



TIME/DATE:

MEETING AGENDA

9:30 a.m. / Wednesday, September 9, 2026

LOCATION:

BOARD ROOM

County of Riverside Administrative Center

4080 Lemon Street, First Floor, Riverside, CA 92501

:

COMMISSIONERS

Chair – Raymond Gregory

Vice Chair – Jeremy Smith

Second Vice Chair – Chuck Washington

Jose Medina, County of Riverside, District 1
Karen Spiegel, County of Riverside, District 2
Chuck Washington, County of Riverside, District 3
V. Manuel Perez, County of Riverside, District 4
Yxstian Gutierrez, County of Riverside, District 5
Sheri Flynn / Cynthia Barrington, City of Banning
Lloyd White / David Fenn, City of Beaumont
Joseph DeConinck / Johnny Rodriguez, City of Blythe
Linda Molina / Eric Cundieff, City of Calimesa
Jeremy Smith / Kasey Castillo, City of Canyon Lake
Raymond Gregory / Ernesto Gutierrez, City of Cathedral City
Denise Delgado / To Be Appointed, City of Coachella
Jim Steiner / Tony Daddario, City of Corona
Dirk Voss / To Be Appointed, City of Desert Hot Springs
Clint Lorimore / Todd Rigby, City of Eastvale
Linda Krupa / Joe Males, City of Hemet
Toper Taylor / Dana Reed, City of Indian Wells

Waymond Fermon / Oscar Ortiz, City of Indio
Brian Berkson / Armando Carmona, City of Jurupa Valley
Kathleen Fitzpatrick / Deborah McGarrey, City of La Quinta
Bob Magee / Timothy Sheridan, City of Lake Elsinore
Ricky Estrada / Bob Karwin, City of Menifee
Ulises Cabrera / Edward Delgado, City of Moreno Valley
Cindy Warren / Lisa DeForest, City of Murrieta
Fia Sullivan / Kevin Bash, City of Norco
Jan Harnik / Joe Pradetto, City of Palm Desert
David Ready / Grace Garner, City of Palm Springs
Michael M. Vargas / Elizabeth Vallejo, City of Perris
Steve Downs / Ted Weill, City of Rancho Mirage
Chuck Conder / Patricia Lock Dawson, City of Riverside
Valerie Vandever / Alonso Ledezma, City of San Jacinto
James Stewart / Brenden Kalfus, City of Temecula
Joseph Morabito / Dustin Nigg, City of Wildomar
Catalino Pining, Governor's Appointee Caltrans District 8

Comments are welcomed by the Commission. If you wish to provide comments to the Commission, please complete and submit a Speaker Card to the Clerk of the Board.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

www.rctc.org

MEETING AGENDA*

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

9:30 a.m.

Wednesday, September 9, 2026

Board Room

County of Riverside Administrative Center

4080 Lemon Street, First Floor, Riverside, CA 92501

This meeting is being conducted in person via teleconference. Please visit <https://rivco.org/constituent-speaking-request> to complete a speaker slip and receive further instructions to participate via teleconference. For members of the public wishing to submit written comments, please email comments to the Clerk of the Board at lmobley@rctc.org prior to September 8, 2026, and your comments will be made part of the official record of proceedings.

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 Commission may, either at the direction of the Chair or by majority vote of the Commission, 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. In addition, the maximum time for public comment for any individual item or topic is thirty (30) minutes. Also, the Commission may terminate public comments if such comments become repetitious. Speakers may not yield their time to others without the consent of the Chair. Any written documents to be distributed or presented to the Commission 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 Commission should not take action on or discuss matters raised during public comment portion of the agenda that are not listed on the agenda. Commission members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration.

- 5. ADDITIONS / REVISIONS** – *The Commission 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 Commission subsequent to the posting of the agenda. An action adding an item to the agenda requires 2/3 vote of the Commission. If there are less than 2/3 of the Commission 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 – AUGUST 12, 2026

Page 1

6B. MONTHLY INVESTMENT REPORT

Page 16

Overview

This item is for the Commission to:

- 1) Receive and file the Monthly Investment Report for the month ended July 31, 2026.

6C. FISCAL YEAR 2024/25 TRANSPORTATION DEVELOPMENT ACT AND MEASURE A AUDIT RESULTS

Page 19

Overview

This item is for the Commission to:

- 1) Receive and file the Transportation Development Act (TDA) and Measure A audit results report for Fiscal Year (FY) 2024/25.

6D. AUDIT PLAN FOR THE COMMISSION'S FISCAL YEAR 2025/26 AUDIT

Page 29

Overview

This item is for the Commission to:

- 1) Receive and file the presentation on the audit plan for the upcoming audit of the Commission's Fiscal Year 2025/26 financial statements and facilitate communication between auditors and those charged with governance (the Audit Ad Hoc Committee).

6E. 91 EXPRESS LANES MONTHLY STATUS REPORT

Page 45

Overview

This item is for the Commission to:

- 1) Receive and file the 91 Express Lanes Monthly Reports for April, May and June 2026.

6F. 15 EXPRESS LANES MONTHLY STATUS REPORT

Page 100

Overview

This item is for the Commission to:

- 1) Receive and file the 15 Express Lanes Monthly Reports for April, May and June 2026.

6G. FISCAL YEAR 2026/27 STATE OF GOOD REPAIR PROGRAM ALLOCATIONS

Page 128

Overview

This item is for the Commission to:

- 1) Adopt Resolution No. 26-020, *“Resolution of the Riverside County Transportation Commission Approving the FY 2026/27 Project List for the California State of Good Repair Program”*;
- 2) Approve an allocation of \$5,179,576 related to Fiscal Year (FY) 2026/27 State of Good Repair (SGR) program funds to eligible Riverside County transit operators;
- 3) Authorize the Executive Director, or designee, to review, approve and submit projects to Caltrans which are consistent with SGR program guidelines and to execute and submit required documents for the SGR program, including the Authorized Agent Form; and
- 4) Authorize the Executive Director, or designee, to approve administrative amendments to the FY 2026/27 Short Range Transit Plans (SRTPs) for incorporation of the SGR funds, as necessary.

6H. STATE ROUTE 79 SEGMENT 3 SIMPSON ROAD TRAFFIC STUDY FINDINGS

Page 133

Overview

This item is for the Commission to:

- 1) Receive and file the State Route 79 (SR-79) Segment 3 Traffic Study Report for Simpson Road evaluating regional traffic impacts associated with Segment 3 and report on whether improvements to Simpson Road are warranted as a result of the project.

6I. PARTNER AGENCY PROJECT IMPLEMENTATION POLICY

Page 181

Overview

This item is for the Commission to:

- 1) Adopt Resolution No. 26-019 the Partner Agency Project Implementation Policy; and
- 2) Authorize staff to implement the Policy for future partner agency requests for RCTC project delivery services.

6J. AMENDMENT NO. 4 WITH ACCENTURE INFRASTRUCTURE AND CAPITAL PROJECTS, LLC FOR CONSTRUCTION MANAGEMENT SERVICES FOR THE INTERSTATE 15 SMART FREEWAY PILOT PROJECT

Page 216

Overview

This item is for the Commission to:

- 1) Approve Amendment No. 4 to Agreement No. 22-31-098 with Accenture Infrastructure and Capital Projects, LLC (Accenture) for construction management services for Interstate 15 (I-15) Smart Freeway Pilot Project, increasing the contract by \$510,000, for a total amount not to exceed \$2,789,431;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreement on behalf of the Commission; and
- 3) Authorize the Executive Director to adjust fund sources within the approved total to ensure efficient use of available funding.

7. METROLINK FISCAL YEAR 2026/27 OPERATING BUDGET – SECOND QUARTER FUNDING

Page 230

Overview

This item is for the Commission to:

- 1) Approve Amendment No. 2 to Agreement No. 25-25-097-00 with the Southern California Regional Rail Authority (SCRRA) for Fiscal Year (FY) 2026/27 Second Quarter Funding for an additional amount of \$7,522,832, with a contingency of \$477,168, for a total amount not to exceed \$8,000,000;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute Amendment No. 25-25-097-02 on behalf of the Commission; and
- 3) Authorize the Executive Director, or designee, to approve the use of the contingency amount as may be required for the service.

8. STATE AND FEDERAL LEGISLATIVE UPDATE

Page 235

Overview

This item is for the Commission to:

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

9. INTERSTATE 15 CORRIDOR PROJECT DEVELOPMENT

Page 242

Overview

This item is for the Commission to:

- 1) Receive a presentation on transportation project development along the Interstate 15 (I-15) corridor within Riverside County.

10. STATE ROUTE 79 REALIGNMENT PROJECT RENAMING – PHASE II

Page 244

Overview

This item is for the Commission to:

- 1) Adopt “San Jacinto Valley Expressway Project” as the new name for the State Route 79 Realignment Project.

11. ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA

12. EXECUTIVE DIRECTOR REPORT

13. COMMISSIONER COMMENTS

Overview

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

14. ADJOURNMENT

The next Commission meeting is scheduled to be held on **Wednesday, October 14, 2026.**

AGENDA ITEM 6A

MINUTES

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

MEETING MINUTES

Wednesday, August 12, 2026

1. CALL TO ORDER

The Riverside County Transportation Commission was called to order by Chair Raymond Gregory at 9:44 a.m. at in the Board Room at the County of Riverside Administrative Center, 4080 Lemon Street, First Floor, Riverside, California 92501. Due to technical issues in the Board Room, the meeting started late.

2. ROLL CALL

Commissioners/Alternates Present

Brian Berkson	Dana Reed
Chuck Conder	Jeremy Smith
Joseph DeConinck	Jim Steiner
Denise Delgado	James Stewart
Ricky Estrada	Fia Sullivan
Kathleen Fitzpatrick	Valerie Vandever
Raymond Gregory	Michael M. Vargas
Jan Harnik	Dirk Voss
Linda Krupa	Cindy Warren
Clint Lorimore	Chuck Washington
Bob Magee	Lloyd White
Linda Molina	
Joseph Morabito	
Catalino Pining	
David Ready	

Commissioners Absent

Ulises Cabrera
Steve Downs
Waymond Fermon
Sheri Flynn
Yxstian Gutierrez
Jose Medina
V. Manuel Perez
Karen Spiegel

3. PLEDGE OF ALLEGIANCE

Commissioner Dirk Voss led the Commission in a flag salute.

4. PUBLIC COMMENTS

Muriel Dufresne, representing Golden Era Productions and Building Management Services, wanted to bring to the Commissioners' attention a project proposed by the Riverside County Transportation Department involving the Gilman Springs Road bridge over Portero Creek. This portion of Gilman Springs Road divides Golden Era Campus, which is located between State Street and Sanderson Avenue and approximately 20,000 vehicles travel this road each day. The bridge was originally constructed in 1926 with a

1949 widening. The County has identified a serious scour at the foundation particularly at the north abutment. However, the County is proposing considerably more than repairing the existing bridge. The proposal is to demolish the existing two-lane bridge, build a new two-lane bridge at a different location to realign Gilman Springs Road and create a straighter roadway designed for 50 miles per hour (MPH) with a proposed posted speed of 45 MPH. This is not simply a bridge safety project it is also a permanent change to an important transportation corridor. She understands that this is Riverside County Transportation Department's project not an RCTC project. She is here because this project is within the regional transportation system and believes that RCTC should be aware of what is being proposed. The County record does not establish why the existing bridge must be demolished rather than rehabilitated. The documented problem is scour at the foundation. There should be a direct engineering comparison showing why that problem cannot be safely corrected through rehabilitation. Also, the proposed higher speed roadway needs to be evaluated as part of the project as this can affect traffic speeds, safety, route choice, and traffic conditions farther along Gilman Springs Road. There are also unresolved property environmental issues.

Linda Greilich stated that she lives and works at Golden Era Productions. She travels Gilman Springs Road every day to and from work, so she has a personal interest in this project and more importantly the safety of everyone who lives along the road or travels this road. Nearly every day she sees vehicle debris along the roadway new damage to the guardrails, those things that are a constant reminder that this is already a road where accidents happen. That is why she is concerned about any project that could encourage higher speeds on Gilman Springs Road. Just a few days ago there was another serious accident that occurred at the central location of their property. The truck was totaled, fortunately the driver had only cuts and abrasions. That accident was another troubling reminder of the safety conditions that already exist on this road. Over the years she has seen a substantial increase in both the volume of traffic and the number of types of vehicles using Gilman Springs Road including large trucks. She understands the County needs to address the bridge, and she supports making the bridge safe. Her concern is what happens beyond the bridge itself. The proposed project would straighten the roadway through the bridge area, and it is designed for a higher speed. Her concern is improving the roadway geometry, and traffic flow would encourage drivers to travel faster on the road that already has significant safety problems. She has questions about the traffic studies used for this project. She has not seen a comprehensive analysis on the number of vehicles and types of vehicles that use the road today or how the proposed changes could affect the people who live along Gilman Springs Road, work in the area and travel this road every day. She believes those safety considerations deserve careful attention before changes are made that could permanently affect how people drive on this road. She supports fixing the bridge. She is asking that safety not be measured only by whether the new bridge could be engineered safely but also by how the entire roadway will function for people who use it every day.

Jennifer Venable stated she is speaking on behalf of Golden Era Productions regarding this proposed Gilman Springs Road bridge replacement over Portero Creek. She stated that we all agree that safety is number one, none of them oppose making the bridge safe. We just support addressing the documented scour and foundation problem. In 2024 Caltrans' inspection found the bridge deck and super structure to be in good condition, the substructure to be in fair condition, and the bridge was classified not structurally deficient. The significant problem identified is scour at the foundation, so what we are asking for particularly before a significant amount of money is committed, looking at just repairing the existing bridge. We know this is not an RCTC project even though you are involved heavily in the transportation and the funding roles part of this. We are asking RCTC to take a really good look at the fact that the County proposes to demolish the existing two-lane bridge when all we had two years ago was scour at the foundation. Construct a new lane bridge at a different location to realign Gilman Springs Road and create a straighter roadway design for 50 MPH as discussed. This raises some questions, how was the project prioritized, and what data supported selecting replacement and realignment rather than just rehab. We would like to be able to see the condition ratings, the sufficiency information, the funding criteria, and any data used to establish the property's priority and justify the selected approach. Also, is this the best use of the available transportation funding. If the documented bridge problem can be potentially addressed just to rehabilitation or stabilization it is our position that this Commission needs to understand why the much larger replacement and roadway realignment is necessary. We also ask that this Commission clarify the funding requirements by asking what specific federal or other transportation funds are being considered for this project, what are those funds permitted to pay for, and what flexibility exists to address the actual bridge deficiency versus the larger costly roadway alignment.

Michelle Meade stated that it is very clear they do not oppose the repair of the bridge, it is the speed increase that we are concerned with. She understands that we want to increase the traffic flow between Lamb Canyon, also known as State Route 79 and/or Sanderson and State Street by speeding up a section at Gilman Springs Road. The problem with that is that Gilman Springs Road is a curvy road with a handful of utility roads and private entrances and these entry ways are a bit hidden because they are not for public use. For those that need to use them it would be more dangerous with the increase in speed. She uses that road because she prefers the scenic route and she drives at a comfortable speed at about 40 MPH. Even at that speed there will be times when there will be someone that wants to go even faster than she is going. She also uses the Ramona Expressway which pretty much runs parallel with Gilman Springs Road between those two roads. The people that are currently using Gilman Springs Road either need to use the road because of those private entrances or they prefer the scenic route, or they are like the Tesla that was behind her wanting to speed through there. Increasing the speeds in this section is not going to phase those people they are always going to go as fast as they can. It does not matter what the signs say, they cannot read them at that speed anyway.

Cathy Fraser, Director of Public Affairs for Golden Era Productions, wanted to address the larger transportation problem facing the areas surrounding Ramona Expressway, Sanderson Avenue, SR-79, State Street and Gilman Springs Road. The San Jacinto Valley is growing rapidly, the Mid County Parkway is coming, major residential commercial warehouse and logistic developments are planned around the Ramona Expressway and Sanderson intersection. All of this traffic will enter a road system that is already congested and has very limited alternative routes. Allowing any project to move forward without first establishing how the resulting traffic will be handled risk creating a transportation nightmare for everyone who lives, works, or travels through this area. The public should not be left to deal with the congestion and safety consequences after the projects have already been approved. The proposed bridge project illustrates this problem. It would improve traffic flow through one short section of Gilman Springs Road, but it would not create another route through the valley or solve the bottlenecks beyond the bridge. It could simply move vehicles more quickly into the next constrained section. She understands RCTC is not the agency approving the County's bridge project, however, RCTC is in the best position to look beyond one project and bring the County, Caltrans, and the effected cities and developers, and other agencies together. We ask RCTC to place this immediate area on its planning agenda and initiate a coordinated transportation review. The central question is not how to move traffic faster through one bridge, it is how to create a safe and workable transportation system for this entire growing area.

At this time, Commissioner Washington left the meeting.

5. ADDITIONS / REVISIONS

There were no additions or revisions to the agenda.

Commissioner Ready noted that he is voting yes on the Consent Calendar, but his voting screen needs a password.

6. CONSENT CALENDAR

M/S/C (Vargas/Conder) to approve the following Consent Calendar items.

6A. APPROVAL OF MINUTES – JUNE 10, 2026

6B. QUARTERLY SALES TAX ANALYSIS

- 1) Receive and file the sales tax analysis for Quarter 1, 2026 (Q1 2026).

6C. SINGLE SIGNATURE AUTHORITY REPORT

- 1) Receive and file the Single Signature Authority report for the fourth

quarter ended June 30, 2026.

6D. MONTHLY INVESTMENT REPORT

- 1) Receive and file the Monthly Investment Report for the month ended May 31, 2026.

6E. MONTHLY INVESTMENT REPORT

- 1) Receive and file the Monthly Investment Report for the month ended June 30, 2026.

6F. QUARTERLY PUBLIC ENGAGEMENT METRICS REPORT, APRIL – JUNE 2026

- 1) Receive and file the Quarterly Public Engagement Metrics Report for April through June 2026.

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

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

6H. AMENDMENT TO SUNLINE TRANSIT AGENCY'S FISCAL YEAR 2025/26 SHORT RANGE TRANSIT PLAN

- 1) Approve a \$2,000,000 increase in the Fiscal Year (FY) 2025/26 Local Transportation Funding (LTF) allocation for SunLine Transit Agency (SunLine) for a total amount not to exceed \$33,721,487; and
- 2) Approve the amendment to SunLine's FY 2025/26 Short Range Transit Plan (S RTP) reflecting the funding adjustment.

6I. STATE ROUTE 91 EASTBOUND CORRIDOR OPERATIONS PROJECT COOPERATIVE AGREEMENTS WITH: (1) CALTRANS; (2) FOOTHILL/EASTERN TRANSPORTATION CORRIDOR AGENCY AND THE CITY OF CORONA

- 1) Approve Cooperative Agreement No. 26-31-096-00 with Caltrans for the State Route 91 Eastbound Corridor Operations Project (91 ECOP) for construction and Caltrans performed construction inspection services in an amount not to exceed \$5,656,000 to be paid by the Commission;
- 2) Approve three-party Cooperative Agreement No. 26-31-094-00 with Foothill/Eastern Transportation Corridor Agency and the city of Corona for the Commission's fair share contribution to the city of Corona for the

Green River Road Improvement Project in an amount not to exceed \$393,522 to be paid by the Commission; and

- 3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements on behalf of the Commission.

6J. ON-CALL RIGHT OF WAY ENVIRONMENTAL SITE ASSESSMENT SERVICES

- 1) Award the following on-call professional services agreements for right of way environmental site assessment services for a three-year term, in an amount not to exceed an aggregate value of \$1,000,000;
 - a. Agreement No. 26-31-033-00 with Verdantas Inc., formerly Leighton Consulting, Inc.;
 - b. Agreement No. 26-31-083-00 with Ninyo & Moore Geotechnical & Environmental Sciences Consultants;
 - c. Agreement No. 26-31-084-00 with NV5 Environmental, LP.;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements on behalf of the Commission; and
- 3) Authorize the Executive Director, or designee, to execute task orders awarded to the consultant under the terms of the agreements.

7. STATE AND FEDERAL LEGISLATIVE UPDATE

Tyler Madary, Legislative Affairs Manager, presented an update for the state and federal legislative activities.

Chair Gregory thanked Tyler Madary, his department, and all their RCTC staff, for their analysis and quick handling of any bills that are problematic and for working with the Legislators to come up with a compromise.

Aaron Hake, Executive Director, thanked Chair Gregory for the recognition of their team that works hard on a pile of bills every year. In that pile of bills there could be a few lines that mean the difference between funding and not funding, which means the difference between more costs, more bureaucracy, and it is up to this team to weed all that out and advocate for it. We only speak up when we know there is something we really need to go after, but what enables us to do that is the Platform that this Commission adopts every year. In December or January staff brings to the Commission a Legislative Platform and that is our guideline so that we can act as soon as we see an amendment. When there is something going to committee and they are looking for input we can step up. What he observed this session is that when we have opposed something such as that bill that would have given the city of Santa Monica priority in active transportation projects as they wanted to figure out how to get rid of our opposition. He likes us being in that position and gave the Coachella Valley Association of Governments (CVAG) credit for coming along with us. When we speak up at matters, it is not just to defeat bad legislation. On the federal side we are advancing that amendment to the Federal

Reauthorization Bill to bring control back of formula federal funds to this Commission, to San Bernardino County Transportation Authority (SBCTA), Orange County Transportation Authority (OCTA), and LA Metro. We have successfully gathered a coalition of Southern California agencies to advocate for this. It is not done yet that bill is not going to pass this year, but it has been encouraging. We have a Legislator from Ventura County that is carrying the legislation, but we will have to find a new one because she is not going back to Congress next year. We have been able to craft legislation that has buy in from our partners. It has been an effective session we have not won all of them, but he just wanted to bring it back to it is the Platform this Commission adopts that allows staff to do all that work.

Commissioner Conder congratulated Aaron Hake and his staff on that. He stated that Aaron Hake answered part of his question. He is sure they monitor the other commissions throughout the state and are they anywhere nearly as active as the Commission and do we team together to form an alliance of power.

Aaron Hake replied we do it a few different ways. In Southern California we have the Legislative Roundtable and Tyler Madary, Andrew Sall, Senior Management Analyst, and their colleagues meet once a month, they are on the phone all the time, and they are always talking circulating these bills. We are also a member of several coalitions, one of them is the Self-Help Counties Coalition so every other county that has a transportation sales tax like RCTC we have our own coalition and we partner there. We are a member of Mobility 21 they also advocate so there are a number of other associations and groups. A few months ago, he called the Metropolitan Transportation Commission (MTC) in the Bay Area, who in a lot of ways we have nothing in common with, but we all work on managed lanes and tolls, and he is able to speak to their legislative director, and their legislative staff was able to work together. Sometimes you need a Northern California Legislature they need a Southern California Legislature so yes, they do.

M/S/C to:

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

8. ADVANCE MITIGATION PROGRAM OVERVIEW

Hector Casillas, Right of Way Manager, presented an overview for the Riverside County Transportation Commission Advanced Mitigation Program (RAMP), highlighting the following:

- RAMP: Addressing Future Mitigation Needs
 - ✓ Allows RCTC to proactively identify, acquire, and preserve mitigation resources
 - ✓ Secures opportunities before a specific transportation project needs them
 - ✓ Reduces risk when credits or suitable mitigation lands are limited

- ✓ Supports:
 - Project delivery timelines
 - Permitting certainty
 - Environmental compliance
 - Regional conservation objectives
- Program overview
 - ✓ Developed to support RCTC's future mitigation and MSHCP compliance needs
 - ✓ Supports regional conservation objectives, including where appropriate consistency with the MSHCP
 - ✓ May include resources otherwise determined by Wildlife Agencies to provide mitigation value
 - ✓ Preserves resources for future eligible transportation projects
 - ✓ Provides a proactive tool before projects reach the permitting stage
 - ✓ Reduces project delivery risk
 - ✓ Improves flexibility
 - ✓ Supports regional conservation goals
- Framework and due diligence
 - ✓ Identify and evaluate properties that may provide future mitigation value
 - ✓ Coordinate with CDFW, USFWS, and other regulatory partners
 - ✓ Confirm suitability through biological assessments, field inspections, appraisals, valuation review, and offer preparation
 - ✓ Return to the Commission for authorization before acquisition or preservation
 - ✓ Apply resources to eligible future projects when mitigation needs arise and approvals are obtained
- Advance mitigation in practice
 - ✓ RAMP in practice: San Timoteo (including a map of the San Timoteo site)
 - Preserve resources: 18.03 acres acquired
 - Support projects: 12.52 acres used by MCP, SR-91 CIP, SART, and Caltrans I-15
 - Plan for future projects: 5.51 acres available for future project needs

Chair Gregory stated that he thinks it is important as Hector Casillas was pointing out you are not looking at making any speculative purchases that would be made, it sounds like there will be possible projects identified where these could be applied and we are going to be very firm that the planned parcels would fit into the Multi Species Habitat Plan. He knows they talked about speaking with U.S. Fish and Wildlife and State Wildlife in getting input from them but sometimes input changes over the years, so we would make sure that we are comfortable. That we are not purchasing land because it may be years that it may get to be used that somebody would change their mind and we would end up with land that cannot be used for the intended purpose.

Commissioner Voss asked if Hector Casillas had reached out or contacted the Resource Conservation District.

Hector Casillas replied no, not with them specifically.

Commissioner Voss stated that most people do not know that they exist but there is a governmental agency called the Resource Conservation District and they are appointed by the Board of Supervisors. They are very much involved in the San Timoteo dealing with the cleanup, water conservation, land use conservation, mitigation, and these type of things. He thinks they would be really helpful for the Commission, especially as we are doing expansions at least it is somebody to talk to and looking at that map that is an area that they have done a lot of work on.

Hector Casillas thanked Commissioner Voss for that information.

M/S/C to:

- 1) Receive and file a presentation for the Riverside County Transportation Commission Advanced Mitigation Program.**

9. PRESENTATION – U.S. CONSTRUCTION OUTLOOK

Erik Galloway, Project Delivery Director, provided some background information related to the U.S. Construction outlook, highlighting the following:

- Background information:
 - ✓ April 8, 2026 Commission Meeting
 - CVAG Project Funding Concerns
 - Questions about increasing Construction Costs
 - ✓ Associated General Contractors of America
 - Founded in 1918
 - Leading Construction Industry Association
 - 27,000 member firms across the US.
 - Multiple Disciplines with the construction industry
 - Ken Simonson – Chief Economist
 - Ashley Kaiser – Director of Governmental Affairs

Erik Galloway then welcomed and introduced Ken Simonson, Chief Economist, from Associated General Contractors of America, to present What's in the for the rest of '26 (and beyond)?

