maximum amount any one project can receive is equal to or less than 18 percent ($2,440,440) of the total Measure A funding available over the three-year cycle. Applicants should be mindful of the overall funding availability and size their projects responsibly. The amounts requested must be reasonable to the nature of the proposed project, the benefits to be achieved, and the cost-effectiveness of the project. The Commission reserves the right to negotiate the total amount of funding a project should receive.

11. ELIGIBLE PROJECT TYPES

Operating and capital projects are eligible under the program; however, priority will be given to projects that provide services and/or enhance services to Americans with Disabilities Act (ADA) eligible individuals in a cost-effective manner and to projects that serve the non-emergency medical transportation needs of Western Riverside County residents. For capital projects, priority will be provided to applicants replacing aging vehicles or updating equipment to provide existing services.

The various types of eligible operating and capital activities are listed below.

Operating Assistance Projects:

- Non-emergency medical transportation services
- Specialized, targeted population shuttles for persons with disabilities and/or individuals who are truly needy
- Senior transportation shuttles
- Demand response services to the target populations
- Volunteer driver programs
- Voucher programs that provide funding for transportation services to the target populations.
- Voucher/bus pass purchase programs for fixed-route services are restricted for regional programs that serve Western Riverside County residents
- Mileage reimbursement programs
- Travel training of the target populations to utilize the existing transportation network

Capital Projects

- Replacement of lift-equipped vehicles
- Fleet expansion for the purchase of new lift-equipped vehicles
- Vehicle-related equipment for maintenance
- Rehabilitation and overhaul of aging vehicles to extend useful life
- Communications and dispatch equipment
- Software to facilitate scheduling and dispatch.
- Other special equipment to facilitate transportation to the target population groups (installation of wheelchair lifts, in-vehicle technology, personal protective equipment etc.)
- Mobility management
- Vehicle leases

Truly needy is based on the current Federal Poverty Guidelines for 2026, as shown in Table 3.

TABLE 3 2026 Federal Poverty Guidelines (FPG) for the 48 Contiguous States and the District of Columbia	
Persons in family/household	Poverty guideline (100% of FPG)
1	$15,960
2	$21,640
3	$27,320
4	$33,000
5	$38,680
6	$44,360
7	$50,040
8	$55,720
For families/households with more than 8 persons, add $5,680 for each additional person. Source: US Dept. of Health and Human Services https://aspe.hhs.gov/poverty-guidelines	

Federal poverty guidelines are made available by the U.S. Department of Health and Human Services every year in January. Grantees are required to update their internal poverty eligibility guidelines annually. Applicants may also use low-income criteria and datasets from the U.S. Department of Housing and Urban Development at https://www.huduser.gov/portal/datasets/il.html.

12. ELIGIBLE PROJECT COSTS

Eligible project costs are either direct costs or administrative overhead.

Operating Assistance Projects

Direct costs are expenses that are directly attributed to a given service, program, department and can be clearly associated with a particular functional category. Examples of direct costs include salaries and benefits of direct staff and supervisors, professional services, drivers, schedulers, and trainers, fuel, insurance, and additional costs that can be directly linked to the proposed project. If an applicant is only transportation focused, then all costs should be direct costs.

If an applicant's core mission is to provide another service and transportation is a component of that mission, then the applicant would have both direct costs and administrative overhead. A cost that is shared with other programs can still be a DIRECT cost when the share charged to the

transportation project can be calculated using a measurable driver, such as hours worked, full-time equivalents, square footage, trips, miles, or clients served. Insurance, rent, utilities, telephone and internet service, and staff who divide their time between programs are direct costs when allocated on that basis. Any line charged to the project at less than 100% requires backup documentation of a cost allocation plan and/or a description of the methodology used to calculate the percentage attributed to the transportation project.

Administrative overhead, also known as indirect costs, is the organization-wide portion that cannot be tied to the transportation project by any measurable driver. Examples include agency-wide accounting and bookkeeping, the annual audit, and general organizational overhead. If this is the case for an applicant, a narrative or table description of each cost line item would need to be provided for all direct costs related to the transportation component and the proportional share of administrative overhead and the methodology that the transportation component would be responsible to pay for must to be included.

Applicants should be mindful of the programs utilizing shared resources when considering eligible project costs. Administrative overhead is capped at 8% of total direct project costs. For example, a project with $500,000 in total direct costs may claim up to $40,000 in administrative overhead, for a total project cost of $540,000. The cap is applied to each fiscal year separately and is calculated in the Application Budget and Performance Workbook. RCTC reserves the right to propose an alternative rate if the administrative overhead and narrative description are not reasonable.

Capital Projects

Only direct costs are eligible for capital type projects. Capital projects cannot incur administrative overhead. In addition, applicants should be mindful of shared resources from multiple programs. For example, if a bus or van is utilized by two programs where one is eligible for Measure A and the other is not eligible, only the proportional cost of the bus or van serving Western Riverside County can be funded through the Measure A program.

Applicants should be cognizant of the programs utilizing shared resources when considering eligible project costs.

PROJECT EVALUATION AND SCORING CRITERIA

13. PROJECT EVALUATION

Projects will be evaluated based on scoring criteria that assesses the organization's ability to meet the transportation needs of the targeted population, implement the project, and maintain financial controls.

The primary focus will continue to be the provision of trips, as these can be most clearly documented and concretely demonstrated by filling existing service gaps. Additionally, the cost per one-way trip, which reflects the agency's ability to exercise sufficient financial control, and their ability to meet program reporting standards will be important factors in the project evaluation process. Other performance measures, including Measure A subsidy per one-way trip, total cost per vehicle hour and per vehicle mile, and one-way trips per vehicle hour and per vehicle mile, will also factor into the evaluation of applications. Refer to Appendix A. Performance Measure Definitions and Formulas and Appendix B. Performance Measure Benchmarks for more details.

Preference will be given during the project evaluation phase to those agencies that seek out ways to coordinate with the existing transportation network and can demonstrate the ability to properly administer the funds in a cost-effective manner while providing service to the target populations.

RCTC will use a selection committee to review and rank applications and provide award recommendations to Commission. Commission staff anticipates determining the number of awards to stretch funding to address as many gap areas and target population needs as may be possible.

RCTC reserves the right to identify and make available alternative funding types, from what is proposed or to negotiate final funding levels. Large funding requests, if approved for funding, could be partially funded at the discretion of the Commission.

14. SCORING CRITERIA

There are four main sections that the projects will be evaluated on for a total of 100 points.

Section 1 – Agency Profile/Organizational Capabilities (10 points)

Section 2 – Proposed Project Narrative (50 points)

Section 3 – Measure A Goals and Coordination Activities (15 points)

Section 4 – Financial Assessment and Proposed Project Budget (25 points)

Current recipients who qualify for the Streamlined Application will also be evaluated on the same four sections for up to 100 points. The Streamlined Application presents the same criteria in a shorter form: Section 1. Agency Profile (10 points); Section 2. Project Scope (50 points), divided into the project narrative, verification of operating procedures, and project milestones; Section 3. Measure A and Coordinated Plan Compliance (15 points); and Section 4. Project Budget (25 points). Prior monitoring and site visit follow-up is collected for verification and is not scored.