Ken Simonson presented the following areas:

- A graph for construction employment in U.S. and California

- ✓ Cumulative change, February 2020- June 2026, seasonally adjusted
- A graph for California construction metro areas
 - ✓ June 2025 – June 2026, not seasonally adjusted
- Construction job growth is uneven across states
 - ✓ 33 states & DC up, 14 states down & 3 states unchanged June 2025-June 2026 (U.S.: up 0.6%)
 - ✓ 165 metros (46%) up, 131 (36%) down, 64 unchanged
- A graph for low rates for hires and job openings but also layoffs (“low hire, low fire”)
 - ✓ Construction hires, job openings, and layoffs as % of June employment, 2001-26
- A graph for small gain in public spending; downturns in private res & non-residential
 - ✓ Year-over-year % change in current dollars, seasonally adjusted, June 2024-June 2026
- A graph for change in mass transit construction spending
 - ✓ Year-over-year change, Jun. 2021-Jun. 2026, seasonally adjusted annual rate
- ✓ Spending trends: mix of increases and decreases
 - ✓ Billions of dollars, seasonally adjusted annual rate, June 2025-June 2026
 - \$2,166 billion Total -3.2%: \$889B Residential -5% (private single-family -3%; multi -2%; improvements -7%); public -4%
 - \$1,277 billion Nonresidential -2% (private -5%, public 2%)

At this time, Commissioner Washington rejoined the meeting.

Ken Simonson continued to present the following:

- Tariffs, war are pushing up costs of construction materials
 - ✓ Producer price indexes (PPIs), changes through June 2026 (not seasonally adjusted)
- Tariff announcements & dates affecting construction (as of August 10)
 - ✓ (More at AGC [Tariff Resource Center: www.agc.org/tariff-resources-contractors](http://www.agc.org/tariff-resources-contractors))
 - Supreme Court ruling invalidated many country-specific tariffs but not materials tariffs
 - Contractors can get refunds only if they are importers-of-record or tariffs are shown on invoice
 - President Trump imposed new tariffs in late July; also facing court challenges

At this time, Commissioner Stewart left the meeting.

Ken Simonson continued to present the following:

- Construction pay increases continue to outpace the private sector
 - ✓ BLS: Average hourly earnings for production and nonsupervisory employees (July 2025-July 2026):
 - ✓ Construction 5.2% Private sector 3.2%
 - ✓ CLRC: First-year settlements for construction union contracts: 4.9% (January-June 2026)
 - ✓ PAS: Construction firm staff increases: 4.4% in 2025; 3.9-4.4% anticipated in 2026 (June 2026 report)
- Construction trades rely heavily on immigrants (35% vs. 18% for all workers); impact varies greatly by trade
- Foreign-born share of construction trades varies greatly by state (1-53%)
 - ✓ CA: construction trades immigrant share 52% (U.S.: construction trades 35%; all occupations 18%)
- Middle East conflict adds to uncertainty
 - ✓ Fuel prices hit construction directly and via surcharges
 - ✓ Natural gas price affects cost of construction plastics
 - ✓ Energy cost affects cost of all materials & equipment
 - ✓ Alumina shutdown will affect aluminum prices, supply chain
 - ✓ Other imports may face longer delivery times, higher fuel costs
 - ✓ Owners may delay projects based on input costs, availability
 - ✓ Reduced travel, other spending may hit hotel, retail construction
 - ✓ Less investment by Middle East public and private investors
- Likely policy impacts on construction
 - ✓ Tariffs raise costs, invite retaliation, add to uncertainty and owner hesitancy
 - ✓ Harsh immigration/deportation actions will worsen construction labor shortages
 - ✓ Fast-rising deficits keep interest rates higher for homebuyers, bond issuers
 - ✓ However, lessened federal regulatory hurdles may help projects start sooner

At this time, Commissioner Lorimore left the meeting.

Ken Simonson continued to present the following:

- Medium-term outlook: slow growth, risk of stalling, higher prices
 - ✓ Economic growth is unbalanced and vulnerable to war shock; inflation risk is high, recession less so
 - ✓ Single-family: gradual pickup if mortgage rates don't spike; multifamily close to bottoming out
 - ✓ Warehouse, office: declines likely throughout 2026 given high costs, weak demand

- ✓ Best bets for growth: data centers, power, airports, specialty health care
- ✓ Mfg. construction: increases related to data centers, power, defense production
- ✓ Materials costs: up 3-5%, much more if Middle East conflicts persist
- ✓ Supply chain: few problems so far except electrical gear; problems may grow if war continues
- ✓ Labor costs and supply: up 4-5%; ICE actions make availability a challenge

Chair Gregory thanked Ken Simonson for that presentation and wished it was full of better news, but we know there are headwinds, so it is very important to see where the headwinds are.

Ashley Kaiser, AGC of California Director of Governmental Affairs, stated on behalf of AGC of California wanted to thank Ken Simonson for coming all this way from Washington, D.C. to present to the Commission this important information. As was mentioned, she does serve as the Government Affairs Director for AGC of California and she is a proud resident of the County of Riverside. She wanted to thank beyond today's opportunity the ongoing commitment with staff as we do collaborate on quarterly liaison committee meetings and it just brings together the opportunity for local members of the construction community and our organization to collaborate and share best practices. She thanked staff for the ongoing opportunity and partnership on the ongoing challenges around construction and also the needs to service our community in Riverside.

Chair Gregory stated he thinks Ken Simonson covered a lot of where the headwinds are coming, he does not think that there is any huge surprises for us, but it is helpful to define those. He thanked Ken Simonson for doing that and for coming all this way.

Ken Simonson stated that he will keep staff updated on further information such as the producer price index tomorrow.

M/S/C to:

- 1) **Receive and file a presentation titled *U.S. Construction Outlook: What's in the Mix for the Rest of '26 (and Beyond)*? by Ken Simonson, Chief Economist, Associated General Contractors of America.**

10. ITEM(S) PULLED FROM CONSENT CALENDAR FOR DISCUSSION

There were no items pulled from the Consent Calendar.

11. EXECUTIVE DIRECTOR'S REPORT

Aaron Hake:

- Announced RCTC has received confirmation from the Registrar of Voters the Measure A Renewal the Commissioners approved in June 2026 will appear on the November 2026 Ballot as Measure A. This means the renewal has been assigned the same letter that Riverside County residents have associated with transportation funding since 1988. He is grateful to the Registrar of Voters and the Board of Supervisors for that. With guidance from the Commission's legal counsel, staff has developed informational materials to help the Commissioners, stakeholders, and the public learn more about the Measure A Renewal, which was distributed to all the Commissioners. If you would like more brochures to please let staff know.
- Announced that RCTC received a \$25 million BUILD grant from the U.S. Department over the summer for the 91 Eastbound Corridor Operations Project. It is a competitive grant that we have put in for several times and thanks to the efforts of Congress Members Young Kim and Ken Calvert, Secretary Duffy, and the advocacy of this Commission we were so successful. Congratulations to our team.
- Welcomed and introduced RCTC's new Toll and Operations Director Mark Linsenmayer who came from the LA Metro Transportation Authority.
- Announced that the Mid County Parkway construction is well underway and thanked those that came to the Groundbreaking Ceremony over the summer. If you drive there the work that is underway is already very impressive as is the work at State Route 60 / Potrero Interchange lots of grading going on there.
- Announced the Smart Freeway Project in Temecula is operational, but we do not have data for the Commissioners yet because we need a few months to see how the system works and how the travelers behave so in a few more months staff will present the Commission an update on how the Smart Freeway system is working.
- Announced that we continue to work with Metrolink and our partner agencies on the Metrolink budget, there are significant challenges with the operational budget for the regional rail system. In fact, Sheldon Peterson, Rail Manager, and Lorelle Moe-Luna, Multimodal Services Director, are in Pomona today with all their fellow agencies' staff to try to get to a consensus that has proven very difficult. Staff will keep the Commissioners updated.
- Announced that we continue to work with the city of Beaumont on the Pennsylvania Avenue Grade Separation Project which is a very complex complicated project. We were at their city council last week to discuss some of their funding options. If there is anything that the Commissioners need from him or from the staff, please text, email, or call. We will be right there for you. He thanked the Commissioners for their support and leadership of staff's work.

Chair Gregory welcomed Mark Linsenmayer, we are very glad to have you here. It sounds like it has been a very busy summer. He wanted to take the opportunity to thank our

representatives on Metrolink that serve here also as Commissioners we very much appreciate your continued work.

12. COMMISSIONER COMMENTS

12A. Commissioner Warren thanked RCTC and their diligence for reading and reviewing all proposed bills being considered in Sacramento. Just that line item for Santa Monica showed favoritism and if we had not caught that that would have been a huge debacle for everybody. She thanked the staff for making sure that we are always at the forefront of everything that is being proposed. Residents in Southwest Riverside County are beyond frustrated with the traffic congestion on Interstate 15 and I-215 freeways, which has brought forward a petition being sent around the Southwest Riverside County about transparency, promises, things not being done they thought should have been done years ago. She requested on behalf of the residents in Southwest Riverside County that RCTC bring a presentation forward on the plans for both freeways for transparency and public information purposes. She had discussed this with Aaron Hake, and he thought it was a good idea and a great time for her to bring it forward. It would be very good for the public to hear what is going on, what our plans are, and how we are moving forward with the lack of funding that we are not getting from the state or our federal government.

Chair Gregory replied that he believes we have discussed a lot about projects and about the need for funding so he bets that staff has all that data and materials already out there and can maybe just put it together in a different way that might be something that would be worthwhile to benefit that request.

13. CLOSED SESSION

13A. CONFERENCE WITH REAL PROPERTY NEGOTIATORS

Pursuant to Government Code Section 54956.8

Agency Negotiator: Executive Director or Designee

Item	Property Description	Buyer(s)	Property Owner(s)
1	963-080-009	RCTC	Samuel Yoo, et. al.
2	432-180-002, 004, and 432-190-015	RCTC	Glen A Van Dam, et. al.

13B. REPORT OUT FROM CLOSED SESSION

There is no reportable action on either item from the Closed Session.

14. ADJOURNMENT

There being no further business for consideration by the Riverside County Transportation Commission, Chair Gregory adjourned the meeting at 11:35 a.m. The next Commission meeting is scheduled to be held on Wednesday, September 9, 2026.

Respectfully submitted,

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

Lisa Mobley
Administrative Services Director/
Clerk of the Board

AGENDA ITEM 6B

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 9, 2026
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Maria Garcia, Financial Budget Manager Jennifer Fuller, Deputy Director of Finance
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Monthly Investment Report

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file the Monthly Investment Report for the month ended July 31, 2026.

BACKGROUND INFORMATION:

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

The Commission retained Payden & Rygel Investment Management to manage investments for its operating funds. The Commission approved the initial agreement in May 2013 through a competitive procurement and subsequently extended the agreement through the annual recurring contracts process, however, the contract expired on June 30, 2026. As of the date of this report, funds were transferred to the County Treasurer's Pooled Investment Fund for investment management purposes on a go forward basis.

The monthly investment report for July 2026, as required by state law and Commission policy, reflects the investment activity associated with the 91 Project 2021 Financing and available operating cash. As of July 31, 2026, total cash and investments in the Commission's portfolio totaled approximately \$2.1 billion and were comprised of the following:

CASH AND INVESTMENTS PORTFOLIO		AMOUNTS ¹
Operating		\$ 1,520,586,947
Trust		377,614,197
Commission-managed		199,097,050
Total		\$ 2,097,298,194
Note: ¹ Unreconciled and unaudited		

As of July 31, 2026, the Commission's cash and investments adhere to both the Commission's investment policy adopted on December 10, 2025, and permitted investments described in the indenture for the Commission's sales tax revenue bonds and the master indenture for the Commission's toll revenue bonds. Additionally, the Commission has sufficient liquidity to meet its anticipated cash flow requirements for the next six months.

FISCAL IMPACT:

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

Attachment: Investment Portfolio Report for July 31, 2026

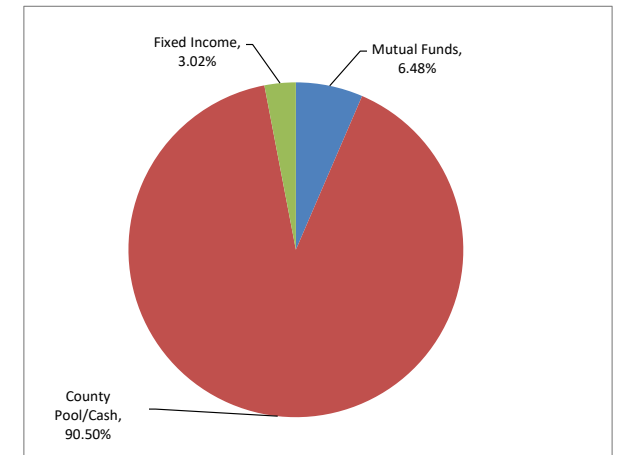
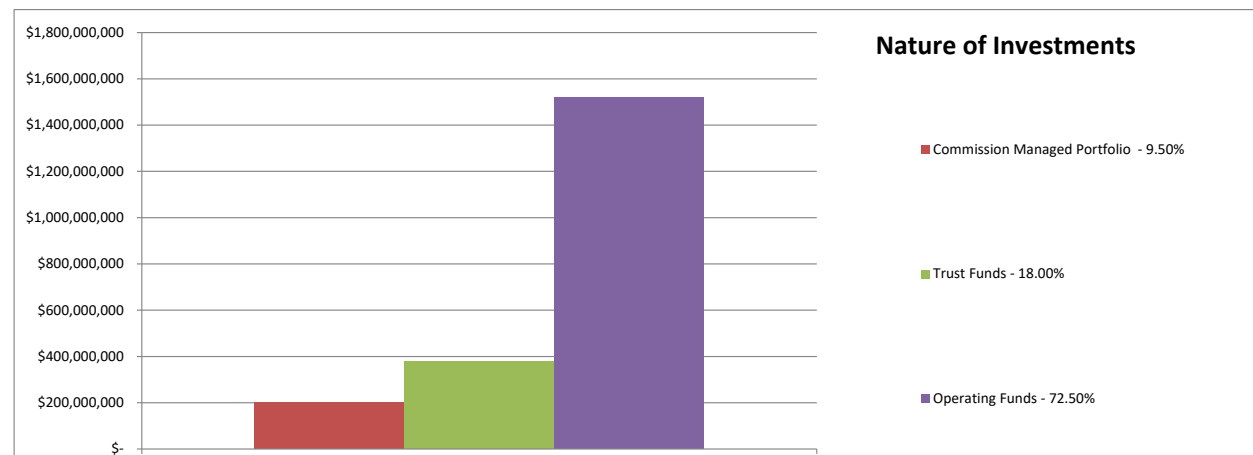
Riverside County Transportation Commission
Investment Portfolio Report
Period Ended: July 31, 2026

	STATEMENT BALANCE ¹	FINANCIAL INSTITUTION	STATEMENTS	RATING Fitch ²	COUPON RATE	PAR VALUE	PURCHASE DATE	MATURITY DATE	YIELD TO MATURITY	PURCHASE COST	MARKET VALUE	UNREALIZED GAIN (LOSS)
OPERATING FUNDS												
City National Bank Deposits	46,421,884	City National Bank	Available upon request	AA-	N/A				N/A			
County Treasurer's Pooled Investment Fund	1,474,165,063	County Treasurer	Available upon request	AAAf/S1								
Subtotal Operating Funds	1,520,586,947											
FUNDS HELD IN TRUST												
County Treasurer's Pooled Investment Fund:												
Local Transportation Fund	377,614,197	County Treasurer	Available upon request					Available upon request				
Subtotal Funds Held in Trust	377,614,197											
COMMISSION MANAGED PORTFOLIO												
US Bank Payden & Rygel Operating	-	US Bank	Available upon request					Available upon request				
2013 Series A & Series B Reserve Fund	13,488,833	US Bank	Available upon request					Available upon request				
2021 Series B Reserve Fund	41,506,521	US Bank	Available upon request					Available upon request				
2021 Series C Reserve Fund	8,268,767	US Bank	Available upon request					Available upon request				
First American Government Obligation Fund	135,832,929	US Bank	Available upon request	N/A	N/A			Available upon request	N/A			
Subtotal Commission Managed Portfolio	199,097,050											
TOTAL All Cash and Investments	2,097,298,194											

Notes:

¹ Unreconciled and unaudited

² As of latest available information



AGENDA ITEM 6C

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 9, 2026
TO:	Riverside County Transportation Commission
FROM:	Audit Ad Hoc Committee Jennifer Fuller, Deputy Director of Finance Sergio Vidal, Chief Financial Officer
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Fiscal Year 2024/25 Transportation Development Act and Measure A Audit Results

AUDIT AD HOC COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file the Transportation Development Act (TDA) and Measure A audit results report for Fiscal Year (FY) 2024/25.

BACKGROUND INFORMATION:

In May 2021, following a competitive procurement, the Commission awarded agreements for a three-year contract term with three one-year options to extend the agreements to four audit firms to perform financial and compliance audits and agreed-upon procedures (audits) for TDA claimants (Article 3 and Article 4), Measure A recipients for Local Streets and Roads (LSR) and Specialized Transit, and the Western Riverside County Regional Conservation Authority (RCA) Member Agencies related to the Multiple Species Habitat Conservation Plan (MSHCP) Local Development Mitigation Fee. The firms and the services provided are as follows:

Audit Firm	Geographic Region	Audits Performed
Eide Bailly LLP (Eide Bailly)	Western Riverside County	TDA, Measure A LSR, MSHCP
Brown Armstrong Accountancy Corporation (Brown Armstrong)	Western Riverside County, Coachella Valley, County of Riverside	TDA, Measure A LSR, MSHCP
BCA Watson Rice LLP (BCAWR)	Western Riverside County	Measure A LSR, Measure A Specialized Transit, MSHCP
Conrad LLP (Conrad)	Western Riverside County, Coachella Valley, Palo Verde Valley	TDA, Measure A LSR, MSHCP

Each jurisdiction was assigned one audit firm for all audits required. Riverside Transit Agency (RTA) and SunLine Transit Agency (SunLine) have elected to hire their own auditors. While the contracts include RCA audits related to the MSHCP, this staff report only reports on the results of the TDA and Measure A audits.

Overview of Audits

Eide Bailly, Brown Armstrong, BCAWR, and Conrad, along with the other agencies' auditors, completed the FY 2024/25 audits and issued the audit reports. The following is a summary of the 57 audits requested:

Funding Type	Type of Procedure	Eide Bailly	Brown Armstrong	BCAWR	Conrad	Other Auditors	Total
TDA Article 3 (bicycle and pedestrian projects)	Financial and compliance audit	0	3	0	1	0	4
TDA Article 4 (transit)	Financial and compliance audit	4	0	0	1	2	7
Measure A specialized transit	Agreed-upon procedures	0	0	17	0	0	17
Measure A local streets and roads	Agreed-upon procedures	4	13	2	10	0	29

Of the 57 audits requested in the table above, 54 have been completed. The following audits are still outstanding:

- City of Banning – TDA Article 4
- City of Banning – Measure A local streets and roads
- Boys and Girls Club of Menifee Valley

The auditors are waiting for financial statements from the city to begin both audits outstanding for the city of Banning. The audit for the Boys and Girls Club of Menifee Valley was delayed due to a contract issue. Having resolved the issue, the contract has been issued, and the auditors have begun work. Staff anticipates updating the Committee during the next Audit Ad Hoc Committee meeting which will be held in December.

Based on a review of the reports, the following items are highlights from the FY 2024/25 audit results.

TDA Article 3 (Bicycle and Pedestrian Projects)

- One jurisdiction (city of Cathedral City) had a control deficiency related to ensuring claims are supported by eligible, allowable, and properly recorded expenditures.
- Two jurisdictions (city of Cathedral City and city of Rancho Mirage) had negative ending fund balance.
- The negative fund balances are attributable to the reimbursement-based nature of TDA Article 3 funding, whereby jurisdictions may incur eligible expenditures before receiving reimbursement allocations from RCTC.

TDA Article 4 (Transit)

- Of the seven transit operators subject to Article 4 audits, five agencies met minimum farebox recovery ratio requirements, Riverside is exempt, and Banning remains under audit.
- City of Beaumont's control deficiency from the prior year has been implemented and resolved.
- City of Corona's auditor identified a deficiency related to the reconciliation of unearned revenue which required a revision during the audit.
- PVVTA's auditor identified a deficiency related to the consistency in recording revenues. Similar revenues were recorded in different accounts. Amounts were consolidated for financial statement purposes. The auditor also identified a deficiency related to consistency in recording eligible costs. Some of the work in process was not claimed. The agency fixed the error.

Measure A Specialized Transit

- As noted above, the Boys and Girls Club of Menifee Valley has not been audited due to contractual issues. As of the date of this report, the issue has been resolved and is currently being audited. Staff will report on this entity separately at the next Audit Ad hoc Committee meeting.
- Match requirements were met by 13 agencies. One agency received a waiver. Two agencies did not meet the match requirements, Blindness Support Services and Care Connexus.
- Three agencies (Angel View, Forest Folk, and Independent Living Partnership) had excess revenues over expenses totaling \$5,462, of which \$1,007 is related to excess Measure A funds received by Angel View. The balance of \$4,455 relates to excess matching contributions that may be retained by the agencies. Staff will collaborate with Angel View to ensure the excess Measure A is used in FY 2026/2027.
- Six agencies (Blindness Support Services, Care Connexus, Riverside University Health System (RUHS) – Behavioral Health, Exceed, Friends of Moreno Valley, and Michelle's Place) had an excess of expenses over revenues totaling \$53,005. The agencies are responsible for covering the excess of expenses; however, if there is a balance of Measure A funds allocated to an agency, the agency may submit a revised claim.

Measure A Local Streets and Roads

- All jurisdictions subject to the maintenance of effort (MOE) requirement satisfied it, including the city of Desert Hot Springs, which used prior-year carryover consistent with the MOE Guidelines. Three agencies, the city of Jurupa Valley, city of Wildomar, and County of Riverside—are not subject to MOE requirements.
- Six jurisdictions (cities of Canyon Lake, Murrieta, Palm Desert, Perris, Riverside, and San Jacinto) had fund balances more than three years of revenues. While the Commission policy suggests such amounts should not exceed three years, the jurisdictions provided

reasonable explanations for the amounts, including project delays and capital improvement plans to expend those funds on projects in the next five years.

- Two agencies (Indian Wells and San Jacinto) had cash and investments and fund balance amount variances exceeding 25 percent. The jurisdictions provided reasonable explanations for the variances, including timing differences for accounts receivable and due from other governments.
- Five agencies (cities of Hemet, Jurupa Valley, Palm Desert, Palm Springs, and Perris) restated their beginning fund balances. The jurisdictions provided reasonable explanations for the changes including entries to recognize interest and fair value adjustments and accruals which were posted after the agreed upon procedures were finalized. One city's restatement was related to corrections made because of a grant reconciliation that moved the fund balance from Measure A to a different fund.

Attached is the summary of transportation and transit fund operations and related audit results for the several types of TDA (Articles 3 and 4) and Measure A (specialized transit and local streets and roads) funding audits. Each schedule provides information for each claimant and recipient regarding the revenues, expenditures/expenses, and change in fund balance/net position for the year ended June 30, 2025, and other financial and compliance information.

FISCAL IMPACT:

This item is for informational purposes only. There is no fiscal impact.

Attachments:

- 1) FY 2024/25 Transportation Development Act Article 3 Schedule
- 2) FY 2024/25 Transportation Development Act Article 4 Schedule
- 3) FY 2024/25 Measure A Specialized Transit Schedule
- 4) FY 2024/25 Measure A Local Streets and Roads Schedule

Transportation Development Act Article 3 Schedule
Year Ended June 30, 2025

	Cathedral City	Jurupa Valley	Menifee	Rancho Mirage	Total
Revenues:					
Intergovernmental allocations:					
Article 3	\$ -	\$ 364,880	\$ -	\$ -	\$ 364,880
Interest income (loss)	-	-	-	-	-
Total revenues	-	364,880	-	-	364,880
 Total expenditures	 34,685	 364,880	 666,329	 239,033	 1,304,927
Excess (deficiency) of revenues over (under) expenditures	(34,685)	-	(666,329)	(239,033)	(940,047)
 Other financing sources (uses)					
Transfers in (out)	-	-	666,329	-	666,329
Total other financing sources (uses)	-		666,329	-	666,329
 Net changes in fund balance	 (34,685)	 -	 -	 (239,033)	 (273,718)
 Fund balances at beginning of year	 (254,452)	 -	 -	 -	 (254,452)
Fund balances at end of year	<u>\$ (289,137)</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ (239,033)</u>	<u>\$ (528,170)</u>

Source: 2025 Financial Statements

Transportation Development Act Article 4 Schedule
Year Ended June 30, 2025

	Beaumont	Corona	Riverside	PVVTa	RTA ¹	SunLine ¹	Total
Total operating revenues	\$ 148,858	\$ 110,284	\$ 276,501	\$128,631	\$ 7,972,144	\$ 4,862,577	\$ 13,498,995
Operating expenses:							
Depreciation and amortization	1,156,301	313,191	352,325	291,848	12,957,066	8,886,619	23,957,350
Other operating expenses	2,979,333	3,443,779	5,467,146	1,799,345	103,717,568	52,172,087	169,579,258
Total operating expenses	4,135,634	3,756,970	5,819,471	2,091,193	116,674,634	61,058,706	193,536,608
Operating loss	(3,986,776)	(3,646,686)	(5,542,970)	(1,962,562)	(108,702,490)	(56,196,129)	(180,037,613)
Nonoperating revenues (expenses):							
Grants:							
Local Transportation Funds	2,358,333	1,297,127	4,923,128	1,512,647	64,188,067	28,829,900	103,109,202
State Transit Assistance/State of Good Repair		1,081					1,081
Federal		1,638,796		354,555	24,486,161	7,931,759	34,411,271
Measure A specialized transit	199,000				2,000,000	8,238,000	10,437,000
Proposition 1B/Low Carbon Transit							
Operations Program (LCTOP)	122,180	292,985	2,696	135,643	3,017,069	329,668	3,900,241
Other		10,000		22,356	613,795	28,129	674,280
Interest income	55,155	135,081	13,803	56	2,527,748	31,621	2,763,464
Interest expense		(17,068)	(68,920)				(85,988)
Gain (loss) on sale of property	(19,219)				23,533	(1,635,835)	(1,631,521)
Other	43,818		53,270		2,423,558		2,520,646
Total nonoperating revenue (expense)	2,759,267	3,358,002	4,923,977	2,025,257	99,279,931	43,753,242	156,099,676
Net increase (decrease)	(1,227,509)	(288,684)	(618,993)	62,695	(9,422,559)	(12,442,887)	(23,937,937)
Capital Contributions	5,733,080	2,724	1,391,124	501,377	12,705,464	15,227,037	35,560,806
Transfer in from other City funds	-						-
Transfer out from other City Funds	-						-
Net positions at beginning of year	4,788,903	410,239	(1,904,495)	1,859,279	142,459,946	98,875,671	246,489,543
Net positions at end of year	\$ 9,294,474	\$ 124,279	\$ (1,132,364)	\$ 2,423,351	\$ 145,742,851	\$ 101,659,821	\$ 258,112,412
Unearned revenue at end of year:							
Operating	\$ 567,359	\$ 741,856	\$ 217,361	\$ 344,124	\$ 7,125,529	\$ 6,602,837	\$ 15,599,066
Capital	-	-	-	-	\$ 54,076,344	3,307,702	57,384,046
Total unearned revenue at end of year	\$ 567,359	\$ 741,856	\$ 217,361	\$ 344,124	\$ 61,201,873	\$ 9,910,539	\$ 72,983,112
Minimum fare ratio	10.00%	20.00%		10.00%	17.26%	18.69%	
Actual fare ratio	22.38%	20.00%		14.74%	24.86%	29.69%	
Fare ratio compliance status			No Longer Required per AB149 Section 99268.17				

Source: 2025 Financial Statements

¹ The audits for RTA and SunLine were completed by other auditors hired by each entity.