The following details are the criteria that will be used to evaluate projects.

Section 1 – Agency Profile/Organizational Capabilities (Total of 10 points)

This section is looking at the capabilities of your organization and is broken into three parts. Evaluators will be looking for the following information in this section:

PART 1A (8 points)

- Does the applicant have the experience to perform the proposed project?
- Does the proposed project support the primary mission of the applicant?
- Does the applicant have adequate facilities and fleet size for the proposed project?
- Does the applicant identify the key personnel and have the qualifications for the proposed project?
- Does the applicant describe the roles and responsibilities of key personnel?
- Did the applicant provide an organizational chart?
- Did the applicant provide a responsibility matrix?
- Did the applicant provide key personnel resumes?
- Did the applicant provide an agency brochure or other supporting information?

PART 1B (1 point)

- Does the applicant identify the target population they will serve?

PART 1C (1 point)

- Does the applicant detail the current population and provide a service area map?

Section 2 – Proposed Project Narrative (Total of 50 points)

This is the largest section and should provide the details of your proposed project. This section is divided into three different parts. Evaluators will be looking for the following information in this section:

PART 2A. Project Narrative (All Project Types) (25 points)

- Does the applicant describe the project purpose and need?
- Does the applicant describe the service and operations, including the days and hours of operation and service model?

- Does the applicant describe its clients mobility needs and trip purpose, including destinations served and how the service addresses transportation barriers and gaps?
- Does the applicant describe its eligibility requirements?
- Does the applicant describe how potential customers are informed about the available program?

PART 2B – Implementation Plan (20 points)

Applicants should select the appropriate project type from the list as follows:

1. Criteria for Operating Projects

If agency transportation services are proposed, the applicant must demonstrate why the proposed services cannot be provided by existing public transportation. Prospective applicants must show how the service proposed does not duplicate existing public transit services within the project's service area, demonstrating why their target population cannot use what is available. Applicants also need to demonstrate how their proposed service is coordinated with the existing transportation network, to the extent this is feasible for their target population group.

- Does the applicant describe the process for trip reservations, how routes are scheduled and dispatched?
- Does the applicant describe and detail its vehicle maintenance and replacement plan?
- Does the applicant describe how drivers are hired, trained, re-trained, and certified?

2. Criteria for Voucher Programs

- Does the applicant describe the eligibility criteria for new applicants and the review for future eligibility?
- Does the applicant describe how vouchers or passes are purchased and distributed?
- Does the applicant describe how vouchers or passes are tracked?

3. Criteria for Mileage Reimbursement Programs

- Does the applicant describe the eligibility criteria for new applicants and the review for future eligibility?
- Does the applicant describe how trips are authorized and how mileage is calculated and verified?
- Does the applicant describe reimbursement rates and limits for reimbursement?
- Does the applicant describe how completed trips are verified?

4. Criteria for Travel Training Programs

Some level of capacity-building related to training continues to be desirable but recommended to be kept at modest levels. Agencies applying for training projects must

clearly demonstrate the project's benefit to the consumer and the existing specialized transit network.

- Does the applicant describe the eligibility criteria for new applicants and the review for future eligibility?
- Does the applicant describe how the training curriculum is developed and how training sessions are provided based on client needs?
- Does the applicant describe how trainers are hired, trained, re-trained and certified?
- Does the applicant describe how the program works with existing transportation providers?
- Does the applicant describe its desired outcome of trained clients and how it measures training success?

5. Criteria for Capital Projects for Equipment, Vehicle Rehabilitation, and Replacement Vehicles

While support for capital projects is an eligible expense in this call-for-projects, it should be noted that for at least the disabled and/or elderly populations, the Section 5310 program exists and should be the primary pursuit of funding for such capital projects.

- Does the applicant describe the type of equipment it is seeking to purchase or rehabilitate, including age and mileage, and how it will be utilized in the service?
- Does the applicant describe the technology improvements they are pursuing and how it will improve services and reduce costs (if applicable)?
- Does the applicant describe the extended useful life from vehicle rehabilitation as opposed to replacing (if applicable)?
- Does the applicant identify whether Section 5310 or other funding were considered or pursued?
- Does the applicant explain how the investment will improve service or reduce costs?
- Does the applicant describe its planned process of procurement, including its process of selecting the appropriate vendor and their ability to supplement grant funds if purchase costs increase prior to equipment delivery?
- Does the applicant describe and detail its vehicle and equipment maintenance plan and the anticipated useful life of the rehabilitation activity?

Applicants seeking replacement vehicles may receive up to 10 points for the narrative above and up to 10 points based on the mileage and age of the vehicles as described in Table 4.

TABLE 4 Vehicle Useful Life Scoring Criteria for Replacement Vehicles		
TYPE OF VEHICLE*	**EXISTING VEHICLE MILES AND AGE**	**SCORE**
Minivan **Standard Van** **Full Size Van**	175,000 to 200,000 or 8 years	10
	150,000 to 174,999 or 7 years	8
	125,000 to 149,999 or 6 years	6
	100,00 to 124,999 or 5 years	4
	Less than 100,000 miles or 4 years old not eligible	0
Cutaway Buses **light duty (approximately 25'- 35'** **GVW 12,000 – 16,000 lbs.)**	225,000 - 250,000 or 9 years	10
	200,000 – 224,999 or 8 years	8
	175,000 – 199,999 or 7 years	6
	150,000 – 174,999 or 6 years	4
	Less than 150,000 or 5 years not eligible	0
Cutaway Buses **medium duty** **(approximately 25'- 35'** **GVW 16,000 - 26,000 lbs.)**	275,000 – 300,000 or 11 years	10
	250,000 – 274,999 or 10 years	8
	225,000 – 249,999 or 9 years	6
	200,000 – 224,999 or 8 years	4
	Less than 200,000 or 7 years not eligible	0
Large, heavy-duty buses (approximately 35'- 40' **GVW more than 26,000 lbs.)**	650,000 – 699,999 or 16 years	10
	600,000 – 649,000 or 15 years	8
	550,000 – 599,999 or 14 years	6
	500,000 – 549,999 or 13 years	4
	Less than 500,000 or 12 years not eligible	0

*The Commission's preference is to fund the most fuel efficient and economical clean vehicle possible in meeting regional and state air quality standards.

6. Criteria for Capital Projects for Expansion Vehicles

If agency transportation services are proposed, the applicant must demonstrate why the proposed services cannot be provided by existing public transportation. While support for capital projects is an eligible expense in this call-for-projects, it should be noted that for at least the disabled and/or elderly populations, the FTA Section 5310 program exists and should be the primary pursuit of funding for such capital projects.

- Does the applicant describe the type of vehicle or equipment it is seeking to purchase and how it will be utilized in the service?

- Does the applicant explain why the service expansion cannot be accommodating using their existing fleet or equipment?
- Does the applicant identify whether Section 5310 or other funding were considered or pursued?
- Does the applicant describe its planned process of procurement, including its process of selecting the appropriate equipment vendor and their ability to supplement grant funds if purchase costs increase prior to equipment delivery?
- Does the applicant describe how the additional vehicles will be incorporated into the agency's operations, maintenance, inspection and replacement program?
- Does the applicant describe how drivers are hired, trained, re-trained, and certified?

7. Criteria for Mobility Management Programs

Mobility management projects funded to date have operated with mixed results and limited definable success. With limited dollar amounts available, mobility management projects are expected to fall to the lowest funding priority, if they are funded at all. Clear, measurable outcomes must be identified for mobility management projects that are submitted.

- Does the applicant describe the eligibility criteria and process for reviewing future eligibility for its clients?
- Does the applicant explain how existing transportation programs will be utilized and promoted to its clients?
- Does the applicant describe in detail how transportation information is collected, organized, disseminated, and kept up to date?

PART 2C: Performance Goals and Project Milestones (5 points)

Performance Goals:

- Did the applicant provide a brief narrative that describes their methodology for tracking performance goals over time?
- Is the methodology logical, reasonable, and quantifiable?
- Does the methodology align with the performance measures projected in provided in the Application Budget and Performance Workbook?

Milestones:

- Did the applicant describe its project milestones and performance goals from a previously funded project (if applicable)
    - Are the milestones logical, reasonable, and realistic?
- Do the milestones align with the metrics provided in the Application Budget and Performance Workbook.

<u>Section 3 – Measure A Goals and Coordination Activities (15 points)</u>

PART 3A: Measure A Goals (5 points)

- Did the applicant select the appropriate Measure A Specialized Transit Program goal(s) addressed by their project?

PART 3B: Coordinated Plan (5 points)

All projects must be in the Coordinated Plan, addressing the gaps in service identified by Riverside County's 2025 Plan Update. For eligible Measure A projects, trips must either begin or end in Western Riverside County.

- Does the applicant describe how the proposed project coordinates with the existing transportation services operating in the proposed service area?
- Does the applicant describe how the proposed project addresses transportation needs, service gaps or barriers identified in the Coordinated Plan?
- Did the applicant select the appropriate Coordinated Plan goal their proposed project addresses?
- Did the applicant explain how the proposed project advances the Coordinated Plan goals and strategies? Evaluators will be looking for the following information in this section:
- Does the applicant reference the relevant section and/or page number in the Coordinated Plan document?

PART 3C: Stakeholder and Transportation Coordination (5 points)

This part describes how applicants coordinate with other transit agencies. Applicants need to identify how they intend to coordinate and increase connectivity with other "like" services funded under this Call for Projects or with services provided by the public operators: Fixed Route or Dial-A-Ride services.

- Did the applicant identify the key stakeholders, community partners, and transportation providers involved in or supporting the proposed project?
- Does the applicant describe their roles and how the agency coordinates, or plans to coordinate, with these organizations?
- Does the applicant explain how that coordination supports service delivery, improves transportation access, or connects clients with other available transportation?

Section 4 – Financial Assessment and Proposed Project Budget (25 points)

This section should describe the financial assessment of the applicant and the financial need and propose a cost-effective budget over a three-year period. A factor in the points for this section will include the percent of the match required. Higher matches will provide a greater amount of points. This section is broken into three parts. Evaluators will be looking for the following information in this section:

PART 4A Project Budget (15 points)

- Does the applicant provide a complete three-year budget in the Application Budget and Performance Workbook provided, showing project expenses, revenues and the Measure A request for each fiscal year?
- Does the Application Checks tab of the Application Budget and Performance Workbook show all checks passing? (A match check may be flagged only where RCTC has approved a reduced match.)

PART 4B Financial Plan and Cost Effectiveness (10 points)

- Does the applicant describe explain significant increases or decreases in project expenses compared with the previous funding cycle (if applicable)?
- Does the applicant describe the assumptions or estimates used to develop the proposed budget (if applicable)?
- Does the applicant describe the matching funds, including the type of matching funds, a commitment to the amount of funds used as the match, and any documentation related to the matching funds?
- Does the applicant explain the basis and methodology for each cost allocated to the project at less than 100%, and is the administrative overhead claim within 8% of total direct costs?
- Does the applicant include the number of hours and hourly rate for volunteer labor contributions?
- Does the applicant describe the nature of the direct costs and administrative overhead and the methodology of each cost component?
- Does the applicant describe the cost effectiveness of the program?
- How does the applicant's costs compare to others with similar services?

PART 4C Financial and Compliance Audit (not scored)

- Did the applicant provide a copy of the most recently completed agency/organization financial and/or compliance audit/review as an attachment?

APPLICATION PROCESS

15. APPLICATION FORM

The application can be found at www.rctc.org under the "Doing Business" webpage and section for Call for Projects.

Applicants are required to complete a Full Application or Streamlined Application form. All new applicants are required to submit a Full Application.

Streamlined Application Process

Current Measure A Specialized Transit recipients seeking to continue an existing project without substantive changes may be eligible to submit a Streamlined Application. Agencies interested in applying through the Streamlined Application Process must meet all of the following criteria:

1. Received a Measure A Specialized Transit award in the current cycle (FY 2024/25–FY 2026/27) under an executed agreement in good standing.
2. Requesting continuation of the same project type, target population, and service area.
3. Completed the most recent compliance and performance site visit, with no open BINDING follow-up items from the completion letter transmitted to the agency, or with all such items documented as resolved and accepted by RCTC. (See Binding and Advisory Findings, under Compliance and Performance Site Visit, in the Program Guidelines.)
4. Current on monthly invoices and the Exhibit C-2 report, and on the year-end Exhibits C-3, C-4, and C-5 required by the executed agreement, which RCTC requires before releasing the new fiscal year's invoice. Current on the annual AUP review with no unresolved exceptions (no more than 60 days).
5. Achieved at least 75% of approved one-way trip goals across the current cycle, or provided an explanation accepted by RCTC.
6. Requesting no more than 15% increase over the prior approved annual amount, including any last approved budget modification.
7. Completed Application Budget and Performance Workbook, with administrative overhead not exceeding 8% of total direct project costs (if applicable).

Applicants interested in using this process must contact RCTC staff to confirm eligibility before submitting a Streamlined Application.

Both full and streamlined applications will be evaluated using the same 100-point scoring criteria and will compete for funding through the same Call for Projects. Eligibility to submit a Streamlined Application does not guarantee funding or preferential consideration.

16. APPLICATION DEADLINE

All Applications are due:

February 11, 2027

Must be received by 4:00 pm.

Each application must be submitted in PDF or Word, along with a project budget using the Application Budget and Performance Workbook in Excel. Faxes will not be accepted. The electronic version can be uploaded to RCTC's SharePoint site. You can also email your files to specializedtransit@rctc.org. If the documents are not received by the date and time identified above, then it does not constitute on-time submittal.