**Measure A Specialized Transit Schedule
Year Ended June 30, 2025**

	Angel View	Blindness Support Services	Boys & Girls Club of Southwest County	Care-A-Van	Care Connexus	Riverside University Health System- Behavioral Health	Exceed	Forest Folk	Friends of Moreno Valley	Independent Living Partnership	Michelle's Place	City of Norco	Operation SafeHouse	Riverside University Health System Medical Center	U.S. Veterans Initiative	Voices for Children	Total
Operating revenues:																	
Measure A	\$ 79,991	\$ 39,930	\$ 76,959	\$ 315,087	\$ 130,373	\$ 402,539	\$ 240,513	\$ 264,063	\$ 115,618	\$ 501,210	\$ 25,126	\$ 112,089	\$ 48,993	\$ 388,564	\$ 61,964	\$ 125,979	\$ 2,809,077
In-kind match		15,066		28,900				21,058	35,879	741,678	1,772					273,623	1,102,910
Cash match	41,208	5,570	39,645	134,711	67,159	243,441	669,224	7,496	79,650	221,620	24,508	57,743	25,239	346,950	31,921		1,949,307
Total operating revenues	121,199	60,566	116,604	478,698	197,532	645,980	909,737	292,617	231,147	1,464,508	51,406	169,832	74,232	735,514	93,885	399,602	5,861,294
Operating expenses-in kind		15,066		28,900				21,058	35,879	741,678	1,772					273,623	1,102,910
Operating expenses-salaries & benefits	52,006	34,178	83,937	304,944	119,947	493,236	562,835	10,948		184,524	30,429	117,067	41,858	631,868	77,187	53,267	2,712,047
Operating expenses-nonpersonnel	66,000	6,636	24,030	134,873	80,791	71,493	341,835	69,047	195,486	422,515	37,848	45,465	26,889	49,163	9,743	72,712	1,581,890
Operating expenses-administrative overhead	1,667	5,572	8,637	9,981		45,178	7,619					7,300	5,485	54,483	6,955		145,638
Capital expenses						63,573		190,413		113,006							366,992
Total operating expenses/capital expenses	119,673	61,452	116,604	478,698	200,738	673,480	912,289	291,466	231,365	1,461,723	70,049	169,832	74,232	735,514	93,885	399,602	5,909,477
Excess (deficiency) of revenues over (under) expenses	\$ 1,526	\$ (886)	\$ -	\$ -	\$ (3,206)	\$ (27,500)	\$ (2,552)	\$ 1,151	\$ (218)	\$ 2,785	\$ (18,643)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (48,183)
Excess revenues related to Measure A	\$ 1,007	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Match requirement (as adjusted)	\$ 40,689	\$ 20,894	\$ 39,645	\$ 162,757	\$ 68,251	\$ 238,953	\$ 593,000	\$ 28,552	\$ 112,271	\$ 931,980	\$ 25,085	\$ 57,743	\$ 25,239	\$ 246,950	\$ 31,921	\$ 135,865	\$ 2,698,212
Actual match	\$ 41,208	\$ 20,636	\$ 39,645	\$ 163,611	\$ 67,159	\$ 243,441	\$ 669,224	\$ 28,554	\$ 115,529	\$ 963,298	\$ 26,280	\$ 57,743	\$ 25,239	\$ 346,950	\$ 31,921	\$ 273,623	\$ 3,052,217
Match requirement compliance status	Met as adjusted	Not Met	Met as adjusted	Met as adjusted	Not Met	Met	Met	Met but was waived as well	Met	Met	Met	Met as adjusted	Met	Met	Met as adjusted	Met as adjusted	

Source: 2025 Agreed-Upon Procedures

Measure A Local Streets and Roads Schedule
Year ended June 30, 2025

	Western County									
	Beaumont	Calimesa	Canyon Lake	Corona	Eastvale	Hemet	Jurupa Valley	Lake Elsinore	Menifee	Moreno Valley
Revenues:										
Intergovernmental allocations:										
Measure A	\$ 944,484	\$ 321,067	\$ 281,427	\$ 6,391,896	\$ 3,537,338	\$ 2,743,733	\$ 3,338,518	\$ 2,248,915	\$ 3,189,610	\$ 6,352,730
Reimbursements										
Measure A/STIP Trade										
Other revenues										3,783
Interest income	99,300	46,601	56,826	909,861	257,358	311,914	270,738	63,077	245,276	400,416
Other financing sources-transfers in										
Total revenues	1,043,784	367,668	338,253	7,301,757	3,794,696	3,055,647	3,609,256	2,311,992	3,434,886	6,756,929
Expenditures and other financing uses:										
Engineering, construction, maintenance, and capital outlay			44,185	2,385,137	2,245,543	3,664,064	1,357,262		1,211,900	2,815,587
Administrative overhead/indirect costs		13,450		180,061						28,162
Capital outlay					42,821					
Debt service										
Principal							915,000			
Interest							144,250			
Transfers out	626,781	600,000			273,410		67,806	1,769,610	1,080,487	1,365,338
Total expenditures and other financing uses	626,781	613,450	44,185	2,565,198	2,561,774	3,664,064	2,484,318	1,769,610	2,292,387	4,209,087
Excess (deficiency) of revenues over (under) expenditures and other financing uses	417,003	(245,782)	294,068	4,736,559	1,232,922	(608,417)	1,124,938	542,382	1,142,499	2,547,842
Prior period adjustment/rounding	1			1	(1)	(685,413)	41,838	1		
Fund balances at beginning of year	2,310,642	1,056,499	1,406,476	12,745,527	5,528,110	8,093,404	6,878,705	919,891	4,165,333	10,931,265
Fund balances at end of year	\$ 2,727,646	\$ 810,717	\$ 1,700,544	\$ 17,482,087	\$ 6,761,031	\$ 6,799,574	\$ 8,045,481	\$ 1,462,274	\$ 5,307,832	\$ 13,479,107
Fund balance by year received:										
2025	\$ 1,043,784	\$ 367,668	\$ 338,253	\$ 7,301,757	\$ 3,794,696	\$ 3,055,647	\$ 3,609,256	\$ 1,462,274	\$ 3,434,886	\$ 6,756,929
2024	1,043,541	360,858	330,754	6,470,826	2,966,335	2,974,560	3,555,635		1,872,946	6,616,852
2023	640,321	82,191	299,549	3,709,504		769,367	880,590			105,326
2022 & Prior			731,988							
Total fund balances by year received	\$ 2,727,646	\$ 810,717	\$ 1,700,544	\$ 17,482,087	\$ 6,761,031	\$ 6,799,574	\$ 8,045,481	\$ 1,462,274	\$ 5,307,832	\$ 13,479,107
Cash and investments	\$ 2,564,012	\$ 755,092	\$ 1,651,786	\$ 18,692,892	\$ 6,425,058	\$ 7,179,391	\$ 8,286,645	\$ 1,114,429	\$ 4,757,676	\$ 12,719,574
MOE Base Year requirement	\$ 515,908	\$ 2,401	\$ 28,873	\$ 2,208,200	\$ 38,949	\$ 18,924	\$ -	\$ 960,771	\$ 214,225	\$ 1,459,153
Current Year MOE Expenditures	\$ 3,842,132	\$ 1,002,496	\$ 60,592	\$ 10,835,507	\$ 129,786	\$ 2,704,370	\$ -	\$ 12,915,308	\$ 757,339	\$ 5,009,930
Total amount of Excess MOE at end of year	\$ 13,541,551	\$ 1,557,464	\$ 289,094	\$ 37,220,712	\$ 800,129	\$ 3,518,178	\$ -	\$ 58,107,055	\$ 14,383,536	\$ 19,280,672
MOE compliance status	Met	Met	Met	Met	Met	Met	N/A	Met	Met	Met

Source: 2025 Agreed-Upon Procedures

Measure A Local Streets and Roads Schedule
Year ended June 30, 2025

	Murrieta	Norco	Perris	Riverside	San Jacinto	Temecula	Wildomar	Total	
Revenues:									
Intergovernmental allocations:									
Measure A	\$ 3,555,226	\$ 962,235	\$ 2,883,639	\$ 10,812,271	\$ 1,478,592	\$ 4,199,604	\$ 995,151	\$ 54,236,436	
Reimbursements								-	
Measure A/STIP Trade				2,070,978				2,070,978	
Other revenues	330,401			258,208				592,392	
Interest income	608,574	89,647	460,840	2,225,193	133,317	414,101	84,943	6,677,982	
Other financing sources-transfers in				143,298				143,298	
Total revenues	4,494,201	1,051,882	3,344,479	15,509,948	1,611,909	4,613,705	1,080,094	63,721,086	
Expenditures and other financing uses:									
Engineering, construction, maintenance, and capital outlay	3,211,670	30,349	5,252,331	9,311,338		411,378	508,175	32,448,919	
Administrative overhead/indirect costs	5,578				41,370		57,355	325,976	
Capital outlay								42,821	
Debt service								-	
Principal				2,723,000				3,638,000	
Interest								144,250	
Transfers out	721,381			91,324	493,505	1,907,206		8,996,848	
Total expenditures and other financing uses	3,938,629	30,349	5,252,331	12,125,662	534,875	2,318,584	565,530	45,596,814	
Excess (deficiency) of revenues over (under) expenditures and other financing uses	555,572	1,021,533	(1,907,852)	3,384,286	1,077,034	2,295,121	514,564	18,124,272	
Prior period adjustment/rounding	(1)		18,354	(1)				(625,221)	
Fund balances at beginning of year	13,783,853	1,475,558	14,413,102	39,483,271	3,696,007	8,367,804	1,513,651	136,769,098	
Fund balances at end of year	\$ 14,339,424	\$ 2,497,091	\$ 12,523,604	\$ 42,867,556	\$ 4,773,041	\$ 10,662,925	\$ 2,028,215	\$ 154,268,149	
Fund balance by year received:									
2025	\$ 4,494,201	\$ 1,051,882	\$ 3,344,479	\$ 15,509,948	\$ 1,611,909	\$ 4,613,705	\$ 1,080,094	\$ 62,871,368	
2024	4,048,823	1,048,305	3,600,445	12,263,693	1,711,272	5,080,821	948,121	54,893,787	
2023	3,964,827	396,904	2,781,718	12,060,941	1,407,751	968,399		28,067,388	
2022 & Prior	1,831,573		2,796,962	3,032,974	42,109			8,435,606	
Total fund balances by year received	\$ 14,339,424	\$ 2,497,091	\$ 12,523,604	\$ 42,867,556	\$ 4,773,041	\$ 10,662,925	\$ 2,028,215	\$ 154,268,149	
Cash and investments	\$ 14,513,380	\$ 2,348,024	\$ 12,446,251	\$ 41,007,549	\$ 839,692	\$ 9,944,783	\$ 1,931,911	\$ 147,178,145	
MOE Base Year requirement	\$ 595,702	\$ 22,536	\$ 1,218,470	\$ 12,449,203	\$ 156,391	\$ 1,431,799	\$ -	\$ 21,321,505	
Current Year MOE Expenditures	\$ 1,032,503	\$ 83,924	\$ 770,561	\$ 24,957,491	\$ 1,898,194	\$ 5,085,936	\$ -	\$ 71,086,069	
Total amount of Excess MOE at end of year	\$ 1,960,275	\$ 265,528	\$ 16,468,782	\$ 93,252,935	\$ 7,846,311	\$ 26,175,198	\$ -	\$ 294,667,420	
MOE compliance status	Met	Met	Met	Met	Met	Met	N/A		

Source: 2025 Agreed-Upon Procedures

Measure A Local Streets and Roads Schedule
Year ended June 30, 2025

Coachella Valley										Palo Verde Valley	County of Riverside	Total
Cathedral City	Coachella	Desert Hot Springs	Indian Wells	Indio	La Quinta	Palm Desert	Palm Springs	Rancho Mirage	Total	Blythe		
Revenues:												
Intergovernmental allocations:												
Measure A	\$ 1,872,458	\$ 811,814	\$ 622,111	\$ 325,086	\$ 2,630,903	\$ 1,909,693	\$ 3,337,580	\$ 2,774,824	\$ 1,136,307	\$ 15,420,776	\$ 741,074	\$ 82,547,003
Reimbursements					481,839					481,839		481,839
Measure A/STIP Trade										-		4,141,956
Other revenues	15,624						2,604,353			2,619,977		3,212,369
Interest income	69,791	57,799	13,486	75	260,531	212,257	1,124,020			2,682,015	93,542	10,190,286
Other financing sources-transfers in	102,457									102,457		245,755
Total revenues	2,060,330	869,613	635,597	325,161	3,373,273	2,121,950	4,461,600	6,099,847	1,359,693	21,307,064	834,616	98,748,230
Expenditures and other financing uses:												
Engineering, construction, maintenance, and capital outlay	2,491,452	1,573,808	477,521		2,059,364	430,042	10,744,801	4,818,388	2,232,806	24,828,182	143,630	76,861,408
Administrative overhead/indirect costs			30,912	327,378	94,590					452,880	59,286	838,142
Capital outlay										-		42,821
Debt service										-		-
Principal								10,421		10,421		3,648,421
Interest										-		144,250
Transfers out	149,797		161,084							310,881		9,307,729
Total expenditures and other financing uses	2,641,249	1,573,808	669,517	327,378	2,153,954	430,042	10,744,801	4,828,809	2,232,806	25,602,364	202,916	90,842,771
Excess (deficiency) of revenues over (under) expenditures and other financing uses	(580,919)	(704,195)	(33,920)	(2,217)	1,219,319	1,691,908	(6,283,201)	1,271,038	(873,113)	(4,295,300)	631,700	7,905,459
Prior period adjustment/rounding							4,211	(524,609)		(520,398)		(1,145,619)
Fund balances at beginning of year	1,688,950	1,620,954	1,073,383	58,900	5,160,805	3,467,048	23,386,003	13,253,238	4,053,671	53,762,952	2,144,562	207,680,239
Fund balances at end of year	\$ 1,108,031	\$ 916,759	\$ 1,039,463	\$ 56,683	\$ 6,380,124	\$ 5,158,956	\$ 17,107,013	\$ 13,999,667	\$ 3,180,558	\$ 48,947,254	\$ 2,776,262	\$ 214,440,079
Fund balance by year received:												
2025	\$ 1,108,031	\$ 869,613	\$ 635,597	\$ 56,683	\$ 3,373,273	\$ 2,121,950	\$ 4,461,600	\$ 6,099,847	\$ 1,359,693	20,086,287	\$ 834,616	92,240,685
2024		47,146	403,866		3,006,851	2,115,284	4,821,174	6,324,247	1,820,865	18,539,433	1,062,681	74,495,901
2023						921,722	4,398,556	1,575,573		6,895,851	878,965	35,842,204
2022 & Prior							3,425,683			3,425,683		11,861,289
Total fund balances by year received	\$ 1,108,031	\$ 916,759	\$ 1,039,463	\$ 56,683	\$ 6,380,124	\$ 5,158,956	\$ 17,107,013	\$ 13,999,667	\$ 3,180,558	\$ 48,947,254	\$ 2,776,262	\$ 214,440,079
Cash and investments	\$ 950,351	\$ 801,993	\$ 1,071,659	\$ -	\$ 6,195,009	\$ 4,821,705	\$ 17,640,933	\$ 14,099,299	\$ 3,108,559	\$ 48,689,508	\$ 2,627,216	\$ 206,883,938
MOE Base Year requirement	\$ 391,688	\$ 92,205	\$ 75,147	\$ 963,640	\$ 2,048,564	\$ 937,007	\$ 2,398,146	\$ 1,498,732	\$ 674,811	\$ 9,079,940	\$ 170,000	\$ - \$ 30,571,445
Current Year MOE Expenditures	\$ 4,464,344	\$ 4,322,427	\$ 3,291	\$ 1,662,452	\$ 3,627,107	\$ 3,827,951	\$ 6,456,732	\$ 6,473,662	\$ 1,035,137	\$ 31,873,103	\$ 761,330	\$ - \$ 103,720,502
Total amount of Excess MOE at end of year	\$ 18,893,799	\$ 17,496,892	\$ 826,786	\$ 17,577,980	\$ 35,584,478	\$ 23,414,515	\$ 25,277,307	\$ 59,052,283	\$ 6,895,665	\$ 205,019,705	\$ 2,574,885	\$ - \$ 502,262,010
MOE compliance status	Met	Met	Used PY	Met	Met	Met	Met	Met	Met	Met	N/A	

Source: 2025 Agreed-Upon Procedures

AGENDA ITEM 6D

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 9, 2026
TO:	Riverside County Transportation Commission
FROM:	Audit Ad Hoc Committee Jennifer Fuller, Deputy Director of Finance Sergio Vidal, Chief Financial Officer
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Audit Plan for the Commission's Fiscal Year 2025/26 Audit

AUDIT AD HOC COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file the presentation on the audit plan for the upcoming audit of the Commission's Fiscal Year 2025/26 financial statements and facilitate communication between auditors and those charged with governance (the Audit Ad Hoc Committee).

BACKGROUND INFORMATION:

Auditing standards, including *The Auditor's Communication with Those Charged with Governance* (AU-C 260), require the Commission's independent financial auditor to annually communicate certain audit-related matters to the Commission's Audit Ad Hoc Committee, or its equivalent, in connection with the audit of the Commission's financial statements.

Following a competitive procurement process, the Commission approved an agreement with Eide Bailly LLP (Eide Bailly or Auditor) in March 2020 to provide audit services for an initial three-year term, with three one-year extension options. The agreement was later amended to add two additional one-year options. Eide Bailly is engaged to perform the following audits and related services:

Audits

- Annual Comprehensive Financial Report (ACFR)
- Local Transportation Fund (LTF)
- State Transit Assistance Fund (STA)
- State of Good Repair (SGR)
- Low Carbon Transit Operations Program (LCTOP)
- SR-91 Express Lanes
- I-15 Express Lanes
- Federal Grant Programs ("Single Audit")

Other Services:

- Procedures related to Compliance with Covenants and Provisions of the Reimbursement Agreement
- Agreed-Upon Procedures (AUP) over:
 - Appropriation Limits calculation (GANN Limit)
 - Measure A – Commuter Assistance Program
- Advice on major transactions and other related reports

Other Engagements Performed by the Firm Under Separate Agreement for Certain Claimants:

- AUP - Measure A – Local Streets and Roads (LSR)
- TDA Claimant Audits
 - Article 3 (Bicycle and Pedestrian Funds)
 - Article 4 (Specialized Transit)
- AUP - Multiple Species Habitat Conservation Program (MSHCP)

The engagement for FY 2025/26 represents Eide Bailly's seventh year in providing audit and related services for the Commission. During July 2026, the FY 2025/26 audit commenced with the evaluation of the Commission's existing internal control environment along with review of significant transactions during the current year. The next step in the annual audit process is for the Auditor to prepare its annual communications, outlining the following:

- Communicate responsibilities of the auditor in relation to the financial statement audit;
- Communicate an overview of the scope, timing, and deliverables of the audit;
- Provide timely observations arising from the audit that are relevant in overseeing the financial reporting process; and
- Obtain information relevant to the audit which requires a dialogue with the Audit Ad Hoc Committee

Next Steps in the audit process

In summary, the audit process for FY 2025/26 is as follows:

- Interim Fieldwork (**June - July 2026**)
- Initiate communication with the Audit Ad Hoc Committee (**August 2026**)
- Final Fieldwork (**October - November 2026**)
- Issuance of opinion on the Commission's financial statements (**November 2026**)

Attached are Eide Bailly's Audit Plan Presentation to the Audit Ad Hoc Committee and the FY 2025/26 Annual Planning Communication Letter. Representatives from Eide Bailly will review this information during the meeting.

Attachments:

- 1) Audit Plan Presentation
- 2) FY 2025/26 Planning Communication



Riverside County Transportation Commission

Communication With Those Charged With Governance - Audit Ad Hoc Committee
Audit Entrance Meeting | August 12, 2026

AUDIT SCOPE

PERFORM THE AUDITS OF THE:

- Annual Comprehensive Financial Report (ACFR)
- Local Transportation Fund
- State Transit Assistance Fund
- State of Good Repair Fund
- Low Carbon Transit Operations Program Accounts
- 91 Express Lanes
- 15 Express Lanes
- 2 CFR 200 Single Audit in accordance with the Uniform Guidance

PERFORM THE FOLLOWING:

- Agreed Upon Procedures (AUP) on the Appropriations Limit Calculation
- AUP Measure A Commuter Assistance Program
- Assist with the Pension and OPEB accounting entries
- Under separate contract, perform Measure A AUPs, TDA audits of certain claimants and MSHCP AUPs (RCA)

OUR RESPONSIBILITY

U.S. Generally Accepted Auditing Standards and Government Auditing Standards.

Express opinions about whether the financial statements that have been prepared by management are presented fairly, in all material respects, in conformity with generally accepted accounting principles:

- Reasonable, not absolute assurance;
- Audit does not relieve management or governance of its responsibilities.

Uniform Guidance express an opinion on compliance applicable to major federal programs.



OUR RESPONSIBILITY

Our audit will include understanding the entity and its environment, including internal control, sufficient to assess the risks of material misstatement of the financial statements and to design the nature, timing and extent of further audit procedures:

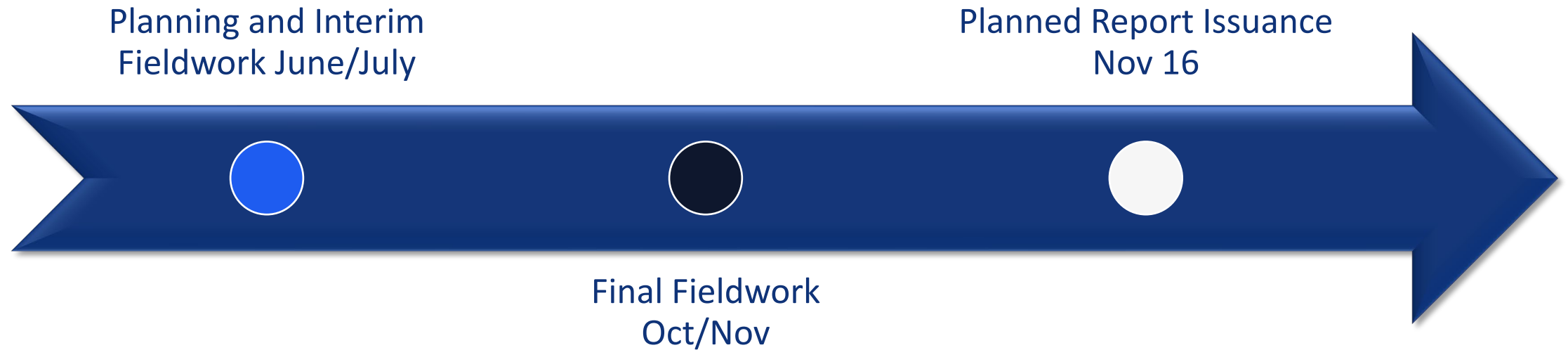
- Material misstatements may result from (1) errors, (2) fraudulent financial reporting, (3) misappropriation of assets, or (4) violations of laws or regulations that are attributable to the entity or to acts by management or employees acting on behalf of the entity;
- No opinion on internal control will be expressed.

OUR RESPONSIBILITY

Communicate other matters:

- Violations of laws or regulations that come to our attention.
- Our views related to qualitative aspects of accounting policies, accounting estimates and note disclosures.
- Significant difficulties, if any, encountered.
- Unusual transactions, if any.
- Uncorrected misstatements and material corrected misstatements.
- Disagreements with management, if any.
- Management representations.
- Consultations with other accountants.

Planned Scope and Timing



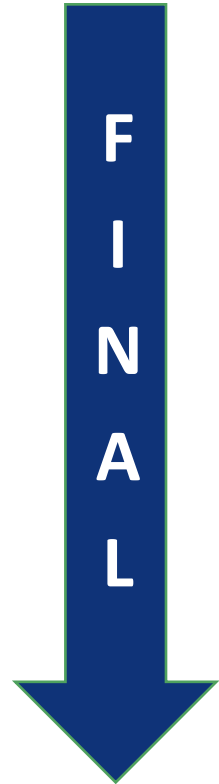
MANAGEMENT'S RESPONSIBILITIES

- 1** DESIGN, IMPLEMENT, ESTABLISH AND MAINTAIN EFFECTIVE INTERNAL CONTROL OVER FINANCIAL REPORTING, FEDERAL AWARDS AND GOALS AND OBJECTIVES.
- 2** PREVENT AND DETECT FRAUD AND INFORM US OF ANY KNOWN OR SUSPECTED FRAUD.
- 3** COMPLY WITH LAWS AND REGULATIONS.
- 4** ENSURE THAT MANAGEMENT AND FINANCIAL INFORMATION IS RELIABLE AND PROPERLY REPORTED.
- 5** MAKE ALL PERSONNEL, FINANCIAL RECORDS AND RELATED INFORMATION AVAILABLE TO US TO PREPARE THE FINANCIAL STATEMENTS.
- 6** PROVIDE US A WRITTEN REPRESENTATION LETTER.

OUR APPROACH - Interim



Our Approach - Final



- Address key audit areas.
- Perform tests, on a sample basis, on account balances and classes of transactions.
- Test journal entries.
- Assess accounting principles used and significant estimates.
- Confirm contingencies with legal counsel.
- Consider subsequent events.