Information submitted in applications will become a matter of public record following the completion of the evaluation and award process. Therefore, any information contained in an application that is deemed as proprietary, privileged, or confidential by the applicant agency or organization must be clearly marked "Confidential."

17. APPLICATION WORKSHOP

A pre-application workshop will be held for agencies to learn more about the application and selection processes, and to ask any questions prospective agencies may have about the funding program, project eligibility or evaluation process. All prospective applicants are encouraged to attend the application workshop. Details of the application workshop are as follows:

DATE: Thursday, December 10, 2026
TIME: 2 pm – 4 pm
LOCATION: Microsoft TEAMS Meeting

https://teams.microsoft.com/meet/262708128899125 1?p=dbIAWR4BdezFia8xvY
Meeting ID: 262 708 128 899 125 1
Passcode: UC6iQ9Cu
Dial by your location: +1 951-346-2451,,7184333# United States, Riverside

POST AWARD GUIDANCE

18. NOTIFICATION OF AWARD

After the Commission has approved the recommended funding, RCTC staff will send an award letter to each successful applicant. The award letter will indicate the operating and capital funding amounts the Commission has approved.

If the Commission-approved funding amount differs from the amount requested, or if other conditions are placed on the award, RCTC may require the recipient to revise applicable portions of the application and Application Budget and Performance Workbook. Revisions may include the project budget, Measure A funding request, matching funds, project scope, performance goals, and project milestones, as applicable.

Any required revisions must be reviewed and accepted by RCTC before contract execution. The final approved application and Application Budget and Performance Workbook will establish the project scope, budget, performance goals, and project milestones to be incorporated into and monitored during the grant period.

19. CONTRACT EXECUTION

The Commission will draft an agreement with each of the Measure A recipients and will send these to the point of contact indicated within the grant application for contract execution. The agreement will establish the terms and conditions of the award and will reflect the recipients' final approved project scope, budget, performance goals, and project milestones, as applicable.

Recipients must complete and submit all required contract documents before Measure A funds may be reimbursed. RCTC's procurement staff will email out the required documents along with instructions for completion.

20. TECHNICAL WORKSHOP FOR AWARD RECIPIENTS

Commission staff will hold a technical workshop explaining the process for invoicing, reporting, budget modifications, annual compliance audits, and triennial site visits for the successful applicants.

21. INVOICING

A. This is a reimbursement program for eligible costs incurred.
B. All invoices are subject to a 30-day payment schedule. The 30-day payment schedule is contingent upon the date when the invoice is submitted and approved for payment by RCTC staff.

C. Invoicing for operating projects must be submitted monthly, unless RCTC has approved an alternative invoice schedule for the recipient or project. Monthly invoicing is intended to support timely reimbursement and help ensure awarded funds are being utilized to the fullest extent possible during the grant period. Also, Measure A recipients should be prepared to provide supporting documentation for the justification of large purchases or irregular monthly expenses.
D. For Capital requests, backup documentation will be required before an invoice is processed.
E. If a recipient is not able to provide invoices on a timely schedule, RCTC reserves the right to pause the contract terms and evaluate if the recipient's program should continue to receive Measure A funding.
F. Invoicing for a subsequent year will not be processed until all monthly, quarterly, and annual reporting needs are satisfied.

22. MONTHLY REPORTING

Recipients will be required to submit operating data on a monthly basis for units of service delivered, persons served and the eight cost efficiency and service productivity measures used throughout the program:

1. Total cost per one-way trip,
2. Measure A subsidy per one-way trip,
3. Total cost per vehicle hour,
4. Measure A subsidy per vehicle hour,
5. Total cost per vehicle mile,
6. Measure A subsidy per vehicle mile,
7. One-way trips per vehicle hour, and
8. One-way trips per vehicle mile.

These measures are defined in Appendix A. Performance Measure Definitions and Formulas. They are the same measures projected in the Application Budget and Performance Workbook and reported in RCTC's site visit compliance evaluation, so a recipient's actual performance can be compared directly with the projections in its application.

A. When a recipient submits their monthly invoice, reporting data for that period is required prior to invoice approval and payment by RCTC.
B. This data is used to report how Measure A funding is being utilized.

23. QUARTERLY REPORTING

Recipients of funding under this program will be expected to adhere to the following quarterly reporting needs:

A. Recipients must report on how their performance metrics are doing in relation to their performance goals and provide a narrative.
B. Recipients should provide an update on progress toward project milestones identified in the approved Application Budget and Performance Workbook (i.e: hiring a new driver, new training, a facility improvement)

The quarterly update is intended to provide RCTC with a current snapshot of project implementation and operations beyond the quantitative performance information reported elsewhere. RCTC will provide quarterly reporting instructions as part of the invoicing and reporting process.

24. ANNUAL REPORTING

Recipients of funding under this program will be expected to adhere to the following annual reporting needs:

A. Consumer Satisfaction Survey - Recipients must comply with the annual consumer satisfaction survey process required by the executed contract between RCTC and successful applicants. Guidance documentation will be provided to each recipient.
B. Annual Fleet Inventory - Recipients are required to provide a vehicle fleet inventory list annually. Guidance documentation will be provided to each recipient.
C. Additional Information - RCTC may request additional information or supporting documentation when necessary to clarify annual project performance, significant variances, or compliance with the approved project scope and Measure A Program requirements.

25. BUDGET MODIFICATIONS

Budget projections and cost allocation plans are provided to RCTC during the Call for Projects application process and for three years. Recipients are able to request changes to its budget as needed each fiscal year. There are formal and administrative budget modifications.

A. Formal Budget Modifications:
    a. Requests in Measure A funding above what the Commission approved;
    b. Moving funding between operating and capital programs or vice versa;
    c. Reduction in the percent of matching funds for an operating or capital project; or
    d. A material change to the approved project scope that requires Commission action.

Prior to requesting a formal budget modification, recipients should reach out to RCTC staff on the best way to proceed. In addition, recipients will need to provide a letter and justification that will

be provided to the Commission for consideration. Upon Commission approval of a formal budget modification, staff will forward the approved changes to the recipient.

B. Administrative budget modifications include anything not included in the formal budget modifications.

Administrative budget modification requests are to be provided in writing and have justification for the changes. End of year budget modifications should be provided with the final June invoice. After the June invoice is processed, end of year budget modifications will not be processed. Once a written request is provided to RCTC, staff will provide the necessary documentation to accommodate the budget modification. RCTC staff will review the request and approve or deny the request depending on the justification provided.

C. Cost Allocation and Administrative Overhead

Recipients must maintain documentation supporting the allocation of project costs in accordance with these Guidelines. If an annual financial assessment, change in organizational operations, or other circumstances results in a change to an approved cost allocation or administrative overhead methodology, the recipient must notify RCTC and submit updated supporting documentation. RCTC may require a budget modification when the change affects the approved project budget.

26. RECIPIENT MEETINGS AND PLANNING PARTICIPATION

Recipients of funding under this program will be expected to participate in grantee meetings as requested by RCTC and the specialized transportation planning process. These meetings will be conducted for the purposes of encouraging and facilitating coordination between transportation programs, improving the efficiency and effectiveness of services being operated, continuing to identify gaps between services and needs for additional services, and general transportation provider capacity-building. Additionally, activities related to the specialized transportation planning process includes outreach activities and participation related to the development of the Coordinated Plan. Grantees may also be invited for membership or participation in RCTC's Citizens and Specialized Transit Advisory Committee (CSTAC) to advise and provide feedback on transit issues in Riverside County.

27. ANNUAL AGREED UPON PROCEDURES REVIEW

Each recipient receiving an allocation of Measure A revenue shall undergo an annual financial assessment, currently consisting of agreed upon procedures performed by an audit firm engaged by RCTC's finance department. The agreed upon procedures will be conducted to ensure that each recipient is expending funds in accordance with the provisions and guidelines established for Measure A revenue.

28. COMPLIANCE AND PERFORMANCE SITE VISIT

RCTC, in coordination with consultant services, will coordinate at least one site visit during the contract period with each recipient. Typically, these site visits will be held in the second year of the Call for Projects. The evaluations will be conducted through an on-site visit at each agency with a review of functional areas of each service. Each site visit will be scheduled in advance and recipients will be provided with a performance and oversight invitation packet that includes the purpose of the site visit; a checklist of items to collect, a summary of the previous cycle's evaluation report; and an interview guide to help them prepare for the visit.

The objectives of the site visit are to:

1. Support RCTC's oversight responsibility for the Measure A Specialized Transit Program;
2. Verify that Measure A funds are being used in accordance with the voter-approved purpose, executed agreement, approved project, and Program requirements;
3. Evaluate project administration, operations, financial management, and performance;
4. Identify opportunities to improve service efficiency, effectiveness, coordination, and program administration; and determine whether RCTC can provide further assistance to Measure A recipients.

RCTC uses the information from the site visits to continuously improve the Measure A Program.

Functional Areas to be Reviewed

Each site visit covers four areas of the project:

1. Organizational review — the agency's mission and service area, the roles and responsibilities of key personnel, and how the Measure A project is overseen within the organization.
2. Operational review — days and hours of service, service area and eligibility determination, dispatching and scheduling practices, vehicle inventory and maintenance, and driver qualifications and training.
3. Performance review — reported units of service and persons served compared with the goals in the approved application, and the performance measures reported each month.
4. Financial review — how project costs are tracked and allocated, how expenses and revenues are recorded, and how invoices are supported. A more detailed review of accounting procedures is conducted through the annual audit.

A final element of each visit is a discussion of matters specific to the recipient, including any assistance the recipient needs from RCTC.

Documentation Requests

Recipients should be prepared to provide the records that support what has been invoiced and reported. This ordinarily includes trip logs, driver trip sheets and dispatch records; the monthly

reporting used to support each invoice; the cost allocation plan and the supporting calculations for any cost charged to the project at less than 100%; payroll and timekeeping records for positions charged to the project; volunteer hour logs and the basis for any in-kind valuation; the vehicle fleet inventory, maintenance records and driver certifications; and the current eligibility criteria used to determine who may ride.

The invitation packet sent before the visit includes a checklist of the specific items to collect for that recipient, so the list above is a guide rather than a substitute for the checklist.

Findings and Response

A site visit report will be provided for each program covering the four review areas, the recipient's performance over the cycle, and observations divided between positive takeaways and areas for improvement. Recipients will receive their program report and have the opportunity to correct any factual errors before it is finalized.

Where a finding requires action, the report will identify what needs to change and the timeframe for addressing it, and will confirm the correction at the next reporting period or the next visit. Findings that affect eligible costs may result in an adjustment to a future invoice or a budget modification. Findings that affect reported performance may result in revised reporting going forward.

Binding and Advisory Findings

Every finding in a program report is identified as either binding or advisory.

A binding finding identifies a requirement of the executed agreement, the Program Guidelines, or the approved application that is not being met. Binding findings must be corrected. RCTC states what needs to change and the timeframe for addressing it, and confirms the correction at the next reporting period or the next site visit. A binding finding that affects eligible costs may result in an adjustment to a future invoice or a budget modification, and one that affects reported performance may result in revised reporting going forward.

An advisory finding is a recommendation for improvement rather than a compliance requirement. Advisory findings are offered where RCTC sees an opportunity to improve service efficiency, effectiveness, coordination, or program administration. Recipients are encouraged to act on them but are not required to do so.

The completion letter transmitted to the agency at the close of the site visit will list any binding findings that remain open. Open binding findings affect a current recipient's eligibility to use the Streamlined Application in the next Call for Projects; open advisory findings do not.

The individual program reports are consolidated into a program-wide compliance evaluation that is used to inform the next Call for Projects.

APPENDIX A

Performance Measure Definitions and Formulas

PERFORMANCE MEASUREMENT FRAMEWORK

RCTC uses performance measures to evaluate the cost efficiency, service productivity, and overall performance of projects funded through the Measure A Specialized Transit Program (Program). Performance measures are calculated using project financial and service data reported by applicants and funding recipients.

The Measure A performance framework is designed specifically for specialized transportation services and uses terminology and definitions appropriate to the Program. Several measures are conceptually similar to measures commonly used to evaluate public transit services, including measures used in the Transportation Development Act (TDA) performance evaluations.

The performance measures are intended to provide a consistent basis for establishing project goals, monitoring project performance, comparing actual performance with approved goals, and evaluating performance over time. Performance results may also be compared with applicable performance reference benchmarks established by RCTC. Refer to Appendix B. Performance Measure Benchmarks for additional information.

Performance measures should be considered together and in the context of the project type, service area, target population, trip characteristics, operating environment, and transportation needs being addressed. No single performance measure is intended to independently determine whether a project is effective or cost-effective. When performance comparisons are made, projects should be evaluated against comparable projects or services with similar operating characteristics, where appropriate. The methodology for selecting and applying performance reference benchmarks is described in Appendix B.

PERFORMANCE DATA DEFINITIONS

The following definitions apply to the financial and service data used to calculate Measure A performance measures.

Total Project Cost — The total eligible cost of the Measure A-funded project during the applicable period, including Measure A funds, required matching funds, other eligible project revenues, and eligible in-kind contributions, as applicable.

Measure A Subsidy means the amount of Measure A Specialized Transit Program funding supporting the project during the applicable period.

One-Way Trip — One completed passenger trip in one direction from an origin to a destination. A round trip consists of two one-way trips. Each passenger transported is counted as a separate one-way trip.

Unique Person Served — An individual receiving transportation or other eligible project services who is counted only once during the applicable reporting period, regardless of the number of trips or services received.