- Propose / discuss audit adjustments.
- Present findings and recommendations.
- Provide required communications to those charged with governance.

Alternative Practice Structure Disclosure

Eide Bailly is the brand name under which Eide Bailly LLP and Eide Bailly Advisory LLC and its subsidiary entities provide professional services. Eide Bailly LLP and Eide Bailly Advisory LLC (and its respective subsidiary entities) practice as an alternative practice structure in accordance with the AICPA Code of Professional Conduct and applicable law, regulations, and professional standards. Eide Bailly LLP is a licensed independent CPA firm that provides attest services to its clients. Eide Bailly Advisory LLC (and its respective subsidiary entities) provide tax and business advisory services to their clients. Eide Bailly Advisory LLC and its subsidiary entities are not licensed CPA firms.

Disclaimer

This presentation is presented with the understanding that the information contained does not constitute legal, accounting or other professional advice. It is not intended to be responsive to any individual situation or concerns, as the contents of this presentation are intended for general information purposes only. Viewers are urged not to act upon the information contained in this presentation without first consulting competent legal, accounting or other professional advice regarding implications of a particular factual situation. Questions and additional information can be submitted to your Eide Bailly representative, or to the presenter of this session.

Thank you

Ahmad Gharaibeh | Partner

650.223.6103 | agharaibeh@eidebailly.com

July 31, 2026

To the Audit Ad Hoc Committee
Riverside County Transportation Commission (RCTC)
Riverside, California

This letter is provided in connection with our engagement to audit the financial statements and to audit compliance over major federal award programs of the Riverside County Transportation Commission (Commission) as of and for the year ended June 30, 2026. Professional standards require that we communicate with you, certain items including our responsibilities with regard to the financial statement audit, the compliance audit, and the planned scope and timing of our audits, including significant risks we have identified.

As part of the audit of the Commission's basic financial statements, we have also been engaged to perform audits over the following:

- Local Transportation Fund
- State Transit Assistance Fund
- State of Good Repair Fund
- Low Carbon Transit Operations Program Accounts
- 91 Express Lanes
- 15 Express Lanes

We have also been engaged to perform procedures over the following:

- Agreed Upon Procedures (AUP) over the GANN Limit
- AUP over Measure A Commuter Assistance
- Compile and propose the journal entries related to the pension and other postemployment benefit (OPEB) plans

Our Responsibilities

As stated in our statement of work dated June 4, 2026, we are responsible for conducting our audit in accordance with auditing standards generally accepted in the United States of America (GAAS), *Government Auditing Standards* of the Comptroller General of the United States of America, the requirements of the Single Audit Act, as amended; and the provisions of the audit requirements of Title 2 U.S. Code of Federal Regulations (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance), for the purpose of forming and expressing opinions on the financial statements and on major federal award program compliance. Our audits do not relieve you or management of your respective responsibilities.

Our responsibility as it relates to the schedule of expenditures of federal awards is to evaluate its presentation for the purpose of forming and expressing an opinion as to whether it is presented fairly in all material respects in relation to the financial statements as a whole.

Our responsibility relating to other information, whether financial or nonfinancial information (other than financial statements and the auditor's report thereon), included in the entity's annual report includes only the information identified in our report. We have no responsibility for determining whether the introductory and statistical sections are properly stated. We require that we receive the final version of the annual report (including all the documents that, together, comprise the annual report) in a timely manner prior to the date of the auditor's report, or if that is not possible as soon as practicable and, in any case, prior to the entity's issuance of such information.

Planned Scope of the Audit

Our audits will include examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; therefore, our audit will involve judgment about the number of transactions to be examined and the areas to be tested. Our audit is designed to provide reasonable, but not absolute assurance about whether the financial statements as a whole are free of material misstatement, whether due to error, fraudulent financial reporting, misappropriation of assets, or violations of laws or governmental regulations. Because of this concept of reasonable assurance and because we will not examine all transactions, there is a risk that material misstatements may exist and not be detected by us.

Our audit procedures will also include determining major federal programs and performing the applicable procedures described in the U.S. Office of Management and Budget *OMB Compliance Supplement* for the types of compliance requirements that could have a direct and material effect on each of the entity's major programs.

Because of the inherent limitations of an audit, together with the inherent limitations of internal control, an unavoidable risk that some material misstatements or material noncompliance may not be detected exists, even though the audit is properly planned and performed in accordance with U.S. GAAS, *Government Auditing Standards* of the Comptroller General of the United States of America, the requirements of the Single Audit Act, as amended; and the provisions of the Uniform Guidance.

Our audits will include obtaining an understanding of the entity and its environment, including its internal control, sufficient to assess the risks of material misstatement of the financial statements, the risk of material noncompliance in the major federal award programs, and as a basis for designing the nature, timing, and extent of further audit procedures, but not for the purpose of expressing an opinion of the effectiveness of the entity's internal control over financial reporting. However, we will communicate to you at the conclusion of our audit, any material weaknesses or significant deficiencies identified. We will also communicate to you:

- Any violation of laws or regulations that come to our attention;
- Our views related to qualitative aspects of the entity's significant accounting practices, including accounting policies, accounting estimates, and financial statement disclosures;
- Significant difficulties, if any, encountered during the audit;
- Significant unusual transactions, if any;
- The potential effects of uncorrected misstatements on future-period financial statements; and
- Other significant matters that are relevant to your responsibilities in overseeing the financial reporting process.

Professional standards require us to design our audit to provide reasonable assurance that the financial statements are free of material misstatement whether caused by fraud or error. In designing our audit procedures, professional standards require us to evaluate the financial statements and assess the risk that a material misstatement could occur. Areas that are potentially more susceptible to misstatements, and thereby require special audit considerations, are designated as “significant risks.” Although we are currently in the planning stage of our audit, we have preliminarily identified the following significant risks that require special audit consideration.

- Management override of controls is considered an inherent risk according to GAAS
- Revenue recognition
- Valuation of pension and other post-employment benefit liabilities

We expect to begin our audit in July 2026 and issue our report on approximately November 16, 2026.

This information is intended solely for the information and use of the Board of Commissioners, the Audit Ad Hoc Committee, and management of the Commission and is not intended to be and should not be used by anyone other than these specified parties.

Respectfully,

Eide Bailly LLP

Ontario, California

AGENDA ITEM 6E

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 9, 2026
TO:	Riverside County Transportation Commission
FROM:	Mireya Jarquin, Senior Management Analyst Mark Linsenmayer, Toll Operations Director
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	91 Express Lanes Monthly Status Report

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file the 91 Express Lanes Monthly Reports for April, May and June 2026.

BACKGROUND INFORMATION:

The monthly 91 Express Lanes reports for April, May and June 2026 are attached. The monthly reports provide information about 91 Express Lanes performance and activity. The monthly reports include information for both segments of the 91 Express Lanes in Orange and Riverside Counties.

FISCAL IMPACT:

This item is for informational purposes only. There is no fiscal impact.

Attachments:

- 1) 91 Express Lanes Monthly Status Report for April 2026
- 2) 91 Express Lanes Monthly Status Report for May 2026
- 3) 91 Express Lanes Monthly Status Report for June 2026



**Orange County Transportation Authority
Riverside County Transportation Commission**



Status Report

April 2026

As of April 30, 2026

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OPERATIONS OVERVIEW OCTA

The total traffic volume on the 91 Express Lanes (91 EL) for April 2026 was 1,841,559, representing a daily average of 61,385 vehicles. This reflects a 2.4 percent decrease in total traffic volume from the same period last year, which totaled 1,886,278. Potential toll revenue for April was \$6,372,869, representing an increase of 5.7 percent from the prior year's total of \$6,028,750. The carpool percentage for April was 22.3 percent, compared to 25.7 percent during the same period last year. The decrease in carpool usage within the Orange County Transportation Authority (OCTA) segment is similar to the decrease observed on the Riverside segment and can be attributed to the implementation of the occupancy detection system (ODS). Even though OCTA has not implemented the ODS, it appears that travelers are adjusting their lane selection and travel patterns on both segments.

Month-to-date (MTD) traffic and revenue data is summarized in the table below. The following table of trip and revenue statistics represents all trips taken on the OCTA 91 EL and the associated potential revenue for the month of April 2026.

Current MTD as of April 30, 2026

	APR-26 MTD Actual	APR-25 MTD Actual	Yr-to-Yr % Variance
Transactions			
Full Toll Lanes	1,430,902	1,402,344	2.0%
3+ Lanes	410,657	483,934	(15.1%)
Total Gross Transactions	1,841,559	1,886,278	(2.4%)
Revenue			
Full Toll Lanes	\$6,304,341	\$5,948,715	6.0%
3+ Lanes	\$68,528	\$80,035	(14.4%)
Total Gross Revenue	\$6,372,869	\$6,028,750	5.7%
Average Revenue per Transaction			
Average Full Toll Lanes	\$4.41	\$4.24	4.0%
Average 3+ Lanes	\$0.17	\$0.17	0.0%
Average Gross Revenue	\$3.46	\$3.20	8.1%

The 2026 fiscal year-to-date (YTD) traffic volume increased by 1.5 percent, and potential toll revenue increased by 6.8 percent compared with the same period in the prior year. The YTD average revenue per trip is \$3.36.

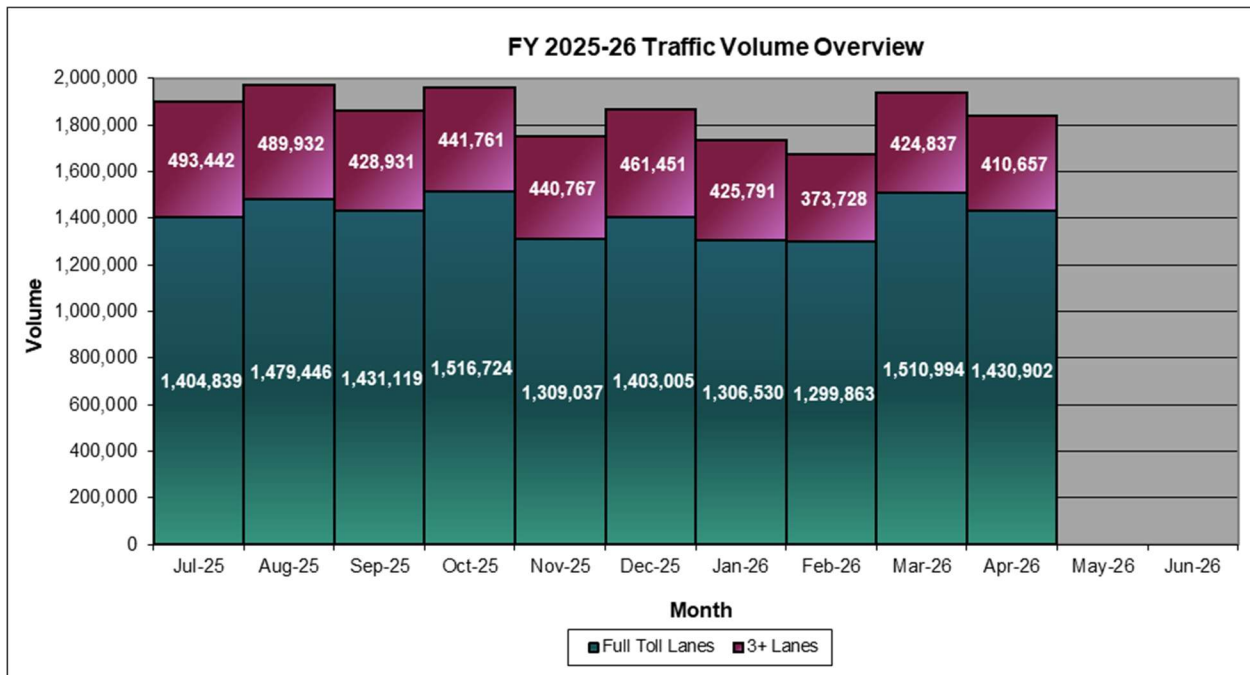
Fiscal YTD traffic and revenue data are summarized in the table below. The following table of trip and revenue statistics represents all trips taken on the OCTA 91 EL and the associated potential revenue for the period of July 2025 through April 2026.

Fiscal Year (FY) 2025-26 YTD as of April 30, 2026

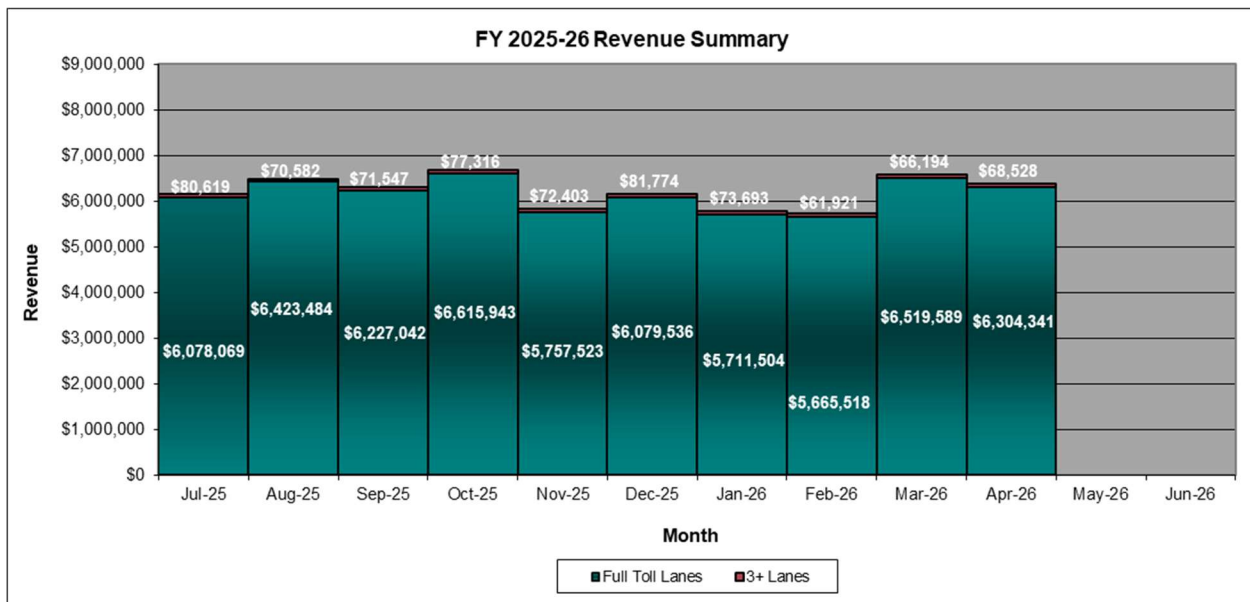
Transactions	FY 2025-26 YTD Actual (7/2025-4/2026)	FY 2024-25 YTD Actual (7/2024-4/2025)	Yr-to-Yr % Variance
Full Toll Lanes	14,092,459	13,492,743	4.4%
3+ Lanes	4,391,297	4,723,544	(7.0%)
Total Gross Transactions	18,483,756	18,216,287	1.5%
Revenue			
Full Toll Lanes	\$61,382,549	\$57,368,510	7.0%
3+ Lanes	\$724,576	\$787,822	(8.0%)
Total Gross Revenue	\$62,107,125	\$58,156,332	6.8%
Average Revenue per Transaction			
Average Full Toll Lanes	\$4.36	\$4.25	2.6%
Average 3+ Lanes	\$0.17	\$0.17	0.0%
Average Gross Revenue	\$3.36	\$3.19	5.3%

OCTA Traffic and Revenue Summary

The chart below reflects the total trips breakdown between full toll trips and high-occupancy vehicle (HOV3+) trips for FY 2025-26 on a monthly basis.



The chart below reflects the breakdown of gross potential revenue between full toll trips and HOV3+ trips for FY 2025-26 on a monthly basis.



OCTA PEAK-HOUR VOLUMES

Peak-hour traffic in the eastbound and westbound directions reached or exceeded 90 percent of the defined capacity 29 times during the month of April 2026. As shown in the following chart, westbound peak-hour traffic volumes reached 90 percent of the defined capacity. This performance is closely monitored, as toll adjustments are made in accordance with the OCTA Toll Policy based on capacity thresholds for the 91 EL. If capacity reaches 92 percent on a consistent basis (more than six times over the prior 12 weeks), an adjustment will be made to toll rates for that particular hour and day.

OCTA EASTBOUND PEAK-HOUR VOLUMES

PM Time	Monday 03/30/26				Tuesday 03/31/26				Wednesday 04/01/26				Thursday 04/02/26				Friday 04/03/26			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500									\$5.90	461	3,044	90%	\$8.70	486	3,011	89%	\$9.35	575	3,075	90%
1500 - 1600									\$8.40	507	3,050	90%	\$8.40	559	3,046	90%	\$8.90	639	3,062	90%
1600 - 1700									\$7.30	523	2,941	87%	\$7.85	516	2,977	88%	\$6.85	597	2,923	86%
1700 - 1800									\$6.05	487	3,024	89%	\$7.50	558	3,085	91%	\$7.55	529	2,533	75%
1800 - 1900									\$4.55	603	2,822	83%	\$4.40	654	3,012	89%	\$7.55	538	1,923	57%
1900 - 2000									\$4.40	515	2,091	62%	\$6.50	511	2,004	59%	\$7.05	538	1,702	50%

PM Time	Monday 04/06/26				Tuesday 04/07/26				Wednesday 04/08/26				Thursday 04/09/26				Friday 04/10/26			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.90	452	2,958	87%	\$5.90	378	2,932	86%	\$5.90	438	3,219	95%	\$8.70	405	2,920	86%	\$9.35	473	3,126	92%
1500 - 1600	\$6.35	434	2,846	84%	\$6.30	427	3,071	90%	\$8.40	434	2,811	83%	\$8.40	445	3,010	89%	\$8.90	446	2,921	86%
1600 - 1700	\$5.55	432	2,889	85%	\$5.05	488	3,129	92%	\$7.30	447	2,807	83%	\$7.85	454	3,010	89%	\$6.85	498	2,913	86%
1700 - 1800	\$5.40	464	2,908	86%	\$5.35	467	3,101	91%	\$6.05	478	3,012	89%	\$7.50	463	2,988	88%	\$7.55	505	2,990	88%
1800 - 1900	\$6.35	464	2,518	74%	\$4.55	472	2,787	82%	\$4.55	501	2,857	84%	\$4.40	475	2,913	86%	\$7.55	547	2,438	72%
1900 - 2000	\$4.40	425	1,696	50%	\$4.40	412	1,906	56%	\$4.40	577	2,665	78%	\$6.50	530	2,642	78%	\$7.05	518	2,007	59%

PM Time	Monday 04/13/26				Tuesday 04/14/26				Wednesday 04/15/26				Thursday 04/16/26				Friday 04/17/26			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.90	389	2,931	86%	\$5.90	427	3,094	91%	\$5.90	411	2,897	85%	\$8.70	405	2,964	87%	\$9.35	432	2,892	85%
1500 - 1600	\$6.35	507	3,172	93%	\$6.30	464	3,004	88%	\$8.40	450	2,986	88%	\$8.40	468	2,903	85%	\$8.90	505	2,931	86%
1600 - 1700	\$5.55	429	2,975	88%	\$5.05	455	2,939	86%	\$7.30	449	3,011	89%	\$7.85	490	2,940	86%	\$6.85	515	2,926	86%
1700 - 1800	\$5.40	472	3,007	88%	\$5.35	457	2,901	85%	\$6.05	465	2,926	86%	\$7.50	463	2,995	88%	\$7.55	556	2,936	86%
1800 - 1900	\$6.35	480	2,433	72%	\$4.55	563	3,070	90%	\$4.55	496	2,907	86%	\$4.40	534	2,953	87%	\$7.55	624	2,684	79%
1900 - 2000	\$4.40	373	1,540	45%	\$4.40	514	2,448	72%	\$4.40	543	2,679	79%	\$6.50	570	2,743	81%	\$7.05	558	2,218	65%

PM Time	Monday 04/20/26				Tuesday 04/21/26				Wednesday 04/22/26				Thursday 04/23/26				Friday 04/24/26			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.90	372	2,978	88%	\$5.90	369	3,067	90%	\$5.90	411	2,973	87%	\$8.70	422	3,120	92%	\$9.35	504	3,062	90%
1500 - 1600	\$6.35	486	3,048	90%	\$6.30	438	3,016	89%	\$8.40	543	3,154	93%	\$8.40	428	2,907	86%	\$8.90	523	2,979	88%
1600 - 1700	\$5.55	450	2,877	85%	\$5.05	459	2,998	88%	\$7.30	441	2,849	84%	\$7.85	451	2,775	82%	\$6.85	536	3,032	89%
1700 - 1800	\$5.40	450	2,897	85%	\$5.35	436	2,996	88%	\$6.05	469	2,913	86%	\$7.50	445	2,945	87%	\$7.55	548	3,078	91%
1800 - 1900	\$6.35	554	2,699	79%	\$4.55	604	3,105	91%	\$4.55	527	2,825	83%	\$4.40	540	2,941	87%	\$7.55	535	2,435	72%
1900 - 2000	\$4.40	394	1,723	51%	\$4.40	414	2,078	61%	\$4.40	566	2,771	82%	\$6.50	565	2,741	81%	\$7.05	517	1,991	59%

PM Time	Monday 04/27/26				Tuesday 04/28/26				Wednesday 04/29/26				Thursday 04/30/26				Friday 05/01/26			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.90	373	2,963	87%	\$5.90	408	3,047	90%	\$5.90	399	3,087	91%	\$8.70	394	3,053	90%				
1500 - 1600	\$6.35	483	2,951	87%	\$6.30	444	2,994	88%	\$8.40	451	2,898	85%	\$8.40	464	2,947	87%				
1600 - 1700	\$5.55	456	2,934	86%	\$5.05	452	3,050	90%	\$7.30	420	2,985	88%	\$7.85	438	2,910	86%				
1700 - 1800	\$5.40	462	2,894	85%	\$5.35	440	2,909	86%	\$6.05	457	2,887	85%	\$7.50	489	2,951	87%				
1800 - 1900	\$6.35	488	2,693	79%	\$4.55	572	3,099	91%	\$4.55	560	3,078	91%	\$4.40	548	2,946	87%				
1900 - 2000	\$4.40	394	1,722	51%	\$4.40	438	2,243	66%	\$4.40	450	2,454	72%	\$6.50	506	2,547	75%				

OCTA WESTBOUND PEAK-HOUR VOLUMES

AM Time	Monday 03/30/26				Tuesday 03/31/26				Wednesday 04/01/26				Thursday 04/02/26				Friday 04/03/26			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500									\$3.55	408	1,587	47%	\$3.55	428	1,598	47%	\$3.55	288	1,217	36%
0500 - 0600									\$5.70	632	2,855	84%	\$5.70	649	2,903	85%	\$5.45	492	2,361	69%
0600 - 0700									\$5.90	599	2,728	80%	\$5.90	637	2,799	82%	\$5.70	462	2,186	64%
0700 - 0800									\$6.55	579	2,654	78%	\$6.55	609	2,635	78%	\$6.35	389	1,764	52%
0800 - 0900									\$5.90	357	2,121	62%	\$5.90	370	2,148	63%	\$5.70	339	1,661	49%
0900 - 1000									\$4.80	396	2,165	64%	\$4.80	418	2,133	63%	\$4.80	496	1,982	58%

AM Time	Monday 04/06/26				Tuesday 04/07/26				Wednesday 04/08/26				Thursday 04/09/26				Friday 04/10/26			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.55	337	1,534	45%	\$3.55	395	1,596	47%	\$3.55	423	1,637	48%	\$3.55	408	1,490	44%	\$3.55	321	1,331	39%
0500 - 0600	\$5.70	600	2,895	85%	\$5.70	658	2,988	88%	\$5.70	623	2,980	88%	\$5.70	610	2,764	81%	\$5.45	553	2,621	77%
0600 - 0700	\$5.90	528	2,661	78%	\$5.90	537	2,797	82%	\$5.90	554	2,827	83%	\$5.90	552	2,805	83%	\$5.70	516	2,497	73%
0700 - 0800	\$6.55	397	2,345	69%	\$6.55	446	2,519	74%	\$6.55	454	2,546	75%	\$6.55	432	2,652	78%	\$6.35	382	2,075	61%
0800 - 0900	\$5.90	328	2,295	68%	\$5.90	315	2,331	69%	\$5.90	326	2,364	70%	\$5.90	352	2,369	70%	\$5.70	288	1,937	57%
0900 - 1000	\$4.80	383	2,321	68%	\$4.80	372	2,604	77%	\$4.80	357	2,600	76%	\$4.80	363	2,582	76%	\$4.80	370	2,323	68%

AM Time	Monday 04/13/26				Tuesday 04/14/26				Wednesday 04/15/26				Thursday 04/16/26				Friday 04/17/26			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.55	400	1,660	49%	\$3.55	426	1,674	49%	\$3.55	442	1,603	47%	\$3.55	409	1,577	46%	\$3.55	321	1,338	39%
0500 - 0600	\$5.70	649	2,916	86%	\$5.70	651	2,999	88%	\$5.70	670	3,023	89%	\$5.70	673	2,960	87%	\$5.45	590	2,610	77%
0600 - 0700	\$5.90	580	2,795	82%	\$5.90	603	2,840	84%	\$5.90	606	2,879	85%	\$5.90	635	2,960	87%	\$5.70	549	2,599	76%
0700 - 0800	\$6.55	622	2,754	81%	\$6.55	576	2,812	83%	\$6.55	614	2,867	84%	\$6.55	634	2,804	82%	\$6.35	554	2,445	72%
0800 - 0900	\$5.90	322	2,478	73%	\$5.90	366	2,632	77%	\$5.90	369	2,758	81%	\$5.90	322	2,534	75%	\$5.70	328	1,933	57%
0900 - 1000	\$4.80	335	2,506	74%	\$4.80	337	2,616	77%	\$4.80	354	2,466	73%	\$4.80	352	2,703	80%	\$4.80	373	2,109	62%

AM Time	Monday 04/20/26				Tuesday 04/21/26				Wednesday 04/22/26				Thursday 04/23/26				Friday 04/24/26			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.55	404	1,704	50%	\$3.55	411	1,644	48%	\$3.55	441	1,633	48%	\$3.55	445	1,562	46%	\$3.55	312	1,287	38%
0500 - 0600	\$5.70	588	2,781	82%	\$5.70	666	2,959	87%	\$5.70	637	2,993	88%	\$5.70	654	2,975	88%	\$5.45	575	2,727	80%
0600 - 0700	\$5.90	480	2,379	70%	\$5.90	617	2,907	86%	\$5.90	605	2,954	87%	\$5.90	577	2,902	85%	\$5.70	538	2,611	77%
0700 - 0800	\$6.55	629	2,950	87%	\$6.55	609	2,781	82%	\$6.55	595	2,880	85%	\$6.55	623	2,748	81%	\$6.35	538	2,383	70%
0800 - 0900	\$5.90	395	2,821	83%	\$5.90	319	2,640	78%	\$5.90	436	2,621	77%	\$5.90	400	2,836	83%	\$5.70	322	2,176	64%
0900 - 1000	\$4.80	364	2,545	75%	\$4.80	383	2,820	83%	\$4.80	346	2,448	72%	\$4.80	337	2,611	77%	\$4.80	377	2,152	63%

AM Time	Monday 04/27/26				Tuesday 04/28/26				Wednesday 04/29/26				Thursday 04/30/26				Friday 05/01/26			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.55	405	1,618	48%	\$3.55	409	1,633	48%	\$3.55	389	1,605	47%	\$3.55	429	1,625	48%				
0500 - 0600	\$5.70	655	2,995	88%	\$5.70	662	3,059	90%	\$5.45	656	3,046	90%	\$5.70	661	2,862	84%				
0600 - 0700	\$5.90	596	2,826	83%	\$5.90	610	2,924	86%	\$5.70	635	2,903	85%	\$5.90	625	2,830	83%				
0700 - 0800	\$6.55	623	2,734	80%	\$6.55	532	2,615	77%	\$6.35	590	2,792	82%	\$6.55	576	2,653	78%				
0800 - 0900	\$5.90	351	2,356	69%	\$5.90	343	2,465	73%	\$5.70	344	2,709	80%	\$5.90	356	2,495	73%				
0900 - 1000	\$4.80	334	2,184	64%	\$4.80	330	2,507	74%	\$4.80	365	2,684	79%	\$4.80	346	2,484	73%				

On-Road Operations

OCTA Freeway Service Patrol responded to 104 calls during the month of April. Of those calls, two were to remove debris, 30 were to assist disabled vehicles, 39 were to tow vehicles, and 33 were to aid motorists in the 91 EL.

FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes Operating Statement

Description	YTD as of : 4/30/2026		YTD Variance	
	Actual ⁽¹⁾	Budget ⁽¹⁾	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 55,846,888	\$ 51,554,317	\$ 4,292,571	8.3
Fee Revenue	\$ 10,189,375	\$ 4,689,940	\$ 5,499,435	117.3
Total operating revenues	\$ 66,036,264	\$ 56,244,257	\$ 9,792,007	17.4
Operating expenses:				
Contracted Services	\$ 5,810,770	\$ 5,154,974	\$ (655,796)	(12.7)
Administrative Fee	\$ 3,391,260	\$ 3,140,503	\$ (250,757)	(8.0)
Other Professional Services	\$ 1,312,578	\$ 2,101,300	\$ 788,722	37.5
Credit Card Processing Fees	\$ 1,213,968	\$ 1,169,532	\$ (44,436)	(3.8)
Toll Road Account Servicing	\$ 337,319	\$ 416,500	\$ 79,181	19.0
Other Insurance Expense	\$ 230,421	\$ 282,736	\$ 52,315	18.5
Toll Road Maintenance Supply Repairs	\$ 319,983	\$ 903,870	\$ 583,887	64.6
Patrol Services	\$ 999,671	\$ 999,600	\$ (71)	(0.0)
Building Equipment Repairs and Maint	\$ 529,049	\$ 700,663	\$ 171,614	24.5
6C Transponders	\$ 24,977	\$ 66,000	\$ 41,023	62.2
Other Services	\$ -	\$ 50,000	\$ 50,000	100.0
Utilities	\$ 93,187	\$ 118,078	\$ 24,891	21.1
Office Expense	\$ 21,206	\$ 217,500	\$ 196,294	90.3
Bad Debt Expense	\$ 39,198	\$ -	\$ (39,198)	N/A
Miscellaneous ⁽²⁾	\$ 40,879	\$ 124,901	\$ 84,022	67.3
Leases	\$ 477,586	\$ 478,975	\$ 1,389	0.3
Total operating expenses	\$ 14,842,051	\$ 15,925,131	\$ 1,083,080	6.8
Depreciation and Amortization ⁽³⁾	\$ 4,827,556	\$ -	\$ (4,827,556)	N/A
Operating income (loss)	\$ 46,366,657	\$ 40,319,126	\$ 6,047,531	15.0
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	\$ 365,358	\$ 450,938	\$ (85,580)	(19.0)
Interest Income	\$ 14,878,481	\$ 7,334,460	\$ 7,544,021	102.9
Interest Expense	\$ (1,023,452)	\$ (633,344)	\$ (390,108)	(61.6)
Other	\$ 12,329	\$ -	\$ 12,329	N/A
Total nonoperating revenues (expenses)	\$ 14,232,716	\$ 7,152,054	\$ 7,080,662	(99.0)
Transfers In	\$ -	\$ -	\$ -	N/A
Transfers Out ⁽⁴⁾	\$ (14,049,774)	\$ (1,645,000)	\$ (12,404,774)	(754.1)
Net income (loss)	\$ 46,549,598	\$ 45,826,179	\$ 723,419	1.6

¹Actual amounts are accounted for on the accrual basis of accounting in an enterprise fund. Budget amounts are accounted for on a modified accrual basis of accounting.

²Miscellaneous expenses include: Bank Service Charge, travel, mileage, training & registration fees.

³Depreciation and amortization are not budgeted items.

⁴Transfers Out: For M2 Project I and Project J expense reimbursements.

OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

The total traffic volume on the 91 EL for April 2026 was 1,739,350, representing a daily average of 57,978 vehicles. This reflects a 3.4 percent decrease in gross transactions when compared to the same period last year, which totaled 1,800,796. The decrease in total gross transactions was driven by a 20.5% decline in the carpool lane transactions. Despite a decrease in total gross transactions, full toll lane transactions grew by two percent when compared to the same period last year. Carpool lane transactions accounted for 19.9 percent of total transactions in April 2026, down from 24.2 percent during the same period last year. The reduction in the carpool lane transactions is largely attributed to the implementation of the ODS.

Month-to-date (MTD) traffic and revenue data are summarized in the table below. The following table of transactions and revenue statistics represents all transactions on the RCTC 91 EL, including the Express Lanes Connectors, and associated potential revenue for the month of April 2026.

Current MTD as of April 30, 2026

Transaction	APR-26 MTD Actual	Stantec MTD Projected	# Variance	% Variance	APR-25 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	1,392,409	1,047,143	345,266	33.0%	1,364,654	2.0%
3+ Lanes	346,941	424,000	(77,059)	(18.2%)	436,142	(20.5%)
Total Gross Transaction	1,739,350	1,471,143	268,207	18.2%	1,800,796	(3.4%)
Revenue						
Full Toll Lanes	\$8,559,970	\$5,647,429	\$2,912,541	51.6%	\$8,811,772	(2.9%)
3+ Lanes	\$189,514	\$0	\$189,514		\$101,692	86.4%
Total Gross Revenue	\$8,749,485	\$5,647,429	\$3,102,056	54.9%	\$8,913,464	(1.8%)
Average Revenue per Transaction						
Average Full Toll Lanes	\$6.15	\$5.39	\$0.76	14.1%	\$6.46	(4.8%)
Average 3+ Lanes	\$0.55	\$0.00	\$0.55		\$0.23	139.1%
Average Gross Revenue	\$5.03	\$3.84	\$1.19	31.0%	\$4.95	1.6%

The 2026 fiscal year-to-date (YTD) traffic volume increased by one percent, while potential toll revenue decreased by two percent compared to the same period in the prior year. The decline in potential toll revenue was primarily attributed to a 2.8 percent decrease in average toll revenue per transaction, reflecting lower toll rates generated during peak periods as the facility's dynamic pricing adjusted toll rates in real time in response to traffic conditions. The YTD average revenue per transaction is \$4.86. Since August 2025, approximately \$1.3 million in toll revenue has been collected from carpool lane users whom the ODS determined were non-compliant with the carpool occupancy requirements. This revenue is included in the potential toll revenue for the carpool lane.

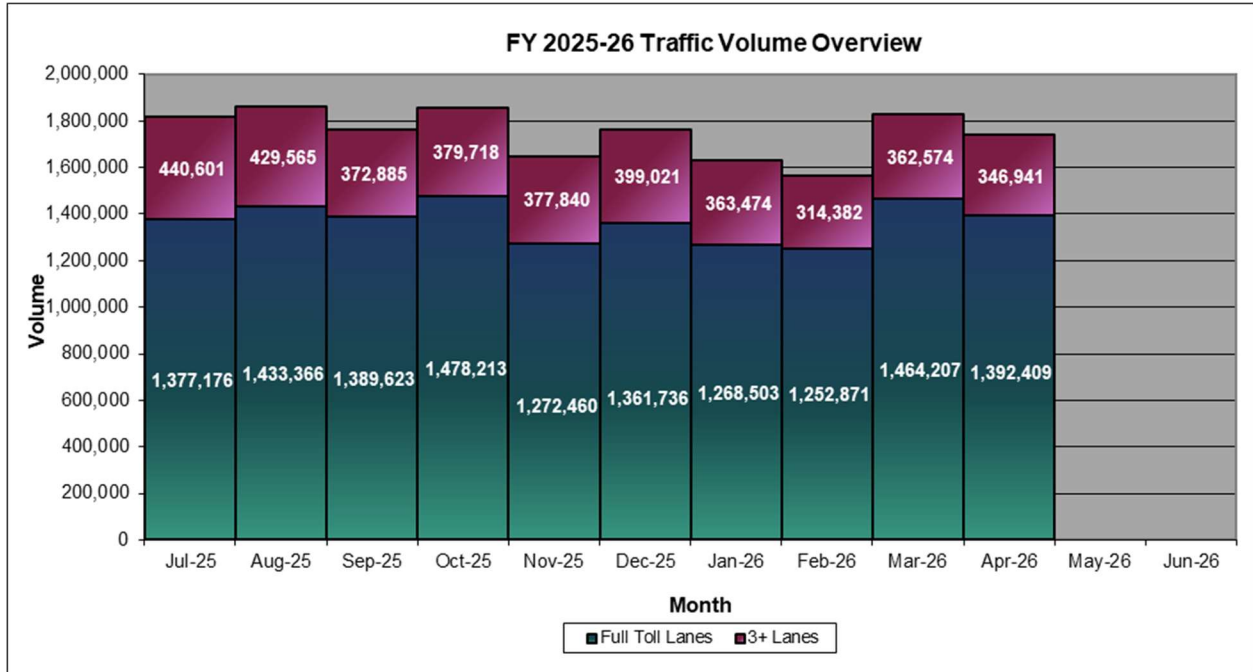
Fiscal YTD traffic and revenue data are summarized in the table below. The following table of transactions and revenue statistics represents all transactions on the RCTC 91 EL, and the associated potential revenue for the period from July 2025 through April 2026.

FY 2025-26 YTD as of April 30, 2026

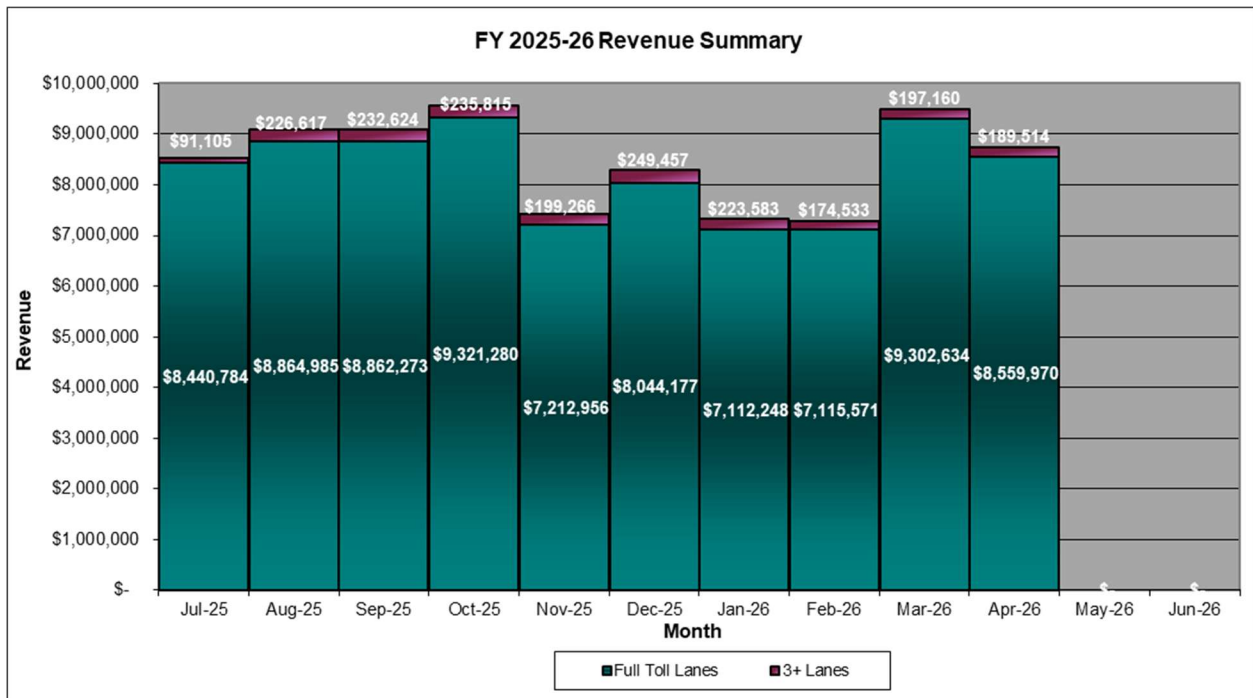
Transaction	FY 2025-26 YTD Actual (7/2025-4/2026)	Stantec YTD Projected	# Variance	% Variance	FY 2024-25 YTD Actual (7/2024-4/2025)	Yr-to-Yr % Variance
Full Toll Lanes	13,690,564	9,511,858	4,178,706	43.9%	13,044,302	5.0%
3+ Lanes	3,787,001	3,744,143	42,858	1.1%	4,266,648	(11.2%)
Total Gross Transaction	17,477,565	13,256,001	4,221,564	31.8%	17,310,950	1.0%
Revenue						
Full Toll Lanes	\$82,836,877	\$48,446,286	\$34,390,591	71.0%	\$85,690,616	(3.3%)
3+ Lanes	\$2,019,674	\$0	\$2,019,674		\$861,519	134.4%
Total Gross Revenue	\$84,856,551	\$48,446,286	\$36,410,265	75.2%	\$86,552,136	(2.0%)
Average Revenue per Transaction						
Average Full Toll Lanes	\$6.05	\$5.09	\$0.96	18.9%	\$6.57	(7.9%)
Average 3+ Lanes	\$0.53	\$0.00	\$0.53		\$0.20	165.0%
Average Gross Revenue	\$4.86	\$3.65	\$1.21	33.2%	\$5.00	(2.8%)

RCTC Traffic and Revenue Summary

The chart below reflects the breakdown of total transactions between full toll lanes and 3+ lanes for FY 2025-26 on a monthly basis.



The chart below reflects the breakdown of gross potential revenue between full toll lanes and 3+ lanes for FY 2025-26 on a monthly basis.



RCTC OPERATIONAL HIGHLIGHTS

On-Road Operations

RCTC Freeway Service Patrol responded to 101 calls during the month of April. Of those, 83 were to assist disabled vehicles, 12 involved debris removal, and six were in response to accidents affecting the 91 EL.

FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes Operating Statement

Description	YTD as of : 4/30/2026		YTD Variance	
	Actual ¹	Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 75,346,131.82	\$ 70,987,500.00	\$ 4,358,631.82	6.1
Fee Revenue	11,784,983.53	7,971,666.67	3,813,316.86	47.8
Total operating revenues	87,131,115.35	78,959,166.67	8,171,948.68	10.3
Operating expenses:				
Salaries and Benefits	1,023,933.24	1,083,416.67	59,483.43	5.5
Legal Services	60,473.17	83,333.33	22,860.16	27.4
Advisory Services	18,259.50	168,333.33	150,073.83	89.2
Audit and Accounting Fees	38,967.00	32,500.00	(6,467.00)	(19.9)
Service Fees	10,823.62	15,416.67	4,593.05	29.8
Other Professional Services	787,304.46	604,083.33	(183,221.13)	(30.3)
Lease Expense	292,535.74	441,833.33	149,297.59	33.8
Operations	4,068,640.01	4,934,333.33	865,693.32	17.5
Utilities	104,333.72	112,666.67	8,332.95	7.4
Supplies and Materials	2,562.70	1,666.67	(896.03)	(53.8)
Membership and Subscription Fees	26,399.00	34,166.67	7,767.67	22.7
Office Equipment & Furniture (Non-Capital)	-	70,833.33	70,833.33	100.0
Maintenance/Repairs	410,692.01	461,333.33	50,641.32	11.0
Training Seminars and Conferences	5,947.50	7,500.00	1,552.50	20.7
Transportation Expenses	2,409.29	3,166.67	757.38	23.9
Lodging	3,515.33	4,583.33	1,068.00	23.3
Meals	474.11	2,916.67	2,442.56	83.7
Other Staff Expenses	270.38	416.67	146.29	35.1
Advertising	4,613.35	41,666.67	37,053.32	88.9
Program Management	42,243.72	59,166.67	16,922.95	28.6
Program Operations	5,066,894.61	13,917,666.67	8,850,772.06	63.6
Litigation Settlement	-	4,166.67	4,166.67	100.0
Furniture & Equipment	107,668.28	112,500.00	4,831.72	4.3
Improvements	195,642.64	554,166.67	358,524.03	64.7
Bad Debt Expense	39,189.71	104,166.67	64,976.96	62.4
Total operating expenses	12,313,793.09	22,856,000.00	10,542,206.91	46.1
Operating income (loss)	74,817,322.26	56,103,166.67	18,714,155.59	33.4
Nonoperating revenues (expenses):				
Interest Revenue	2,554,359.86	3,249,583.33	(695,223.47)	21.4
Other Miscellaneous Revenue	69,662.34	-	69,662.34	N/A
Principal Expense	-	(4,062,500.00)	4,062,500.00	(100.0)
Interest Expense	(16,665,968.82)	(18,500,833.33)	1,834,864.51	(9.9)
Total nonoperating revenues (expenses)	(14,041,946.62)	(19,313,750.00)	5,271,803.38	27.3
Transfers In	-	-	-	N/A
Transfers Out	(1,063,300.00)	(59,915,583.33)	58,852,283.33	(98.2)
Net income (loss)	\$ 59,712,075.64	\$ (23,126,166.67)	\$ 82,838,242.31	(358.2)

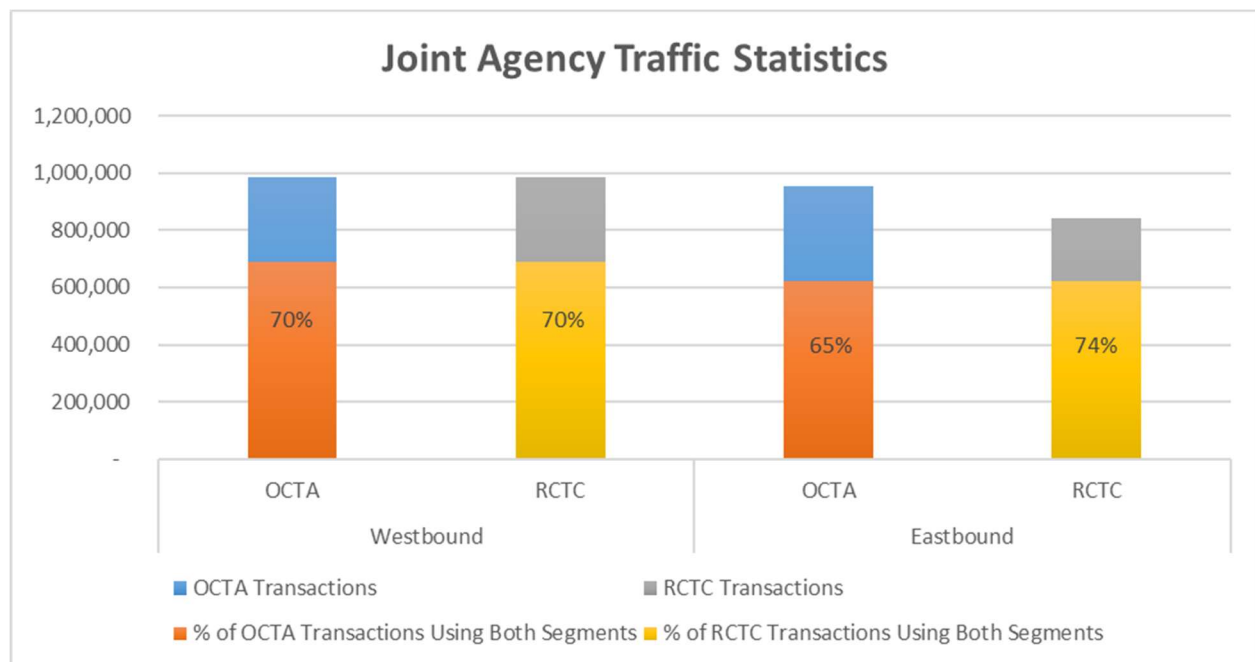
¹ Unaudited

JOINT AGENCY TRANSACTION AND REVENUE STATISTICS MULTI AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING April 30, 2026

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	922,975	659,932	72%	\$2,892,936
RCTC	930,743	659,932	71%	\$5,092,253
Eastbound				
OCTA	918,584	603,765	66%	\$3,479,934
RCTC	808,607	603,765	75%	\$3,657,232

JOINT AGENCY TRAFFIC STATISTICS



JOINT AGENCY BACK-OFFICE SYSTEM (BOS) AND CUSTOMER SERVICE CENTER (CSC) UPDATE

OCTA and RCTC staff continue to closely monitor the performance of the BOS developed by Cofiroute USA, LLC (CUSA), as well as the performance of the CSC. In April, the BOS experienced issues that impacted payment processing through both the walk-in center and website, as well as certain reporting functions. CUSA resolved the issues and appropriately reflected them in the monthly scorecard.

Within the CSC, CUSA failed to meet the Key Performance Indicators (KPIs) for Accuracy of Customer Request Resolution (KPI 13) and Traffic Operations Center (TOC) Adherence to Standard Operating Procedures (SOP) (KPI 23). CUSA inaccurately resolved four of the 100 customer cases sampled in the month. Additionally, there were two incidents in the month in which the TOC did not follow the established SOP. To address these issues, staff will review KPI penalties and work with CUSA to ensure all customer cases are resolved accurately and promptly. The TOC Manager will also provide refresher training to reinforce adherence to SOP requirements. Staff will continue to provide regular operational updates and address any ongoing performance deficiencies.

JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	PERFORMANCE STANDARD	APRIL 2026 PERFORMANCE
Customer Service		
Service Level /Speed of Answer	Per business day, in which 80% of calls are answered within 60 seconds	22 of 22 days met (Monthly compliance 100%)
Abandon Rate Percentage	Per business day, in which less than 4% of calls are abandoned	22 of 22 days met (Monthly compliance 100%)
Customer Satisfaction Score	Per month, in which the customer satisfaction score does not achieve an average of 4.5 at minimum	Monthly Average 4.88
First Contact Resolution	Per business day, in which 85% of customer calls are resolved on the first contact	22 of 22 days met (Monthly compliance 100%)
Timeliness of Case Resolution	Per business day, in which 90% of cases are resolved within one (1) business day	22 of 22 days met (Monthly compliance 100%)
	Per business day, in which 98% of cases are resolved within five (5) business days	22 of 22 days met (Monthly compliance 100%)
Mail Performance		
Processing Transponder Requests	Per business day, in which 100% of transponder requests are processed within two (2) business days	22 of 22 days met (Monthly compliance 100%)
Payment Processing	Per business day, in which 100% of payments are processed within two (2) business days	22 of 22 days met (Monthly compliance 100%)
Accounting		
Customer Refunds Processed	Per business day, in which 100% of all refunds are complete and accurately issued within five (5) business days	22 of 22 days met (Monthly compliance 100%)

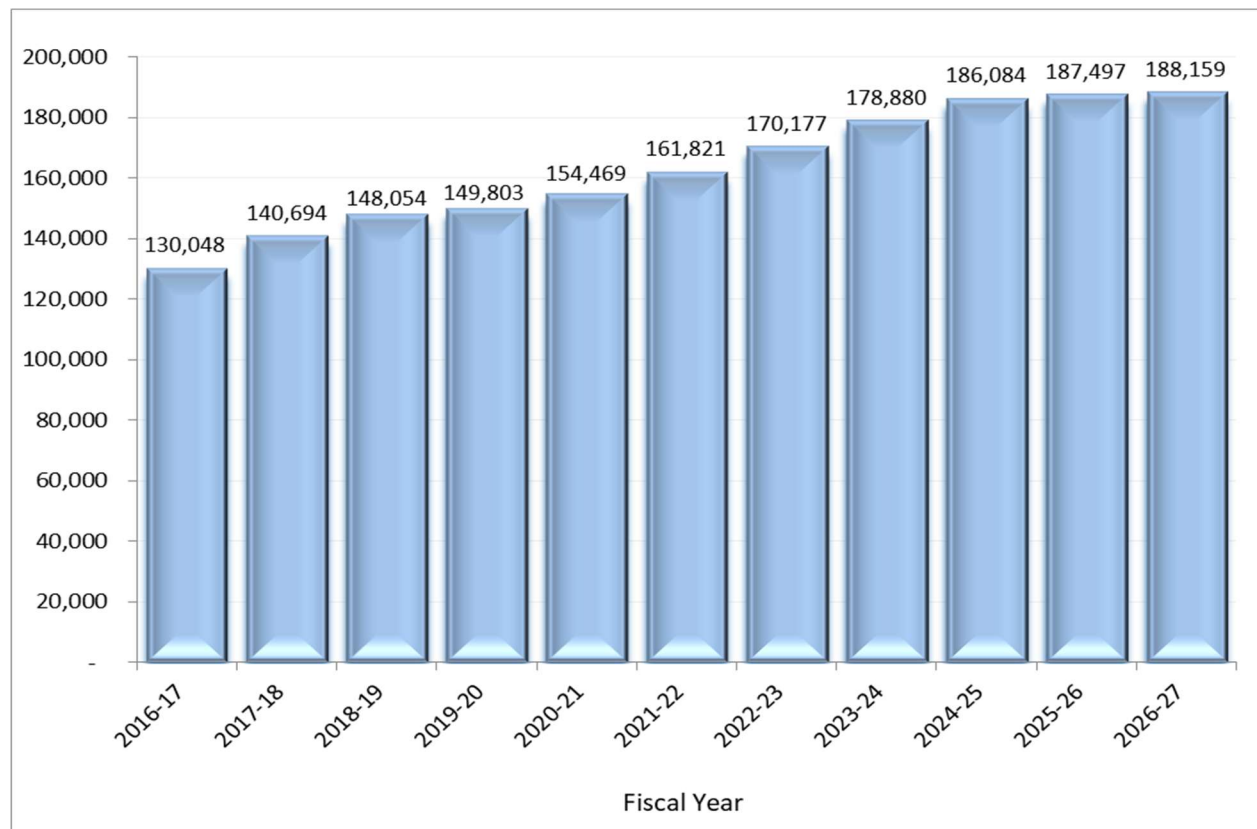
Each performance measure is assigned a non-compliance point value. Failure to meet a performance measure results in the application of the associated non-compliance points to the monthly performance scorecard. If accumulated non-compliance points reach a specified threshold, the customer service invoice for the month is adjusted by the corresponding penalty percentage.