Vehicle Service Hour (also called a vehicle revenue hour) — One hour during which a vehicle is operated in passenger service as part of the Measure A-funded transportation project. Vehicle service hours EXCLUDE deadhead time and any other time when the vehicle is not available for or providing passenger service. This is the same basis public transit operators use when they report revenue hours, so it is the figure used when Measure A performance is compared with public transit services.

Vehicle Service Mile (also called a vehicle revenue mile) — One mile traveled by a vehicle while in passenger service as part of the Measure A-funded transportation project. Vehicle service miles EXCLUDE deadhead miles and any other mileage accumulated when the vehicle is not available for or providing passenger service. This is the same basis public transit operators use when they report revenue miles, so it is the figure used when Measure A performance is compared with public transit services.

Deadhead — Vehicle travel when the vehicle is not available to carry passengers. Deadhead includes travel from the yard, garage or base to the first scheduled pickup, travel from the last drop-off back to the yard, garage or base, and travel for driver training, maintenance or other non-service purposes. Deadhead is an allowable project cost; it is excluded from vehicle service miles and vehicle service hours, and included in total vehicle miles and total vehicle hours.

Total Vehicle Hour — One hour during which a vehicle is operated for the Measure A-funded project for any purpose. Total vehicle hours INCLUDE vehicle service hours and deadhead time.

Total Vehicle Mile — One mile traveled by a vehicle used to provide the Measure A-funded transportation service, for any purpose. Total vehicle miles INCLUDE vehicle service miles and deadhead miles.

Passenger Mile — One mile traveled by one passenger while receiving transportation service. Passenger miles represent the cumulative distance traveled by all passengers. For example, two passengers traveling together for 10 miles generate 20 passenger miles. Passenger miles are not projected in the application and are not used in any Measure A performance measure. They are reported with actual data on the monthly invoice, and only by agencies whose scheduling software produces them. RCTC may use passenger-mile data to calculate average passenger trip length and other supplemental information, where available.

Which basis applies where: The Measure A performance measures are calculated using Total Vehicle Miles and Total Vehicle Hours, which include deadhead. This is the basis used in the application, in monthly reporting, and in RCTC's evaluation of project performance, so that every project is measured on the same terms regardless of the reporting capability of the agency. Vehicle Service Miles and Vehicle Service Hours, which exclude deadhead, are used only where Measure A performance is compared with public transit services, because public operators report on that basis.

In the application: Every applicant operating vehicles projects Total Vehicle Hours and Total Vehicle Miles, including deadhead. An applicant whose software can separate deadhead should not subtract it in the application.

After award: Recipients report Total Vehicle Hours and Total Vehicle Miles each month. Recipients whose scheduling or trip-reporting software can separate deadhead also report Vehicle Service Hours and Vehicle Service Miles. RCTC recognizes that for a small program operating one or two vehicles in a compact service area the difference may be only a few miles and does not intend to impose tracking that is not worth the administrative effort. A recipient whose software should be able to produce both figures but cannot, should contact RCTC so the limitation can be discussed.

PERFORMANCE MEASURES AND FORMULAS

The Application Budget and Performance Workbook calculates the following performance measures using the financial and service information provided by the applicant. Applicants do not enter the calculated performance measures directly.

Performance Measure	**Formula**	**Comparable Transit/TDA Concept**
Total Cost per One-Way Trip	Total Project Cost ÷ One-Way Trips	Operating Cost per Passenger
Measure A Subsidy per One-Way Trip	Measure A Subsidy ÷ One-Way Trips	Subsidy/Funding per Passenger
Total Cost per Vehicle Hour	Total Project Cost ÷ Total Vehicle Hours	Operating Cost per Vehicle Service Hour
Measure A Subsidy per Vehicle Hour	Measure A Subsidy ÷ Total Vehicle Hours	Subsidy/Funding per Service Hour
Total Cost per Vehicle Mile	Total Project Cost ÷ Total Vehicle Miles	Operating Cost per Service Mile
Measure A Subsidy per Vehicle Mile	Measure A Subsidy ÷ Total Vehicle Miles	Subsidy/Funding per Service Mile

One-Way Trips per Vehicle Hour	One-Way Trips ÷ Total Vehicle Hours	Passengers per Vehicle Service Hour
One-Way Trips per Vehicle Mile	One-Way Trips ÷ Total Vehicle Miles	Passengers per Vehicle Service Mile

RELATIONSHIP TO TRANSIT PERFORMANCE MEASURES

Several Measure A measures are conceptually similar to measures used in public transit and TDA evaluations; where they differ, the definitions in this Appendix govern.

COST EFFICIENCY AND SERVICE PRODUCTIVITY MEASURES

Cost Efficiency measures compare total project costs and Measure A funding with passenger trips and the amount of vehicle service provided.

Service Productivity measures compare completed one-way passenger trips with total vehicle hours and total vehicle miles.

COST EFFICIENCY MEASURES

TOTAL COST PER ONE-WAY TRIP

Measures the average total project cost of providing one completed one-way passenger trip. This measure evaluates the overall program costs to the one-way passenger trips provided.

Formula: Total Project Cost ÷ One-Way Trips

Example: $723,340 ÷ 11,935 trips = $60.61 per one-way trip.

Interpretation: Generally, a lower result indicates that more passenger trips are being provided relative to total project cost. Results will be evaluated in the context of project type, service area, trip characteristics, and populations served.

MEASURE A SUBSIDY PER ONE-WAY TRIP

Measures the average amount of Measure A funding used for each completed one-way passenger trip.

Formula: Measure A Subsidy ÷ One-Way Trips

Example: $477,405 ÷ 11,935 trips = $40.00 per one-way trip.

Interpretation: This is an indicator of cost effectiveness, and a lower figure indicates greater efficiency.

TOTAL COST PER VEHICLE HOUR

Measures the average total project cost of operating all vehicles for one hour of service.

Formula: Total Project Cost ÷ Total Vehicle Hours

Example: $723,340 ÷ 7,240 hours = $99.91 per vehicle hour.

Interpretation: This measure provides an indication of the cost of supplying vehicle service and may be useful when comparing similar vehicle-operating projects.

MEASURE A SUBSIDY PER VEHICLE HOUR

Measures the average amount of Measure A funding supporting each hour of vehicle service operated.

Formula: Measure A Subsidy ÷ Total Vehicle Hours

Example: $477,405 ÷ 7,240 hours = $65.94 per vehicle hour.

Interpretation: This measure indicates the level of Measure A financial support associated with each hour of vehicle service provided.

TOTAL COST PER VEHICLE MILE

Measures the average total project cost of operating all vehicles for one mile of service.

Formula: Total Project Cost ÷ Total Vehicle Miles

Example: $723,340 ÷ 87,496 miles = $8.27 per vehicle mile.

Interpretation: This measure provides an indication of the cost associated with the amount of total vehicle miles operated. Results will be considered in relation to service area, trip length, operating conditions, and project characteristics.

MEASURE A SUBSIDY PER VEHICLE MILE

Measures the average amount of Measure A funding supporting each mile of vehicle service operated.