JOINT AGENCY TRANSPONDER DISTRIBUTION

6C TRANSPONDER DISTRIBUTION	April 26		March 26		FY 2025-26	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	1,727	20%	2,151	24%	1,670	20%
Additional Tags to Existing Accounts	7,045	80%	6,850	76%	6,579	79%
Replacement Transponders	1	0%	4	0%	37	1%
Total Issued	8,773		9,005		8,286	

At the end of April 2026, the 91 EL had 188,159 active customer accounts and 758,109 transponders classified as assigned.

Number of Accounts by FY As of April 30, 2026



*The leveling off in accounts from fiscal year 2025 to fiscal year 2026 is due to the removal of accounts opened from fraudulent activity in April and May 2025. The contractor noticed the fraudulent activity, and proper action was taken to stop it and correct customer accounts. The removal of approximately 600 accounts was performed at the beginning of July 2025.



**Orange County Transportation Authority
Riverside County Transportation Commission**



Status Report

May 2026

As of May 31, 2026

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OPERATIONS OVERVIEW OCTA

The total traffic volume on the 91 Express Lanes (91 EL) for May 2026 was 1,900,543, representing a daily average of 61,308 vehicles. This reflects a 2.9 percent decrease in total traffic volume from the same period last year, which totaled 1,956,589. Potential toll revenue for May was \$6,414,649, representing an increase of 3.1 percent from the prior year's total of \$6,222,136. The carpool percentage for May was 23.8 percent, compared to 26.2 percent during the same period last year. The decrease in carpool usage within the Orange County Transportation Authority (OCTA) segment is similar to the decrease observed on the Riverside segment and can be attributed to the implementation of the occupancy detection system (ODS). Even though OCTA has not implemented the ODS, it appears that travelers are adjusting their lane selection and travel patterns on both segments.

Month-to-date (MTD) traffic and revenue data is summarized in the table below. The following table of trip and revenue statistics represents all trips taken on the OCTA 91 EL and the associated potential revenue for the month of May 2026.

Current MTD as of May 31, 2026

	MAY-26 MTD Actual	MAY-25 MTD Actual	Yr-to-Yr % Variance
Transactions			
Full Toll Lanes	1,449,101	1,444,123	0.3%
3+ Lanes	451,442	512,466	(11.9%)
Total Gross Transactions	1,900,543	1,956,589	(2.9%)
Revenue			
Full Toll Lanes	\$6,350,078	\$6,141,440	3.4%
3+ Lanes	\$64,571	\$80,695	(20.0%)
Total Gross Revenue	\$6,414,649	\$6,222,136	3.1%
Average Revenue per Transaction			
Average Full Toll Lanes	\$4.38	\$4.25	3.1%
Average 3+ Lanes	\$0.14	\$0.16	(12.5%)
Average Gross Revenue	\$3.38	\$3.18	6.3%

The 2026 fiscal year-to-date (YTD) traffic volume increased by one percent, and potential toll revenue increased by 6.4 percent compared with the same period in the prior year. The YTD average revenue per trip is \$3.36.

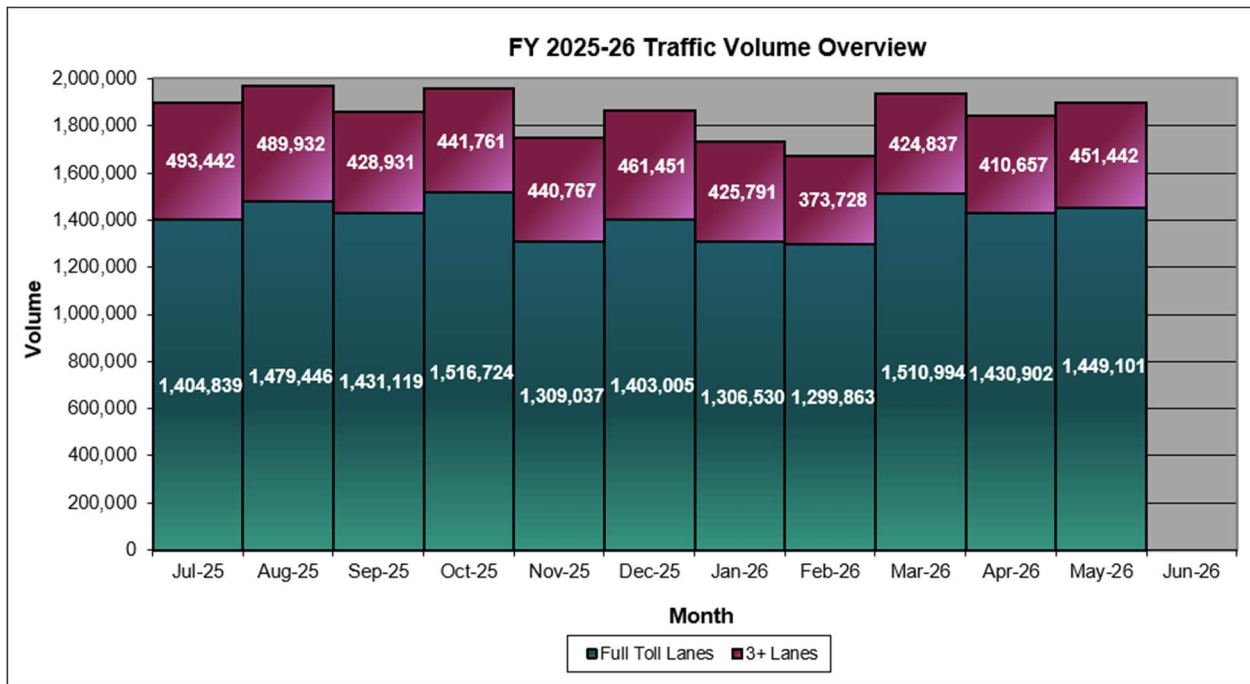
Fiscal YTD traffic and revenue data are summarized in the table below. The following table of trip and revenue statistics represents all trips taken on the OCTA 91 EL and the associated potential revenue for the period of July 2025 through May 2026.

Fiscal Year (FY) 2025-26 YTD as of May 31, 2026

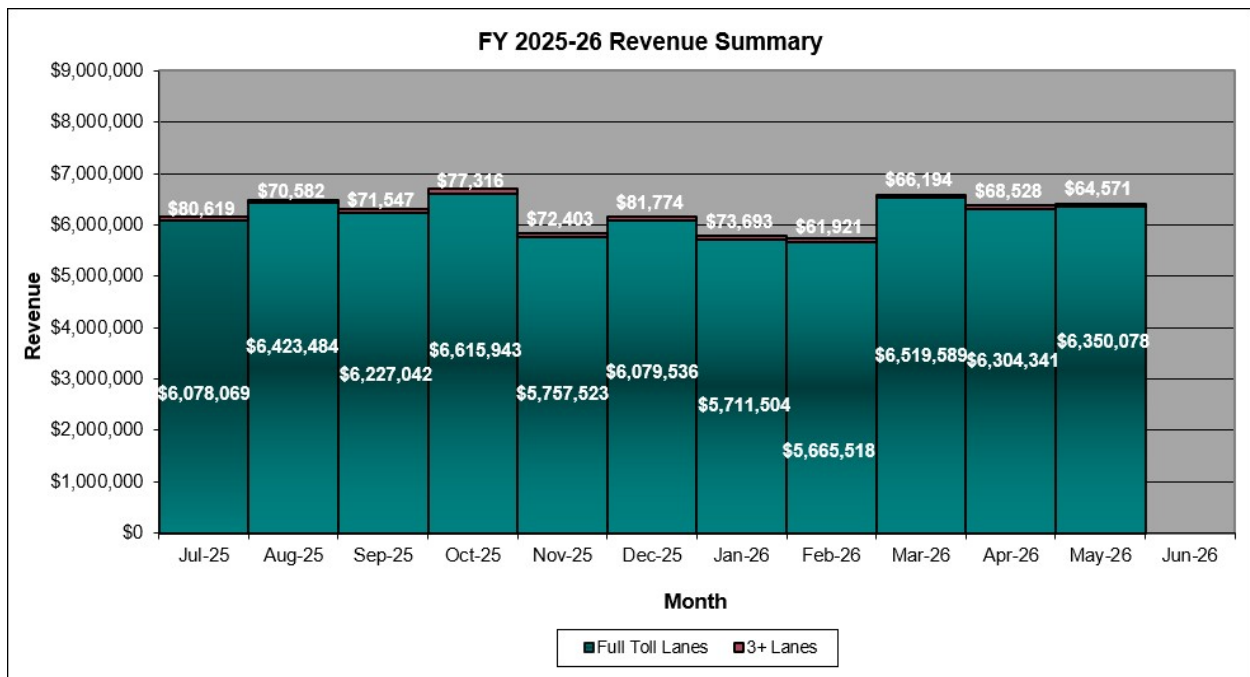
Transactions	FY 2025-26 YTD Actual (7/2025-5/2026)	FY 2024-25 YTD Actual (7/2024-5/2025)	Yr-to-Yr % Variance
Full Toll Lanes	15,541,560	14,936,866	4.0%
3+ Lanes	4,842,739	5,236,010	(7.5%)
Total Gross Transactions	20,384,299	20,172,876	1.0%
Revenue			
Full Toll Lanes	\$67,732,627	\$63,509,950	6.6%
3+ Lanes	\$789,147	\$868,517	(9.1%)
Total Gross Revenue	\$68,521,774	\$64,378,467	6.4%
Average Revenue per Transaction			
Average Full Toll Lanes	\$4.36	\$4.25	2.6%
Average 3+ Lanes	\$0.16	\$0.17	(5.9%)
Average Gross Revenue	\$3.36	\$3.19	5.3%

OCTA Traffic and Revenue Summary

The chart below reflects the total trips breakdown between full toll trips and high-occupancy vehicle (HOV3+) trips for FY 2025-26 on a monthly basis.



The chart below reflects the breakdown of gross potential revenue between full toll trips and HOV3+ trips for FY 2025-26 on a monthly basis.



OCTA PEAK-HOUR VOLUMES

Peak-hour traffic in the eastbound and westbound directions reached or exceeded 90 percent of the defined capacity 18 times during the month of May 2026. As shown in the following chart, westbound peak-hour traffic volumes peaked at 91 percent of the defined capacity. This performance is closely monitored, as toll adjustments are made based on capacity thresholds in accordance with the OCTA Toll Policy for the 91 EL. If capacity reaches 92 percent on a consistent basis (more than six times over the prior 12 weeks), an adjustment will be made to toll rates for that particular hour and day.

OCTA EASTBOUND PEAK-HOUR VOLUMES

PM Time	Monday 04/27/26				Tuesday 04/28/26				Wednesday 04/29/26				Thursday 04/30/26				Friday 05/01/26			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500																	\$9.35	445	2,880	85%
1500 - 1600																	\$8.90	504	2,896	85%
1600 - 1700																	\$6.85	475	2,822	83%
1700 - 1800																	\$7.55	518	2,943	87%
1800 - 1900																	\$7.55	602	2,777	82%
1900 - 2000																	\$7.05	514	2,194	65%

PM Time	Monday 05/04/26				Tuesday 05/05/26				Wednesday 05/06/26				Thursday 05/07/26				Friday 05/08/26			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.90	366	2,854	84%	\$5.90	391	3,031	89%	\$5.90	385	3,067	90%	\$8.70	353	2,999	88%	\$9.35	466	2,914	86%
1500 - 1600	\$6.35	473	3,181	94%	\$6.30	424	3,139	92%	\$8.40	461	3,078	91%	\$8.40	489	3,005	88%	\$8.90	497	2,883	85%
1600 - 1700	\$5.55	464	2,985	88%	\$5.05	457	3,044	90%	\$7.30	484	3,022	89%	\$7.85	441	2,882	85%	\$6.85	475	2,828	83%
1700 - 1800	\$5.40	507	3,101	91%	\$5.35	446	2,937	86%	\$6.05	489	2,913	86%	\$7.50	448	2,918	86%	\$7.55	515	2,874	85%
1800 - 1900	\$6.35	465	2,457	72%	\$4.55	538	3,022	89%	\$4.55	543	2,860	84%	\$4.40	529	2,966	87%	\$7.55	657	2,981	88%
1900 - 2000	\$4.40	374	1,495	44%	\$4.40	411	1,815	53%	\$4.40	523	2,610	77%	\$6.50	517	2,598	76%	\$7.05	583	2,297	68%

PM Time	Monday 05/11/26				Tuesday 05/12/26				Wednesday 05/13/26				Thursday 05/14/26				Friday 05/15/26			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.90	367	2,802	82%	\$5.90	379	2,925	86%	\$5.90	410	2,934	86%	\$8.70	334	2,700	79%	\$9.35	452	2,924	86%
1500 - 1600	\$6.35	474	3,031	89%	\$6.30	456	2,967	87%	\$8.40	423	3,036	89%	\$8.40	488	2,926	86%	\$8.90	528	3,074	90%
1600 - 1700	\$5.55	472	3,077	91%	\$5.05	449	2,874	85%	\$7.30	447	3,030	89%	\$7.85	376	2,356	69%	\$6.85	505	2,932	86%
1700 - 1800	\$5.40	433	2,908	86%	\$5.35	454	2,962	87%	\$6.05	457	2,977	88%	\$7.50	359	2,453	72%	\$7.55	565	2,874	85%
1800 - 1900	\$6.35	494	2,738	81%	\$4.55	521	2,862	84%	\$4.55	613	3,158	93%	\$4.40	541	2,967	87%	\$7.55	622	2,767	81%
1900 - 2000	\$4.40	397	1,649	49%	\$4.40	528	2,531	74%	\$4.40	442	2,164	64%	\$6.50	555	2,736	80%	\$7.05	583	2,333	69%

PM Time	Monday 05/18/26				Tuesday 05/19/26				Wednesday 05/20/26				Thursday 05/21/26				Friday 05/22/26			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.90	430	2,995	88%	\$5.90	357	2,839	84%	\$5.90	442	3,003	88%	\$8.70	449	2,938	86%	\$9.35	560	2,839	84%
1500 - 1600	\$6.35	489	2,994	88%	\$6.30	435	2,860	84%	\$8.40	455	3,022	89%	\$8.40	493	2,956	87%	\$8.90	593	2,841	84%
1600 - 1700	\$5.55	456	2,910	86%	\$5.05	497	2,983	88%	\$7.30	492	3,063	90%	\$7.85	447	2,960	87%	\$6.85	609	2,931	86%
1700 - 1800	\$5.40	479	3,095	91%	\$5.35	495	3,086	91%	\$6.05	471	2,952	87%	\$7.50	495	2,903	85%	\$7.55	592	2,864	84%
1800 - 1900	\$6.35	554	2,750	81%	\$4.55	578	3,002	88%	\$4.55	562	2,933	86%	\$4.40	599	2,842	84%	\$7.55	679	2,740	81%
1900 - 2000	\$4.40	404	1,732	51%	\$4.40	500	2,340	69%	\$4.40	541	2,353	69%	\$6.50	616	2,764	81%	\$7.05	639	2,410	71%

PM Time	Monday 05/25/26				Tuesday 05/26/26				Wednesday 05/27/26				Thursday 05/28/26				Friday 05/29/26			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.00	402	1,213	36%	\$5.90	388	2,962	87%	\$5.90	433	3,155	93%	\$8.70	411	2,916	86%	\$9.35	478	2,924	86%
1500 - 1600	\$5.00	466	1,244	37%	\$6.30	461	2,905	85%	\$8.40	475	2,810	83%	\$8.40	526	3,198	94%	\$8.90	524	3,029	89%
1600 - 1700	\$5.00	486	1,205	35%	\$5.05	416	3,004	88%	\$7.30	388	2,357	69%	\$7.85	470	3,154	93%	\$6.85	522	3,078	91%
1700 - 1800	\$5.00	460	1,101	32%	\$5.35	455	2,859	84%	\$6.05	503	2,926	86%	\$7.50	475	3,006	88%	\$7.55	531	3,032	89%
1800 - 1900	\$5.00	541	1,193	35%	\$4.55	514	2,781	82%	\$4.55	570	2,958	87%	\$4.40	558	2,896	85%	\$7.55	555	2,545	75%
1900 - 2000	\$5.00	549	1,197	35%	\$4.40	426	2,110	62%	\$4.40	549	2,486	73%	\$6.50	414	1,969	58%	\$7.05	533	1,905	56%

OCTA WESTBOUND PEAK-HOUR VOLUMES

AM Time	Monday 04/27/26				Tuesday 04/28/26				Wednesday 04/29/26				Thursday 04/30/26				Friday 05/01/26			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500																	\$3.55	319	1,319	39%
0500 - 0600																	\$5.45	611	2,619	77%
0600 - 0700																	\$5.70	535	2,532	74%
0700 - 0800																	\$6.35	526	2,402	71%
0800 - 0900																	\$5.70	303	2,024	60%
0900 - 1000																	\$4.80	354	2,113	62%

AM Time	Monday 05/04/26				Tuesday 05/05/26				Wednesday 05/06/26				Thursday 05/07/26				Friday 05/08/26			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.55	398	1,669	49%	\$3.55	443	1,736	51%	\$3.55	402	1,654	49%	\$3.55	388	1,580	46%	\$3.55	345	1,401	41%
0500 - 0600	\$5.70	650	3,017	89%	\$5.70	593	2,891	85%	\$5.70	661	3,035	89%	\$5.70	644	2,890	85%	\$5.45	613	2,671	79%
0600 - 0700	\$5.90	628	2,957	87%	\$5.90	621	2,921	86%	\$5.90	642	2,924	86%	\$5.90	680	2,977	88%	\$5.70	583	2,527	74%
0700 - 0800	\$6.55	548	2,625	77%	\$6.55	640	2,897	85%	\$6.55	628	2,851	84%	\$6.55	596	2,748	81%	\$6.35	529	2,323	68%
0800 - 0900	\$5.90	324	2,255	66%	\$5.90	377	2,683	79%	\$5.90	373	2,602	77%	\$5.90	312	2,331	69%	\$5.70	315	2,006	59%
0900 - 1000	\$4.80	318	2,343	69%	\$4.80	341	2,510	74%	\$4.80	344	2,647	78%	\$4.80	358	2,561	75%	\$4.80	365	2,339	69%

AM Time	Monday 05/11/26				Tuesday 05/12/26				Wednesday 05/13/26				Thursday 05/14/26				Friday 05/15/26			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.55	422	1,651	49%	\$3.55	421	1,736	51%	\$3.55	431	1,665	49%	\$3.55	426	1,603	47%	\$3.55	363	1,426	42%
0500 - 0600	\$5.70	626	2,920	86%	\$5.70	652	3,025	89%	\$5.70	659	2,915	86%	\$5.70	614	2,936	86%	\$5.45	584	2,611	77%
0600 - 0700	\$5.90	579	2,793	82%	\$5.90	649	2,981	88%	\$5.90	627	2,969	87%	\$5.90	604	2,883	85%	\$5.70	550	2,669	79%
0700 - 0800	\$6.55	637	2,771	82%	\$6.55	590	2,817	83%	\$6.55	597	2,826	83%	\$6.55	626	2,853	84%	\$6.35	561	2,519	74%
0800 - 0900	\$5.90	351	2,576	76%	\$5.90	353	2,716	80%	\$5.90	367	2,555	75%	\$5.90	366	2,631	77%	\$5.70	287	1,958	58%
0900 - 1000	\$4.80	378	2,577	76%	\$4.80	369	2,713	80%	\$4.80	330	2,499	74%	\$4.80	405	2,649	78%	\$4.80	276	1,756	52%

AM Time	Monday 05/18/26				Tuesday 05/19/26				Wednesday 05/20/26				Thursday 05/21/26				Friday 05/22/26			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.55	403	1,678	49%	\$3.55	415	1,696	50%	\$3.55	417	1,618	48%	\$3.55	426	1,618	48%	\$3.55	334	1,369	40%
0500 - 0600	\$5.70	644	2,948	87%	\$5.70	643	2,987	88%	\$5.70	626	2,980	88%	\$5.70	608	2,820	83%	\$5.45	546	2,529	74%
0600 - 0700	\$5.90	617	2,897	85%	\$5.90	662	2,968	87%	\$5.90	599	3,010	89%	\$5.90	604	2,843	84%	\$5.70	528	2,415	71%
0700 - 0800	\$6.55	645	2,783	82%	\$6.55	670	2,922	86%	\$6.55	621	2,829	83%	\$6.55	639	2,817	83%	\$6.35	528	2,145	63%
0800 - 0900	\$5.90	371	2,596	76%	\$5.90	392	2,771	82%	\$5.90	377	2,598	76%	\$5.90	337	2,352	69%	\$5.70	315	1,946	57%
0900 - 1000	\$4.80	342	2,534	75%	\$4.80	390	2,629	77%	\$4.80	407	2,637	78%	\$4.80	368	2,368	70%	\$4.80	369	2,089	61%

AM Time	Monday 05/25/26				Tuesday 05/26/26				Wednesday 05/27/26				Thursday 05/28/26				Friday 05/29/26			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$1.95	51	139	4%	\$3.55	398	1,677	49%	\$3.55	416	1,645	48%	\$3.55	401	1,587	47%	\$3.55	225	842	25%
0500 - 0600	\$1.95	76	254	7%	\$5.70	642	3,099	91%	\$5.45	640	3,064	90%	\$5.70	629	2,973	87%	\$5.45	294	1,521	45%
0600 - 0700	\$1.95	145	402	12%	\$5.90	600	2,895	85%	\$5.70	560	2,795	82%	\$5.90	534	2,729	80%	\$5.70	587	2,816	83%
0700 - 0800	\$1.95	169	515	15%	\$6.55	588	2,683	79%	\$6.35	587	2,698	79%	\$6.55	563	2,552	75%	\$6.35	493	2,403	71%
0800 - 0900	\$3.00	293	790	23%	\$5.90	349	2,390	70%	\$5.70	362	2,516	74%	\$5.90	336	2,270	67%	\$5.70	301	1,895	56%
0900 - 1000	\$4.10	448	1,227	36%	\$4.80	342	2,307	68%	\$4.80	392	2,460	72%	\$4.80	359	2,580	76%	\$4.80	330	2,088	61%



On-Road Operations

OCTA Freeway Service Patrol responded to 115 calls during the month of May. Of those calls, five were to remove debris, 42 were to assist disabled vehicles, 33 were to tow vehicles, and 35 were to aid motorists in the 91 EL.

FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes Operating Statement

Description	YTD as of : 5/31/2026		YTD Variance	
	Actual ⁽¹⁾	Budget ⁽¹⁾	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 62,077,501	\$ 58,709,748	\$ 5,367,752	9.5
Fee Revenue	\$ 11,424,936	\$ 5,158,859	\$ 6,266,077	121.5
Total operating revenues	\$ 73,502,436	\$ 61,868,608	\$ 11,633,829	18.8
Operating expenses:				
Contracted Services	\$ 6,859,289	\$ 5,748,472	\$ (1,110,817)	(19.3)
Administrative Fee	\$ 3,730,386	\$ 3,454,345	\$ (276,041)	(8.0)
Other Professional Services	\$ 1,404,652	\$ 2,305,626	\$ 900,973	39.1
Credit Card Processing Fees	\$ 1,361,584	\$ 1,286,485	\$ (75,098)	(5.8)
Toll Road Account Servicing	\$ 399,325	\$ 458,150	\$ 59,825	13.1
Other Insurance Expense	\$ 253,463	\$ 282,736	\$ 29,273	10.4
Toll Road Maintenance Supply Repairs	\$ 361,510	\$ 1,046,857	\$ 685,347	65.5
Patrol Services	\$ 1,115,979	\$ 1,099,560	\$ (16,419)	(1.5)
Building Equipment Repairs and Maint	\$ 578,041	\$ 784,663	\$ 206,621	26.3
6C Transponders	\$ 24,977	\$ 83,000	\$ 58,023	69.9
Other Services	\$ -	\$ 50,000	\$ 50,000	100.0
Utilities	\$ 101,496	\$ 129,886	\$ 28,390	21.9
Office Expense	\$ 67,825	\$ 217,500	\$ 149,675	68.8
Bad Debt Expense	\$ 46,762	\$ -	\$ (46,762)	N/A
Miscellaneous ⁽²⁾	\$ 48,879	\$ 131,108	\$ 82,230	62.7
Leases	\$ 514,209	\$ 526,873	\$ 12,663	2.4
Total operating expenses	\$ 16,867,377	\$ 17,605,259	\$ 737,882	4.2
Depreciation and Amortization ⁽³⁾	\$ 5,264,995	\$ -	\$ (5,264,995)	N/A
Operating income (loss)	\$ 51,370,064	\$ 44,263,349	\$ 7,106,716	16.1
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	\$ 417,919	\$ 450,938	\$ (33,018)	(7.3)
Interest Income	\$ 16,572,579	\$ 8,067,906	\$ 8,504,673	105.4
Interest Expense	\$ (1,122,432)	\$ (633,344)	\$ (489,088)	(77.2)
Other	\$ 12,329	\$ -	\$ 12,329	N/A
Total nonoperating revenues (expenses)	\$ 15,880,395	\$ 7,885,500	\$ 7,994,896	(101.4)
Transfers In	\$ -	\$ -	\$ -	N/A
Transfers Out ⁽⁴⁾	\$ (15,974,798)	\$ (2,248,000)	\$ (13,726,798)	(610.6)
Net income (loss)	\$ 51,275,662	\$ 49,900,848	\$ 1,374,813	2.8

¹Actual amounts are accounted for on the accrual basis of accounting in an enterprise fund. Budget amounts are accounted for on a modified accrual basis of accounting.

²Miscellaneous expenses include: Bank Service Charge, travel, mileage, training & registration fees.

³Depreciation and amortization are not budgeted items.

⁴Transfers Out: For M2 Project I and Project J expense reimbursements.

OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

The total traffic volume on the 91 EL for May 2026 was 1,801,702, representing a daily average of 58,119 vehicles. This reflects a 4.4 percent decrease in gross transactions when compared to the same period last year, which totaled 1,883,737. Full toll lane transactions decreased by 0.3 percent compared to the same period last year. The HOV3+ lane transactions decreased by 16.8 percent compared to the same period last year. The reduction in the HOV3+ lane transactions is due to the implementation of the ODS. The HOV3+ lane percentage for May was 21.4 percent, compared to 24.6 percent during the same period last year.

MTD traffic and revenue data are summarized in the table below. The following table of transactions and revenue statistics represents all transactions on the RCTC 91 EL, including the Express Lanes Connectors, and associated potential revenue for the month of May 2026.

Current MTD as of May 31, 2026

Transaction	MAY-26 MTD Actual	Stantec MTD Projected	# Variance	% Variance	MAY-25 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	1,416,598	1,071,571	345,027	32.2%	1,420,856	(0.3%)
3+ Lanes	385,104	432,714	(47,610)	(11.0%)	462,881	(16.8%)
Total Gross Transaction	1,801,702	1,504,286	297,416	19.8%	1,883,737	(4.4%)
Revenue						
Full Toll Lanes	\$8,620,228	\$5,721,429	\$2,898,799	50.7%	\$9,028,329	(4.5%)
3+ Lanes	\$184,827	\$0	\$184,827		\$91,213	102.6%
Total Gross Revenue	\$8,805,054	\$5,721,429	\$3,083,626	53.9%	\$9,119,543	(3.4%)
Average Revenue per Transaction						
Average Full Toll Lanes	\$6.09	\$5.34	\$0.75	14.0%	\$6.35	(4.2%)
Average 3+ Lanes	\$0.48	\$0.00	\$0.48		\$0.20	140.0%
Average Gross Revenue	\$4.89	\$3.80	\$1.09	28.7%	\$4.84	1.0%

The 2026 fiscal YTD traffic volume increased by 0.4 percent, while potential toll revenue decreased by 2.1 percent compared to the same period in the prior year. The YTD average revenue per transaction is \$4.86. Since August 2025, approximately \$1.5 million in toll revenue has been collected from HOV3+ lane users whom the ODS determined were non-compliant with the carpool occupancy requirements. This revenue is included in the 3+ lane potential toll revenue.

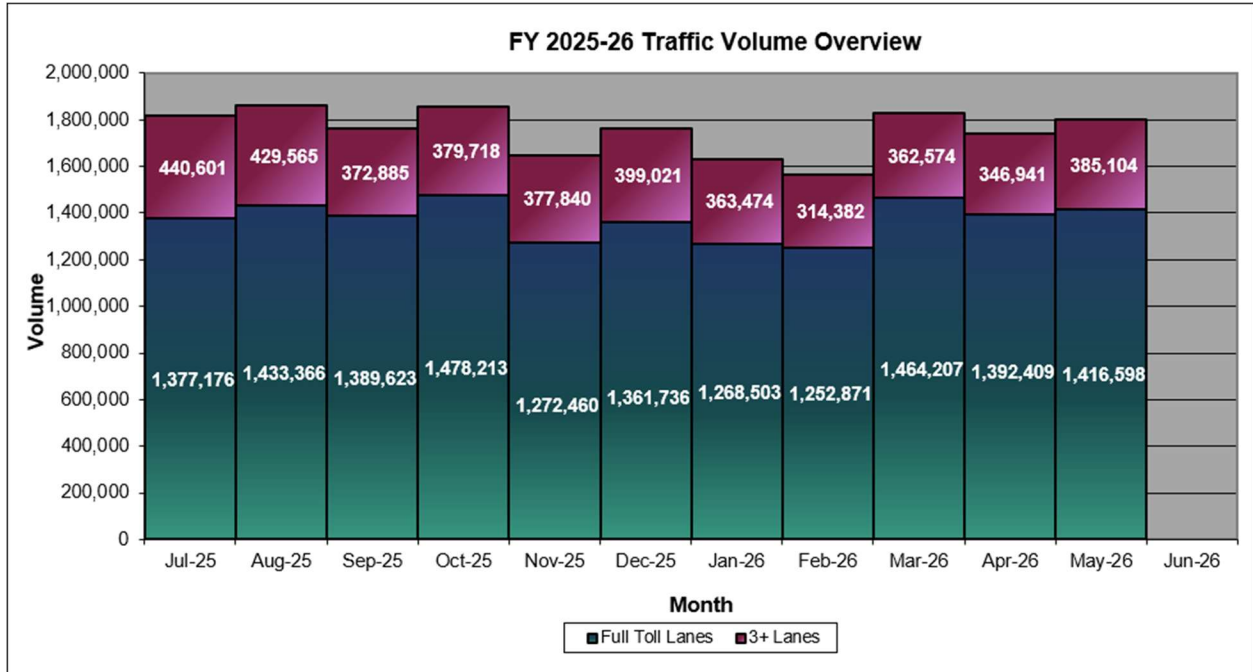
Fiscal YTD traffic and revenue data are summarized in the table below. The following table of transactions and revenue statistics represents all transactions on the RCTC 91 EL, and the associated potential revenue for the period from July 2025 through May 2026.

FY 2025-26 YTD as of May 31, 2026

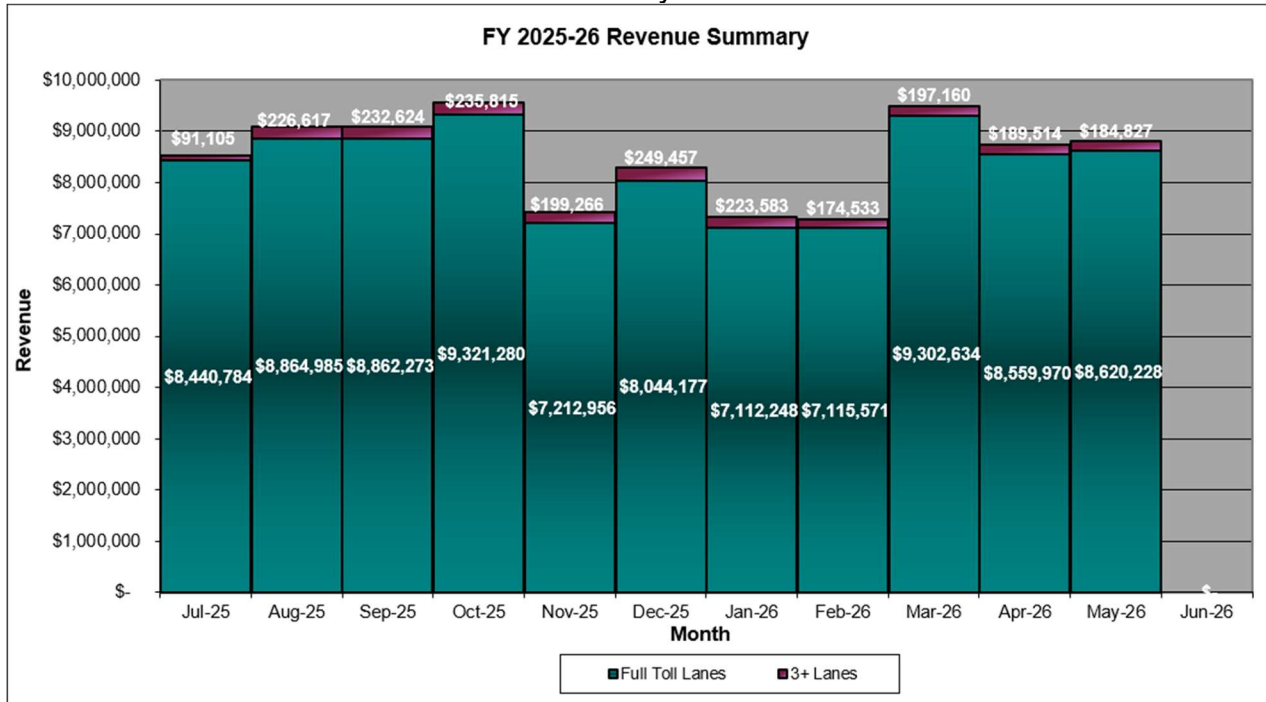
Transaction	FY 2025-26 YTD Actual (7/2025-5/2026)	Stantec YTD Projected	# Variance	% Variance	FY 2024-25 YTD Actual (7/2024-5/2025)	Yr-to-Yr % Variance
Full Toll Lanes	15,107,162	10,583,429	4,523,733	42.7%	14,465,158	4.4%
3+ Lanes	4,172,105	4,176,857	(4,752)	(0.1%)	4,729,529	(11.8%)
Total Gross Transaction	19,279,267	14,760,286	4,518,981	30.6%	19,194,687	0.4%
Revenue						
Full Toll Lanes	\$91,457,105	\$48,446,286	\$43,010,819	88.8%	\$94,718,946	(3.4%)
3+ Lanes	\$2,204,501	\$0	\$2,204,501		\$952,733	131.4%
Total Gross Revenue	\$93,661,606	\$48,446,286	\$45,215,320	93.3%	\$95,671,678	(2.1%)
Average Revenue per Transaction						
Average Full Toll Lanes	\$6.05	\$4.58	\$1.47	32.1%	\$6.55	(7.6%)
Average 3+ Lanes	\$0.53	\$0.00	\$0.53		\$0.20	165.0%
Average Gross Revenue	\$4.86	\$3.28	\$1.58	48.2%	\$4.98	(2.4%)

RCTC Traffic and Revenue Summary

The chart below reflects the breakdown of total transactions between full toll lanes and HOV3+ lanes for FY 2025-26 on a monthly basis.



The chart below reflects the breakdown of gross potential revenue between full toll lanes and HOV3+ lanes for FY 2025-26 on a monthly basis.



RCTC OPERATIONAL HIGHLIGHTS

On-Road Operations

RCTC Freeway Service Patrol responded to 72 calls during the month of May. Of those, 59 were to assist disabled vehicles, nine involved debris removal, and four were in response to accidents affecting the 91 EL.

FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes Operating Statement

Description	YTD as of : 5/31/2026		YTD Variance	
	Actual ¹	Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 84,059,662.18	\$ 78,086,250.00	\$ 5,973,412.18	7.6
Fee Revenue	13,180,133.81	8,768,833.33	4,411,300.48	50.3
Total operating revenues	97,239,795.99	86,855,083.33	10,384,712.66	12.0
Operating expenses:				
Salaries and Benefits	1,114,743.10	1,191,758.33	77,015.23	6.5
Legal Services	60,473.17	91,666.67	31,193.50	34.0
Advisory Services	18,259.50	185,166.67	166,907.17	90.1
Audit and Accounting Fees	38,967.00	35,750.00	(3,217.00)	(9.0)
Service Fees	10,823.62	16,958.33	6,134.71	36.2
Other Professional Services	819,589.18	664,491.67	(155,097.51)	(23.3)
Lease Expense	292,563.74	486,016.67	193,452.93	39.8
Operations	4,475,253.44	5,427,766.67	952,513.23	17.5
Utilities	107,125.05	123,933.33	16,808.28	13.6
Supplies and Materials	2,562.70	1,833.33	(729.37)	(39.8)
Membership and Subscription Fees	26,399.00	37,583.33	11,184.33	29.8
Office Equipment & Furniture (Non-Capital)	-	77,916.67	77,916.67	100.0
Maintenance/Repairs	414,530.27	507,466.67	92,936.40	18.3
Training Seminars and Conferences	7,055.00	8,250.00	1,195.00	14.5
Transportation Expenses	3,422.49	3,483.33	60.84	1.7
Lodging	4,203.83	5,041.67	837.84	16.6
Meals	556.61	3,208.33	2,651.72	82.7
Other Staff Expenses	305.38	458.33	152.95	33.4
Advertising	4,613.35	45,833.33	41,219.98	89.9
Program Management	42,243.72	65,083.33	22,839.61	35.1
Program Operations	6,206,933.65	15,309,433.33	9,102,499.68	59.5
Litigation Settlement	-	4,583.33	4,583.33	100.0
Furniture & Equipment	107,668.28	123,750.00	16,081.72	13.0
Improvements	195,642.64	609,583.33	413,940.69	67.9
Bad Debt Expense	46,751.60	114,583.33	67,831.73	59.2
Total operating expenses	14,000,686.32	25,141,600.00	11,140,913.68	44.3
Operating income (loss)	83,239,109.67	61,713,483.33	21,525,626.34	34.9
Nonoperating revenues (expenses):				
Interest Revenue	2,682,501.02	3,574,541.67	(892,040.65)	25.0
Other Miscellaneous Revenue	69,712.04	-	69,712.04	N/A
Principal Expense	-	(4,468,750.00)	4,468,750.00	(100.0)
Interest Expense	(16,665,968.82)	(20,350,916.67)	3,684,947.85	(18.1)
Total nonoperating revenues (expenses)	(13,913,755.76)	(21,245,125.00)	7,331,369.24	34.5
Transfers In	-	-	-	N/A
Transfers Out	(1,063,300.00)	(65,907,141.67)	64,843,841.67	(98.4)
Net income (loss)	\$ 68,262,053.91	\$ (25,438,783.33)	\$ 93,700,837.24	(368.3)

¹ Unaudited

JOINT AGENCY TRANSACTION AND REVENUE STATISTICS

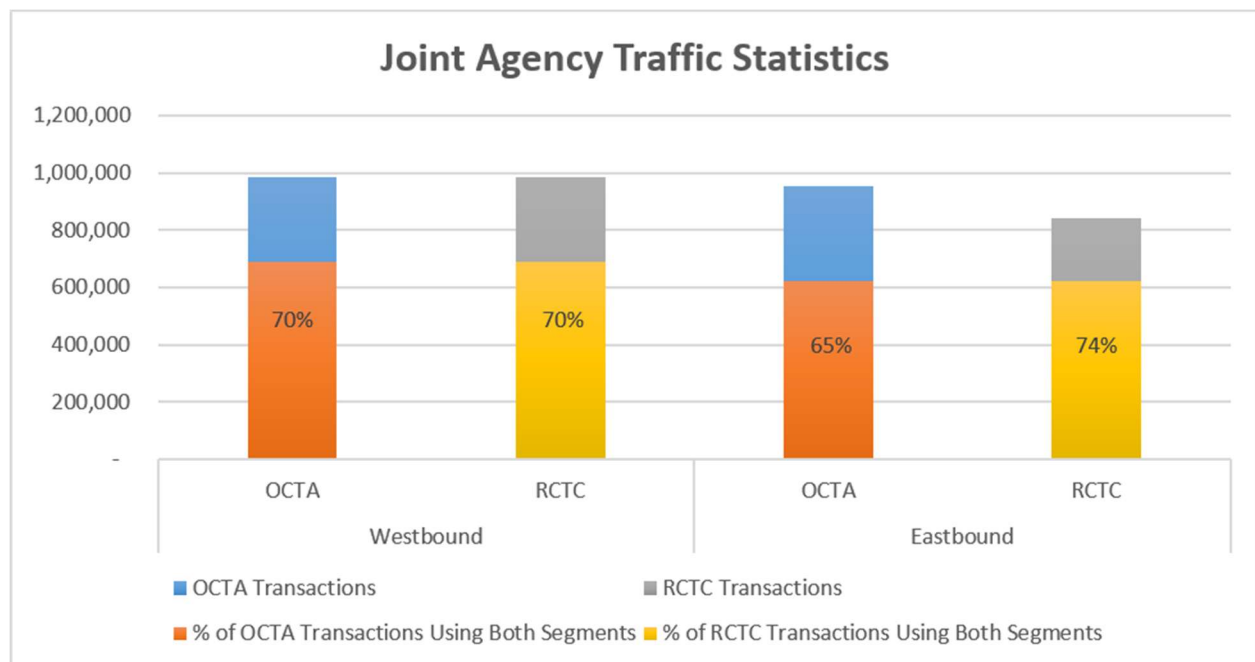
MULTI AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING

May 31, 2026

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	946,487	679,211	72%	\$2,922,081
RCTC	957,767	679,211	71%	\$4,930,355
Eastbound				
OCTA	954,056	631,906	66%	\$3,492,568
RCTC	843,935	631,906	75%	\$3,874,699

JOINT AGENCY TRAFFIC STATISTICS



JOINT AGENCY BACK-OFFICE SYSTEM (BOS) AND CUSTOMER SERVICE CENTER (CSC) UPDATE

OCTA and RCTC staff continue to closely monitor the performance of the BOS developed by Cofiroute USA, LLC (CUSA), as well as the performance of the CSC. In May, the BOS experienced a system issue that affected the timely generation of interface files. CUSA resolved the issue and appropriately reflected it in the monthly scorecard

Within the CSC, CUSA failed to meet the Key Performance Indicators (KPI) for Average Speed of Answer (KPI 5). CUSA met KPI 5, 19 times out of the 20 business days. Staff will continue to provide regular operational updates and address any ongoing performance deficiencies.

JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	PERFORMANCE STANDARD	MAY 2026 PERFORMANCE
Customer Service		
Service Level /Speed of Answer	Per business day, in which 80% of calls are answered within 60 seconds	19 of 20 days met (Monthly compliance 95%)
Abandon Rate Percentage	Per business day, in which less than 4% of calls are abandoned	20 of 20 days met (Monthly compliance 100%)
Customer Satisfaction Score	Per month, in which the customer satisfaction score does not achieve an average of 4.5 at minimum	Monthly Average 4.88
First Contact Resolution	Per business day, in which 85% of customer calls are resolved on the first contact	20 of 20 days met (Monthly compliance 100%)
Timeliness of Case Resolution	Per business day, in which 90% of cases are resolved within one (1) business day	20 of 20 days met (Monthly compliance 100%)
	Per business day, in which 98% of cases are resolved within five (5) business days	20 of 20 days met (Monthly compliance 100%)
Mail Performance		
Processing Transponder Requests	Per business day, in which 100% of transponder requests are processed within two (2) business days	20 of 20 days met (Monthly compliance 100%)
Payment Processing	Per business day, in which 100% of payments are processed within two (2) business days	20 of 20 days met (Monthly compliance 100%)
Accounting		
Customer Refunds Processed	Per business day, in which 100% of all refunds are complete and accurately issued within five (5) business days	20 of 20 days met (Monthly compliance 100%)

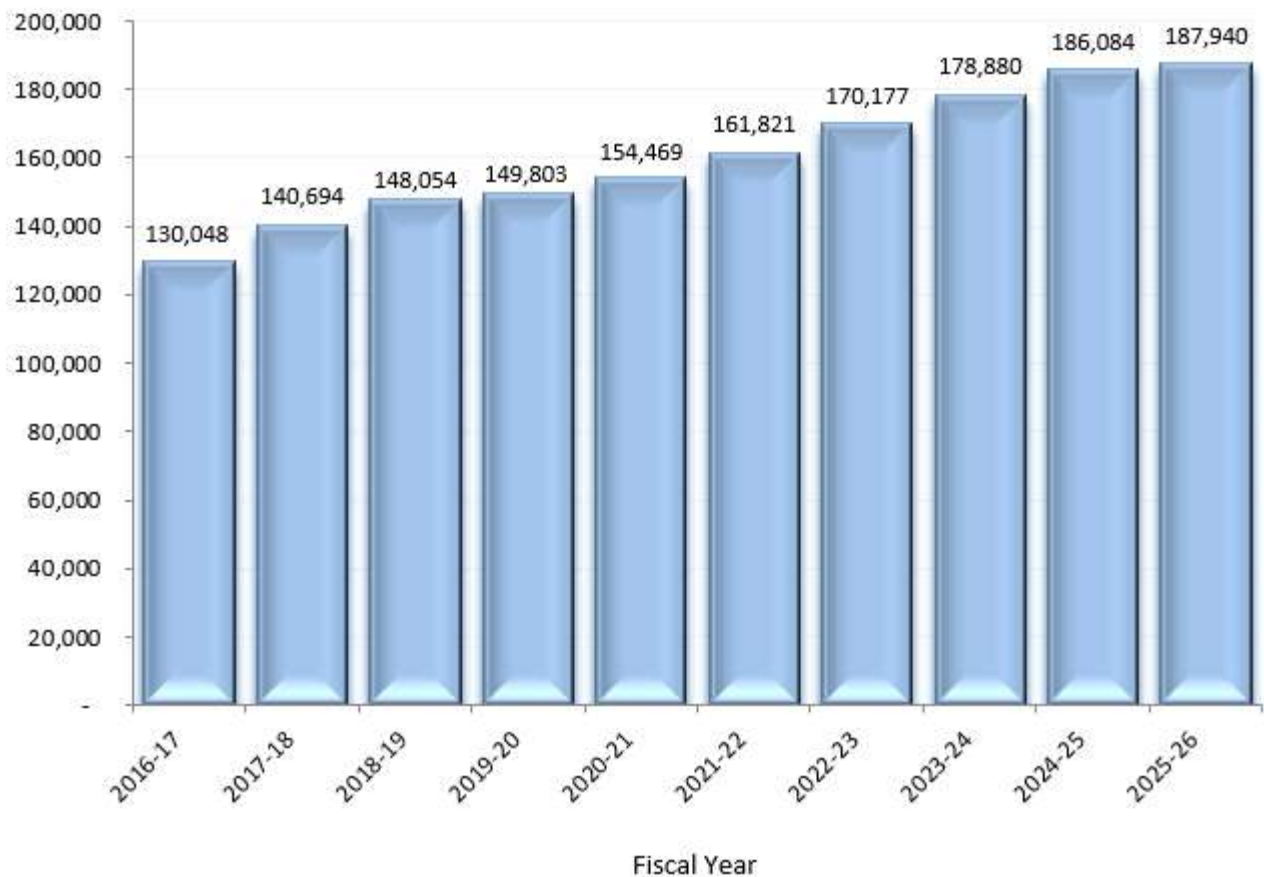
Each performance measure is assigned a non-compliance point value. Failure to meet a performance measure results in the application of the associated non-compliance points to the monthly performance scorecard. If accumulated non-compliance points reach a specified threshold, the customer service invoice for the month is adjusted by the corresponding penalty percentage.

JOINT AGENCY TRANSPONDER DISTRIBUTION

6C TRANSPONDER DISTRIBUTION	May 26		April 26		FY 2025-26	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	1,397	18%	1,727	20%	1,645	20%
Additional Tags to Existing Accounts	6,572	82%	7,045	80%	6,578	79%
Replacement Transponders	34	0%	1	0%	37	1%
Total Issued	8,003		8,773		8,280	

At the end of May 2026, the 91 EL had 187,940 active customer accounts and 759,966 transponders classified as assigned.

Number of Accounts by FY As of May 31, 2026



*The leveling off in accounts from fiscal year 2025 to fiscal year 2026 is due to the removal of accounts opened from fraudulent activity in May and May 2025. The contractor noticed the fraudulent activity, and proper action was taken to stop it and correct customer accounts. The removal of approximately 600 accounts was performed at the beginning of July 2025.



**Orange County Transportation Authority
Riverside County Transportation Commission**



Status Report

June 2026

As of June 30, 2026

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OPERATIONS OVERVIEW OCTA

The total traffic volume on the 91 Express Lanes (91 EL) for June 2026 was 1,855,127, representing a daily average of 61,838 vehicles. This reflects a two percent increase in total traffic volume from the same period last year, which totaled 1,819,576. Potential toll revenue for June was \$6,208,677, representing an increase of nine percent from the prior year's total of \$5,698,593. The carpool percentage for June was 23.3 percent, compared to 26.4 percent during the same period last year. The decrease in carpool usage within the Orange County Transportation Authority (OCTA) segment is similar to the decrease observed on the Riverside segment and can be attributed to the implementation of the occupancy detection system (ODS). Even though OCTA has not implemented the ODS, it appears that travelers are adjusting their lane selection and travel patterns on both segments.

Month-to-date (MTD) traffic and revenue data is summarized in the table below. The following table of trip and revenue statistics represents all trips taken on the OCTA 91 EL and the associated potential revenue for the month of June 2026.

Current MTD as of June 30, 2026

	JUN-26 MTD Actual	JUN-25 MTD Actual	Yr-to-Yr % Variance
Transactions			
Full Toll Lanes	1,423,768	1,340,078	6.2%
3+ Lanes	431,359	479,498	(10.0%)
Total Gross Transactions	1,855,127	1,819,576	2.0%
Revenue			
Full Toll Lanes	\$6,141,107	\$5,624,184	9.2%
3+ Lanes	\$67,571	\$74,410	(9.2%)
Total Gross Revenue	\$6,208,677	\$5,698,593	9.0%
Average Revenue per Transaction			
Average Full Toll Lanes	\$4.31	\$4.20	2.6%
Average 3+ Lanes	\$0.16	\$0.16	0.0%
Average Gross Revenue	\$3.35	\$3.13	7.0%

The 2026 fiscal year-to-date (YTD) traffic volume increased by 1.1 percent, and potential toll revenue increased by 6.6 percent compared with the same period in the prior year. The YTD average revenue per trip is \$3.36.

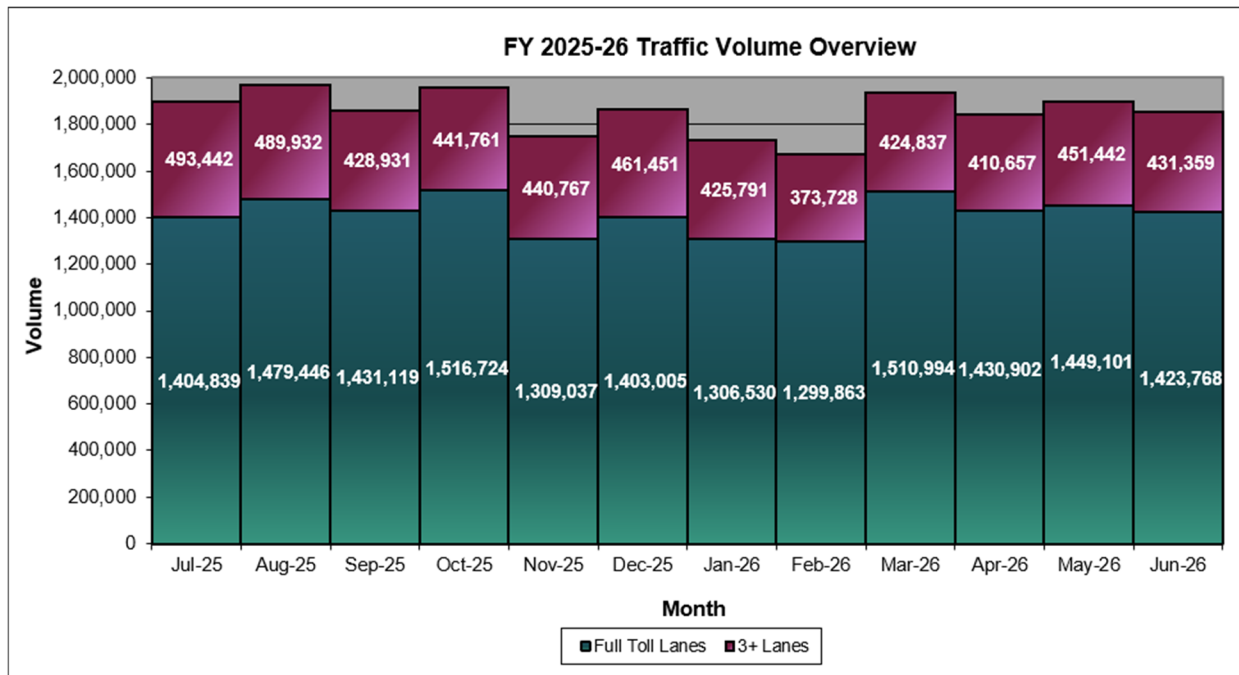
Fiscal YTD traffic and revenue data are summarized in the table below. The following table of trip and revenue statistics represents all trips taken on the OCTA 91 EL and the associated potential revenue for the period of July 2025 through June 2026.