Formula: Measure A Subsidy ÷ Total Vehicle Miles

Example: $477,405 ÷ 87,496 miles = $5.46 per vehicle mile.

Interpretation: This measure indicates the level of Measure A financial support associated with each mile of vehicle service provided.

SERVICE PRODUCTIVITY MEASURES

ONE-WAY TRIPS PER VEHICLE HOUR

Measures the average number of passenger trips provided for each hour of vehicle service operated. This is the standard measure of service productivity for programs that operate vehicles.

Formula: One-Way Trips ÷ Total Vehicle Hours

Example: 11,935 trips ÷ 7,240 hours = 1.65 trips per service hour.

Interpretation: Generally, a higher result indicates that more passenger trips are being provided relative to the number of total vehicle hours operated. Results may vary based on the type of service provided where additional time is required to deliver a trip. Examples include programs that provide a greater number of wheelchair boardings or the difference between curb-to-curb, door-to-door, and door-through-door service.

ONE-WAY TRIPS PER VEHICLE MILE

Measures the average number of completed passenger trips provided for each total vehicle mile operated.

Formula: One-Way Trips ÷ Total Vehicle Miles

Example: 11,935 trips ÷ 87,496 miles = 0.14 one-way trips per vehicle mile

Interpretation: Generally, a higher result indicates that more passenger trips are being provided relative to the number of total vehicle miles operated. Results may vary considerably based on service density, average trip distance, shared-ride opportunities, geographic characteristics, and the needs of the population served.

PERFORMANCE PROJECTIONS AND UNDERLYING DATA

Applicants will provide projected service levels and other applicable performance information for each fiscal year in the Application Budget and Performance Workbook. The Workbook will calculate applicable performance measures based on the information provided.

Unique persons served, including applicable population categories.

One-way trips, including applicable population categories.

Number of service days, total vehicle hours and total vehicle miles.

Other applicable measures, including vouchers and bus passes distributed and persons receiving them, miles reimbursed, mobility manager contacts, consumer contacts or trainings, passenger miles where collected, and other units of service.

A one-way trip is one passenger traveling in one direction counted every time they board the vehicle. A round trip is two one-way trips. Unique persons served counts each individual once

during the applicable reporting period, regardless of the number of trips or services received; therefore, unique persons served and one-way trips are different measures and should not be expected to match.

This performance data will be required of each successful applicant and must be submitted to support every invoice for reimbursement.

PERFORMANCE GOALS AND EVALUATION

Following award, recipients will report applicable financial, service, and performance information in accordance with RCTC reporting requirements. RCTC may compare actual performance with the goals established in the approved Application Budget and Performance Workbook, the project's prior performance, and applicable performance reference benchmarks.

Performance measure benchmarks are intended to provide context for evaluating project performance and are not automatic pass/fail standards unless otherwise specified by RCTC. Significant differences between actual performance, approved goals, or applicable reference benchmarks may require additional explanation and may be considered as part of RCTC's ongoing project monitoring, compliance evaluation, and future funding decisions.

APPENDIX B

Performance Measure Benchmarks

PURPOSE

RCTC uses performance benchmarks of existing services to provide a consistent basis for evaluating the cost efficiency and service productivity of Measure A Specialized Transit projects. The performance measures in this appendix are informed by the Transportation Development Act (TDA), which establishes requirements for evaluating the efficiency and effectiveness of public transit services under California Public Utilities Code Sections 99246 and 99247.

Performance reference benchmarks supplement, but do not replace, the project-specific performance goals established in the approved Application Budget and Performance Workbook. Benchmarks are intended to provide context for evaluating project performance and are not automatic pass/fail standards.

Projects may perform above or below an applicable benchmark because of differences in service area, trip length, target population, level of passenger assistance, operating model, service hours, vehicle requirements, or other project-specific characteristics. Significant variances may require explanation by the applicant or recipient.

The following information is provided as a tool for Measure A Specialized Transit Program applicants to assess the performance of their proposed program in relation to the Specialized Transit Program as a whole and the county's public transit operators.

BENCHMARK METHODOLOGY

RCTC establishes performance reference benchmarks by grouping projects with similar service models and aggregating the applicable financial and service data reported by the source programs.

Benchmarks are calculated from the combined underlying data, rather than by averaging the individual performance ratios of each source program. This approach weighs the benchmark according to the actual amount of service delivered by the source programs.

Total Cost per One-Way Trip Benchmark = Combined Total Project Cost / Combined One-Way Trips

The same methodology is applied to each applicable performance measure established in Appendix A. Where sufficient actual data are not available for a project, that project may be excluded from the benchmark calculation. RCTC may use the most recent actual fiscal-year data available when final year-end data have not yet been submitted.

FY 2025/26 MEASURE A PERFORMANCE REFERENCE BENCHMARKS

The following FY 2025/26 unaudited figures use the best available reported costs, Measure A subsidy, and corresponding service activity through each provider's latest available reporting period. Missing months are neither estimated nor annualized. Program-level totals are aggregated before ratios are calculated. Values may be revised as additional reporting becomes available.

Performance Measure	Vehicle Operating – Measure A	Mileage Reimbursement [2]	Travel Training [3]	Voucher Programs [4]
Total Cost / One-Way Trip	$27.05	$20.40	$322.00	$138.80
Measure A Subsidy / One-Way Trip	$14.86	$7.28	$21179	$91.64
Total Cost / Vehicle Hour	$47.36	N/A	N/A	N/A
Measure A Subsidy / Vehicle Hour	$26.02	N/A	N/A	N/A
Total Cost / Vehicle Mile	$7.57	N/A	N/A	N/A
Measure A Subsidy / Vehicle Mile	$4.16	N/A	N/A	N/A
Trips / Vehicle Hour	1.75	N/A	N/A	N/A
Trips / Vehicle Mile	0..28	N/A	N/A	N/A

[1] Vehicle Operating reflects unaudited FY 2025/26 totals of approximately $3.81 million in project costs, $2.09 million in Measure A subsidy, 140,698 one-way trips, 80,365 reported service hours, and 502,850 reported service miles across the 11 source programs included in the draft calculation. RUHS Behavioral Health and Medical Center are reported through April 2026.

[2] Mileage Reimbursement includes Angel View, ILP/TRIP, and Voices for Children: combined FY 2025/26 project expenses $2.34 million in project costs; $837K in Measure A subsidy; 114,969 one-way trips, and 1,312,336 reimbursed miles. Weighted ratios are $20.40 total cost/trip and $7.28 Measure A subsidy/trip. Service-hour and service-mile measures are N/A.

[3] Travel Training currently reflects one source program and therefore functions primarily as a historical program reference rather than a multi-program peer benchmark.

[4] Voucher Programs reflects Michelle's Place FY 2025/26 unaudited figures of approximately $65K in project costs, $43K in Measure A subsidy, and 468 one-way trips. Service-hour and service-mile measures are not applicable.

FY 2025/26 WESTERN RIVERSIDE COUNTY DEMAND-RESPONSE REFERENCE FOR VEHICLE OPERATIONS

For vehicle-operating projects, RCTC may also consider a supplemental regional reference using FY 2025/26 Short Range Transit Plan (SRTP) data from public Dial-A-Ride services operated by the City of Banning, City of Beaumont, City of Corona, City of Riverside, and Riverside Transit Agency. These projected figures are provided for comparison purposes only and are not combined with the Measure A Specialized Transit performance benchmarks, which are based on available actual reporting data.

The selected demand-response routes report a combined 420,852 passengers, approximately $31.5 million in operating costs, 210,426 revenue hours, and approximately 3.34 million revenue miles in FY 2025/26. Public Dial-A-Ride (DAR) services report vehicle revenue hours and miles, which exclude deadhead. Measure A vehicle-hour and vehicle-mile reporting may reflect different reporting practices among recipients. Accordingly, comparisons involving vehicle hours and miles should be considered informational and interpreted in conjunction with the service characteristics and reporting methodologies of the programs being evaluated.

VEHICLE OPERATING COMPARISON — FY 2025/26

Performance Measure	FY25/26 Measure A Vehicle Operating[1]	FY25/26 Western County DAR (SRTP)
Total Cost / One-Way Trip	$27.05	$74.86
Measure A Subsidy / One-Way Trip	$14.86	N/A
Total Cost / Vehicle Hour	$47.36	$149.68
Measure A Subsidy / Vehicle Hour	$26.02	N/A
Total Cost / Vehicle Mile	$7.57	$9.43
Measure A Subsidy / Vehicle Mile	$4.16	N/A
Trips / Vehicle Hour	1.75	2.00

Trips / Vehicle Mile	0.28	0.13

[1] FY 2025/26 unaudited Measure A figures, using available matching reporting periods.

Differences in geography, trip distance, service model, passenger assistance, eligibility, and reporting definitions may materially affect comparability. No public-transit equivalent of Measure A subsidy is calculated.

COMPARABILITY AND PROJECT CONTEXT

Performance reference benchmarks should be interpreted in light of the operating characteristics of the project being evaluated. RCTC may consider differences in service area, trip distance, population served, eligibility requirements, operating schedule, vehicle type, level of passenger assistance, and other relevant characteristics.

For vehicle-operating projects, public demand-response performance provides an additional regional reference point. However, public DAR services may operate under a different service model than Measure A Specialized Transit projects. For example, a curb-to-curb demand-response service may not be directly comparable to a project providing door-to-door, door-through-door, or other enhanced passenger assistance. Projects providing additional passenger assistance may require additional time to provide a passenger trip and may therefore have different cost and service-productivity characteristics.

When external performance data are used, the underlying service characteristics, data definitions, and calculation methodology should be sufficiently comparable. Appendix A definitions govern the Measure A Specialized Transit Program.

CONSUMER PRICE INDEX (CPI) ADJUSTMENT OF HISTORICAL COSTS

During the application evaluation process, RCTC may adjust historical Total Project Costs from FY 2025/26 or FY 2026/27 to FY 2027/28 dollars using the applicable CPI. This adjustment provides a consistent basis for comparing historical project costs with proposed FY 2027/28 costs.

The CPI adjustment is applied to historical Total Project Cost rather than directly to individual performance measures. Applicable cost-based performance measures may also be recalculated using the CPI-adjusted Total Project Cost and corresponding historical service data. CPI adjustments are not applied to Measure A Subsidy, One-Way Trips, or service-productivity measures. Total Vehicle Hours, Total Vehicle Miles

CPI-Adjusted Total Project Cost = Historical Total Project Cost × (1 + applicable cumulative CPI adjustment)

Example – CPI Adjustment for Application Evaluation

For illustrative purposes, assume a project reported $100,000 in Total Project Cost in FY 2025/26 and proposes $120,000 for FY 2027/28. If RCTC applies a cumulative CPI adjustment of 6% for the period, the historical project cost would increase to $106,000 for comparison purposes.

Cost Comparison	Amount
Historical FY 2025/26 Total Project Cost	$100,000
Cumulative CPI Adjustment	6%
CPI-Adjusted Historical Cost (FY 2027/28 dollars)	$106,000
Proposed FY 2027/28 Total Project Cost	$120,000
Proposed Increase Above Adjusted Historical Cost	13.2%

In this example, the proposed increase is 13.2% above the CPI-adjusted historical cost, compared with a 20% increase without the CPI adjustment. Any proposed increase in Total Project Cost exceeding the applicable CPI adjustment must be explained by the applicant. The explanation should identify the factors contributing to the additional costs, such as expanded service levels, increased personnel costs, changes in operating requirements, or other project-specific circumstances. RCTC will consider these explanations when evaluating the reasonableness of the proposed project budget.

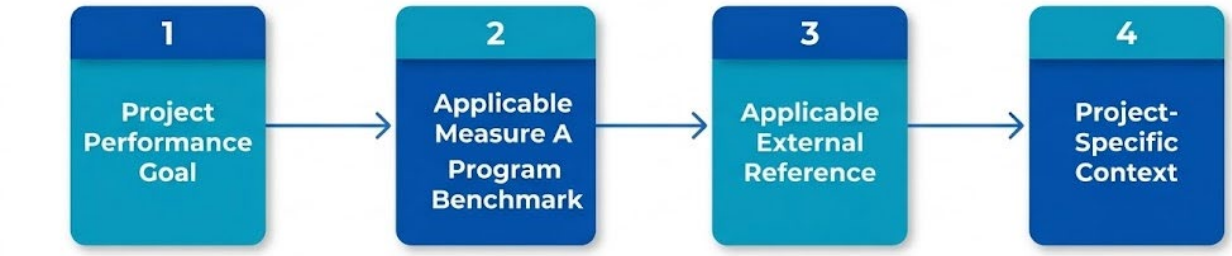
RCTC will establish the applicable CPI adjustment annually using the U.S. Bureau of Labor Statistics Consumer Price Index for the Riverside-San Bernardino-Ontario, CA area, or a successor index determined by RCTC.

CPI adjustments are used solely to update historical cost benchmarks and do not modify an applicant's proposed budget, approved funding amount, or project-specific performance goals. When more current actual performance data are available, RCTC may use those data instead of a CPI-adjusted historical reference.

APPLICATION OF PERFORMANCE BENCHMARKS

RCTC will consider applicable Measure A performance reference benchmarks, supplemental regional references, and project-specific operating characteristics when evaluating proposed project performance goals and monitoring actual performance.

Performance benchmarks will be considered alongside an applicant's proposed performance goals, historical performance, service population, service area, level of passenger assistance, and other relevant project characteristics.



Where proposed or actual performance differs significantly from an applicable reference benchmark, RCTC may request additional explanation of the operating or programmatic factors contributing to the difference.

Performance benchmarks are intended to support the evaluation of project performance and the reasonableness of proposed performance goals. Differences from reference benchmarks do not, by themselves, indicate unsatisfactory performance or establish minimum performance requirements.