Fiscal Year (FY) 2025-26 YTD as of June 30, 2026

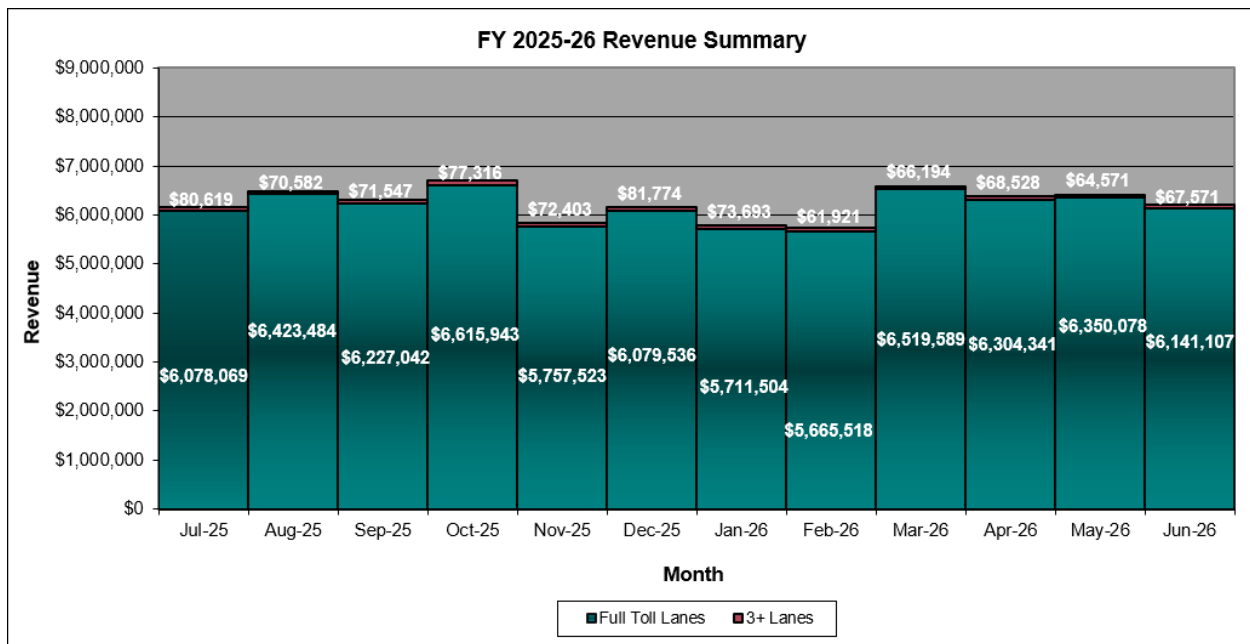
Transactions	FY 2025-26 YTD Actual (7/2025-6/2026)	FY 2024-25 YTD Actual (7/2024-6/2025)	Yr-to-Yr % Variance
Full Toll Lanes	16,965,328	16,276,944	4.2%
3+ Lanes	5,274,098	5,715,508	(7.7%)
Total Gross Transactions	22,239,426	21,992,452	1.1%
Revenue			
Full Toll Lanes	\$73,873,734	\$69,134,134	6.9%
3+ Lanes	\$856,718	\$942,927	(9.1%)
Total Gross Revenue	\$74,730,451	\$70,077,061	6.6%
Average Revenue per Transaction			
Average Full Toll Lanes	\$4.35	\$4.25	2.4%
Average 3+ Lanes	\$0.16	\$0.16	0.0%
Average Gross Revenue	\$3.36	\$3.19	5.3%

OCTA Traffic and Revenue Summary

The chart below reflects the total trips breakdown between full toll trips and high-occupancy vehicle (HOV3+) trips for FY 2025-26 on a monthly basis.



The chart below reflects the breakdown of gross potential revenue between full toll trips and HOV3+ trips for FY 2025-26 on a monthly basis.



OCTA PEAK-HOUR VOLUMES

Peak-hour traffic in the eastbound and westbound directions reached or exceeded 90 percent of defined capacity 11 times during the month of June 2026. As shown in the following chart, westbound peak-hour traffic volumes peaked at 90 percent of defined capacity. This performance is closely monitored, as toll adjustments are made based on capacity thresholds in accordance with the OCTA Toll Policy for the 91 EL. If capacity reaches 92 percent on a consistent basis (more than six times over the prior 12 weeks), an adjustment will be made to toll rates for that particular hour and day.

OCTA EASTBOUND PEAK-HOUR VOLUMES

PM Time	Monday 06/01/26				Tuesday 06/02/26				Wednesday 06/03/26				Thursday 06/04/26				Friday 06/05/26			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.90	402	2,933	86%	\$5.90	413	2,988	88%	\$5.90	412	2,978	88%	\$8.70	440	2,945	87%	\$9.35	504	2,847	84%
1500 - 1600	\$6.35	445	2,853	84%	\$6.30	501	3,089	91%	\$8.40	479	2,913	86%	\$8.40	524	2,966	87%	\$8.90	494	2,779	82%
1600 - 1700	\$5.55	477	3,107	91%	\$5.05	442	2,928	86%	\$7.30	464	2,854	84%	\$7.85	466	3,003	88%	\$6.85	538	2,768	81%
1700 - 1800	\$5.40	483	3,006	88%	\$5.35	468	2,920	86%	\$6.05	489	2,935	86%	\$7.50	472	2,938	86%	\$7.55	556	2,888	85%
1800 - 1900	\$6.35	453	2,539	75%	\$4.55	539	2,920	86%	\$4.55	537	2,892	85%	\$4.40	605	2,986	88%	\$7.55	658	2,841	84%
1900 - 2000	\$4.40	415	1,763	52%	\$4.40	467	2,259	66%	\$4.40	482	2,345	69%	\$6.50	501	2,310	68%	\$7.05	585	2,236	66%

PM Time	Monday 06/08/26				Tuesday 06/09/26				Wednesday 06/10/26				Thursday 06/11/26				Friday 06/12/26			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.90	449	2,879	85%	\$5.90	458	3,075	90%	\$5.90	475	2,869	84%	\$8.70	509	2,920	86%	\$9.35	518	2,839	84%
1500 - 1600	\$6.35	486	2,887	85%	\$6.30	474	2,894	85%	\$8.40	418	2,550	75%	\$8.40	528	2,932	86%	\$8.90	553	2,924	86%
1600 - 1700	\$5.55	455	2,884	85%	\$5.05	436	2,843	84%	\$7.30	442	2,580	76%	\$7.85	513	3,048	90%	\$6.85	559	2,877	85%
1700 - 1800	\$5.40	512	2,930	86%	\$5.35	469	2,922	86%	\$6.05	501	2,995	88%	\$7.50	518	2,941	87%	\$7.55	537	2,793	82%
1800 - 1900	\$6.35	531	2,606	77%	\$4.55	565	2,758	81%	\$4.55	603	3,067	90%	\$4.40	594	2,987	88%	\$7.55	674	2,824	83%
1900 - 2000	\$4.40	397	1,735	51%	\$4.40	540	2,277	67%	\$4.40	389	1,630	48%	\$6.50	555	2,261	67%	\$7.05	599	2,189	64%

PM Time	Monday 06/15/26				Tuesday 06/16/26				Wednesday 06/17/26				Thursday 06/18/26				Friday 06/19/26			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.90	482	2,965	87%	\$5.90	471	3,075	90%	\$5.90	420	2,892	85%	\$8.70	444	2,822	83%	\$9.35	573	2,903	85%
1500 - 1600	\$6.35	438	2,766	81%	\$6.30	496	2,884	85%	\$8.40	496	2,958	87%	\$8.40	493	2,894	85%	\$8.90	540	2,814	83%
1600 - 1700	\$5.55	478	2,830	83%	\$5.05	402	2,876	85%	\$7.30	413	2,823	83%	\$7.85	462	2,944	87%	\$6.85	565	2,851	84%
1700 - 1800	\$5.40	462	2,813	83%	\$5.35	463	2,802	82%	\$6.05	466	2,814	83%	\$7.50	495	2,895	85%	\$7.55	565	2,760	81%
1800 - 1900	\$6.35	562	2,835	83%	\$4.55	557	3,051	90%	\$4.55	559	2,830	83%	\$4.40	532	2,879	85%	\$7.55	624	2,391	70%
1900 - 2000	\$4.40	458	1,892	56%	\$4.40	457	2,323	68%	\$4.40	581	2,664	78%	\$6.50	587	2,721	80%	\$7.05	602	1,965	58%

PM Time	Monday 06/22/26				Tuesday 06/23/26				Wednesday 06/24/26				Thursday 06/25/26				Friday 06/26/26			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.90	430	2,798	82%	\$5.90	423	2,937	86%	\$5.90	415	2,955	87%	\$8.70	512	2,884	85%	\$9.35	519	2,982	88%
1500 - 1600	\$6.35	456	3,028	89%	\$6.30	445	2,900	85%	\$8.40	471	2,852	84%	\$8.40	479	2,914	86%	\$8.90	531	2,977	88%
1600 - 1700	\$5.55	428	2,850	84%	\$5.05	454	2,695	79%	\$7.30	449	2,890	85%	\$7.85	461	2,895	85%	\$6.85	502	2,827	83%
1700 - 1800	\$5.40	453	2,869	84%	\$5.35	457	3,006	88%	\$6.05	516	2,963	87%	\$7.50	495	2,886	85%	\$7.55	503	2,790	82%
1800 - 1900	\$6.35	532	2,650	78%	\$4.55	526	2,861	84%	\$4.55	531	2,840	84%	\$4.40	557	2,803	82%	\$7.55	613	2,621	77%
1900 - 2000	\$4.40	455	1,861	55%	\$4.40	571	2,507	74%	\$4.40	489	2,350	69%	\$6.50	578	2,534	75%	\$7.05	566	2,193	65%

PM Time	Monday 06/29/26				Tuesday 06/30/26				Wednesday 07/01/26				Thursday 07/02/26				Friday 07/03/26			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.90	464	3,014	89%	\$5.90	444	2,973	87%												
1500 - 1600	\$6.35	449	2,886	85%	\$6.30	497	3,060	90%												
1600 - 1700	\$5.55	418	2,906	85%	\$5.05	514	3,161	93%												
1700 - 1800	\$5.40	496	2,874	85%	\$5.35	507	3,206	94%												
1800 - 1900	\$6.35	528	2,631	77%	\$4.55	544	3,027	89%												
1900 - 2000	\$4.40	421	1,824	54%	\$4.40	316	1,633	48%												

OCTA WESTBOUND PEAK-HOUR VOLUMES

	Monday 06/01/26				Tuesday 06/02/26				Wednesday 06/03/26				Thursday 06/04/26				Friday 06/05/26			
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.55	395	1,631	48%	\$3.55	417	1,703	50%	\$3.55	408	1,603	47%	\$3.55	376	1,539	45%	\$3.55	315	1,302	38%
0500 - 0600	\$5.70	619	2,944	87%	\$5.70	625	2,970	87%	\$5.70	621	2,959	87%	\$5.70	626	2,893	85%	\$5.45	532	2,543	75%
0600 - 0700	\$5.90	581	2,814	83%	\$5.90	560	2,794	82%	\$5.90	575	2,878	85%	\$5.90	540	2,785	82%	\$5.70	473	2,543	75%
0700 - 0800	\$6.55	519	2,630	77%	\$6.55	510	2,570	76%	\$6.55	531	2,743	81%	\$6.55	559	2,568	76%	\$6.35	474	2,304	68%
0800 - 0900	\$5.90	374	2,427	71%	\$5.90	354	2,344	69%	\$5.90	344	2,430	71%	\$5.90	397	2,303	68%	\$5.70	405	2,261	67%
0900 - 1000	\$4.80	317	2,388	70%	\$4.80	335	2,401	71%	\$4.80	392	2,527	74%	\$4.80	391	2,380	70%	\$4.80	392	2,248	66%

	Monday 06/08/26				Tuesday 06/09/26				Wednesday 06/10/26				Thursday 06/11/26				Friday 06/12/26			
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.55	407	1,649	49%	\$3.55	465	1,705	50%	\$3.55	437	1,687	50%	\$3.55	439	1,697	50%	\$3.55	350	1,301	38%
0500 - 0600	\$5.70	616	2,948	87%	\$5.70	639	2,932	86%	\$5.70	517	2,416	71%	\$5.70	610	2,895	85%	\$5.45	539	2,620	77%
0600 - 0700	\$5.90	546	2,827	83%	\$5.90	537	2,804	82%	\$5.90	526	2,502	74%	\$5.90	546	2,796	82%	\$5.70	434	2,505	74%
0700 - 0800	\$6.55	517	2,534	75%	\$6.55	545	2,686	79%	\$6.55	572	2,971	87%	\$6.55	515	2,519	74%	\$6.35	428	2,132	63%
0800 - 0900	\$5.90	396	2,299	68%	\$5.90	442	2,622	77%	\$5.90	448	2,800	82%	\$5.90	460	2,530	74%	\$5.70	363	2,086	61%
0900 - 1000	\$4.80	390	2,017	59%	\$4.80	437	2,584	76%	\$4.80	486	2,742	81%	\$4.80	478	2,668	78%	\$4.80	518	2,328	68%

	Monday 06/15/26				Tuesday 06/16/26				Wednesday 06/17/26				Thursday 06/18/26				Friday 06/19/26			
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.55	384	1,617	48%	\$3.55	386	1,602	47%	\$3.55	390	1,585	47%	\$3.55	391	1,596	47%	\$3.55	289	1,236	36%
0500 - 0600	\$5.70	587	2,936	86%	\$5.70	640	2,963	87%	\$5.70	639	2,905	85%	\$5.70	608	2,975	88%	\$5.45	426	2,167	64%
0600 - 0700	\$5.90	496	2,837	83%	\$5.90	495	2,782	82%	\$5.90	521	2,877	85%	\$5.90	538	2,835	83%	\$5.70	358	1,998	59%
0700 - 0800	\$6.55	456	2,496	73%	\$6.55	468	2,553	75%	\$6.55	489	2,657	78%	\$6.55	482	2,461	72%	\$6.35	306	1,572	46%
0800 - 0900	\$5.90	369	2,417	71%	\$5.90	425	2,611	77%	\$5.90	389	2,433	72%	\$5.90	418	2,380	70%	\$5.70	346	1,655	49%
0900 - 1000	\$4.80	492	2,558	75%	\$4.80	414	2,912	86%	\$4.80	461	2,596	76%	\$4.80	421	2,400	71%	\$4.80	511	2,062	61%

	Monday 06/22/26				Tuesday 06/23/26				Wednesday 06/24/26				Thursday 06/25/26				Friday 06/26/26			
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.55	374	1,622	48%	\$3.55	445	1,717	51%	\$3.55	425	1,706	50%	\$3.55	420	1,689	50%	\$3.55	377	1,434	42%
0500 - 0600	\$5.70	617	2,953	87%	\$5.70	622	2,923	86%	\$5.70	630	2,965	87%	\$5.70	593	2,880	85%	\$5.45	530	2,526	74%
0600 - 0700	\$5.90	502	2,661	78%	\$5.90	506	2,810	83%	\$5.90	505	2,759	81%	\$5.90	509	2,773	82%	\$5.70	432	2,402	71%
0700 - 0800	\$6.55	440	2,404	71%	\$6.55	468	2,505	74%	\$6.55	484	2,574	76%	\$6.55	417	2,345	69%	\$6.35	385	2,102	62%
0800 - 0900	\$5.90	319	2,205	65%	\$5.90	380	2,379	70%	\$5.90	393	2,487	73%	\$5.90	421	2,279	67%	\$5.70	346	1,970	58%
0900 - 1000	\$4.80	427	2,393	70%	\$4.80	464	2,504	74%	\$4.80	474	2,619	77%	\$4.80	364	2,117	62%	\$4.80	443	2,115	62%

	Monday 06/29/26				Tuesday 06/30/26				Wednesday 07/01/26				Thursday 07/02/26				Friday 07/03/26			
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.55	423	1,726	51%	\$3.55	280	1,006	30%												
0500 - 0600	\$5.70	632	2,958	87%	\$5.70	465	2,086	61%												
0600 - 0700	\$5.90	471	2,737	81%	\$5.90	627	3,064	90%												
0700 - 0800	\$6.55	399	2,286	67%	\$6.55	501	2,944	87%												
0800 - 0900	\$5.90	351	1,989	59%	\$5.90	450	2,739	81%												
0900 - 1000	\$4.80	327	1,830	54%	\$4.80	463	2,490	73%												

On-Road Operations

OCTA Freeway Service Patrol responded to 108 calls during the month of June. Of those calls, one was to remove debris, 32 were to assist disabled vehicles, 29 were to tow vehicles, and 46 were to aid motorists in the 91 EL.

FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes Operating Statement

Description	YTD as of : 6/30/2026		YTD Variance	
	Actual ⁽¹⁾	Budget ⁽¹⁾	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 67,884,695	\$ 61,889,936	\$ 5,994,759	9.7
Fee Revenue	\$ 12,464,713	\$ 5,630,280	\$ 6,834,433	121.4
Total operating revenues	\$ 80,349,408	\$ 67,520,216	\$ 12,829,192	19.0
Operating expenses:				
Contracted Services	\$ 7,014,007	\$ 7,362,514	\$ 348,507	4.7
Administrative Fee	\$ 4,069,512	\$ 4,178,980	\$ 109,468	2.6
Other Professional Services	\$ 1,661,317	\$ 2,883,150	\$ 1,221,833	42.4
Credit Card Processing Fees	\$ 1,501,066	\$ 1,404,000	\$ (97,066)	(6.9)
Toll Road Account Servicing	\$ 413,905	\$ 500,000	\$ 86,095	17.2
Other Insurance Expense	\$ 276,505	\$ 402,123	\$ 125,618	31.2
Toll Road Maintenance Supply Repairs	\$ 613,144	\$ 1,240,000	\$ 626,856	50.6
Patrol Services	\$ 1,236,747	\$ 1,200,000	\$ (36,747)	(3.1)
Building Equipment Repairs and Maint	\$ 671,878	\$ 950,550	\$ 278,672	29.3
6C Transponders	\$ 49,954	\$ 100,000	\$ 50,046	50.0
Other Services	\$ -	\$ 50,000	\$ 50,000	100.0
Utilities	\$ 123,930	\$ 141,750	\$ 17,820	12.6
Office Expense	\$ 164,675	\$ 290,000	\$ 125,325	43.2
Bad Debt Expense	\$ 49,947	\$ -	\$ (49,947)	N/A
Miscellaneous ⁽²⁾	\$ 51,882	\$ 155,600	\$ 103,718	66.7
Leases	\$ 533,234	\$ 575,000	\$ 41,766	7.3
Total operating expenses	\$ 18,431,703	\$ 21,433,667	\$ 3,001,964	14.0
Depreciation and Amortization ⁽³⁾	\$ 5,480,553	\$ -	\$ (5,480,553)	N/A
Operating income (loss)	\$ 56,437,152	\$ 46,086,549	\$ 10,350,603	22.5
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	\$ 558,201	\$ 601,250	\$ (43,049)	(7.2)
Interest Income	\$ 13,628,795	\$ 8,804,874	\$ 4,823,921	54.8
Interest Expense	\$ (1,221,413)	\$ (1,933,375)	\$ 711,962	36.8
Other	\$ 12,329	\$ -	\$ 12,329	N/A
Total nonoperating revenues (expenses)	\$ 12,977,912	\$ 7,472,749	\$ 5,505,163	(73.7)
Transfers In	\$ -	\$ -	\$ -	N/A
Transfers Out ⁽⁴⁾	\$ (16,023,415)	\$ (140,668,638)	\$ 124,645,223	88.6
Net income (loss)	\$ 53,391,649	\$ (87,109,340)	\$ 140,500,989	(161.3)

¹Actual amounts are accounted for on the accrual basis of accounting in an enterprise fund. Budget amounts are accounted for on a modified accrual basis of accounting.

²Miscellaneous expenses include: Bank Service Charge, travel, mileage, training & registration fees.

³Depreciation and amortization are not budgeted items.

⁴Transfers Out: For M2 Project I and Project J expense reimbursements.

OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

The total traffic volume on the 91 EL for June 2026 was 1,761,892, representing a daily average of 58,730 vehicles. This reflects a 0.2 percent increase in gross transactions compared to the same period last year, which totaled 1,757,753. Full toll lane transactions increased by 5.1 percent compared to the same period last year. The HOV3+ lane transactions decreased by 14.8 percent compared to the same period last year. The reduction in the HOV3+ lane transactions is due to the implementation of the ODS. The HOV3+ percentage for June was 20.8 percent, compared to 24.5 percent during the same period last year.

MTD traffic and revenue data are summarized in the table below. The following table of transaction and revenue statistics represents all transactions on the RCTC 91 EL, including the Express Lanes Connectors, and associated potential revenue for the month of June 2026.

Current MTD as of June 30, 2026

Transaction	JUN-26 MTD Actual	Stantec MTD Projected	# Variance	% Variance	JUN-25 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	1,395,172	945,000	450,172	47.6%	1,327,319	5.1%
3+ Lanes	366,720	381,857	(15,137)	(4.0%)	430,434	(14.8%)
Total Gross Transaction	1,761,892	1,326,857	435,035	32.8%	1,757,753	0.2%
Revenue						
Full Toll Lanes	\$8,358,048	\$5,024,286	\$3,333,762	66.4%	\$7,913,649	5.6%
3+ Lanes	\$185,521	\$0	\$185,521		\$82,733	124.2%
Total Gross Revenue	\$8,543,569	\$5,024,286	\$3,519,283	70.0%	\$7,996,383	6.8%
Average Revenue per Transaction						
Average Full Toll Lanes	\$5.99	\$5.32	\$0.67	12.6%	\$5.96	0.5%
Average 3+ Lanes	\$0.51	\$0.00	\$0.51		\$0.19	168.4%
Average Gross Revenue	\$4.85	\$3.79	\$1.06	28.0%	\$4.55	6.6%

The 2026 fiscal YTD traffic volume increased by 0.4 percent, while potential toll revenue decreased by 1.4 percent compared to the same period in the prior year. The YTD average revenue per transaction is \$4.86. Since August 2025, approximately \$1.6 million in toll revenue has been collected from HOV3+ users whom the ODS determined were non-compliant with the carpool occupancy requirements. This revenue is included in the 3+ lane potential toll revenue.

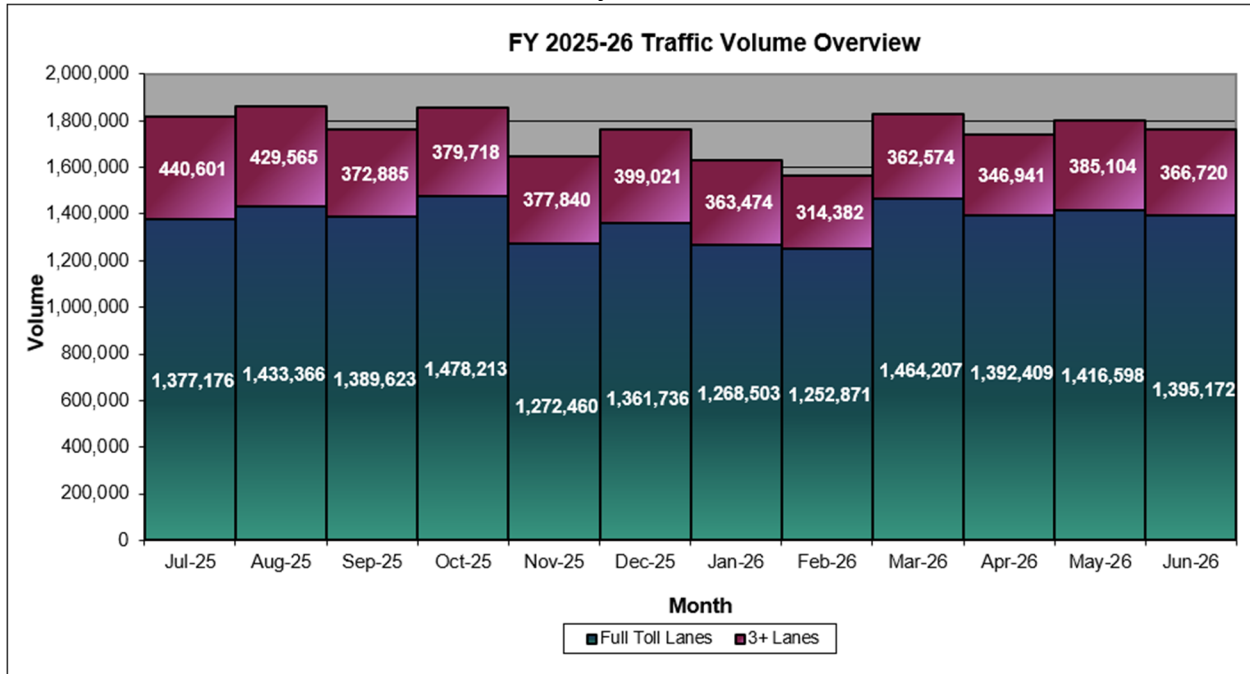
Fiscal YTD traffic and revenue data are summarized in the table below. The following table of transaction and revenue statistics represents all transactions on the RCTC 91 EL, and the associated potential revenue for the period from July 2025 through June 2026.

FY 2025-26 YTD as of June 30, 2026

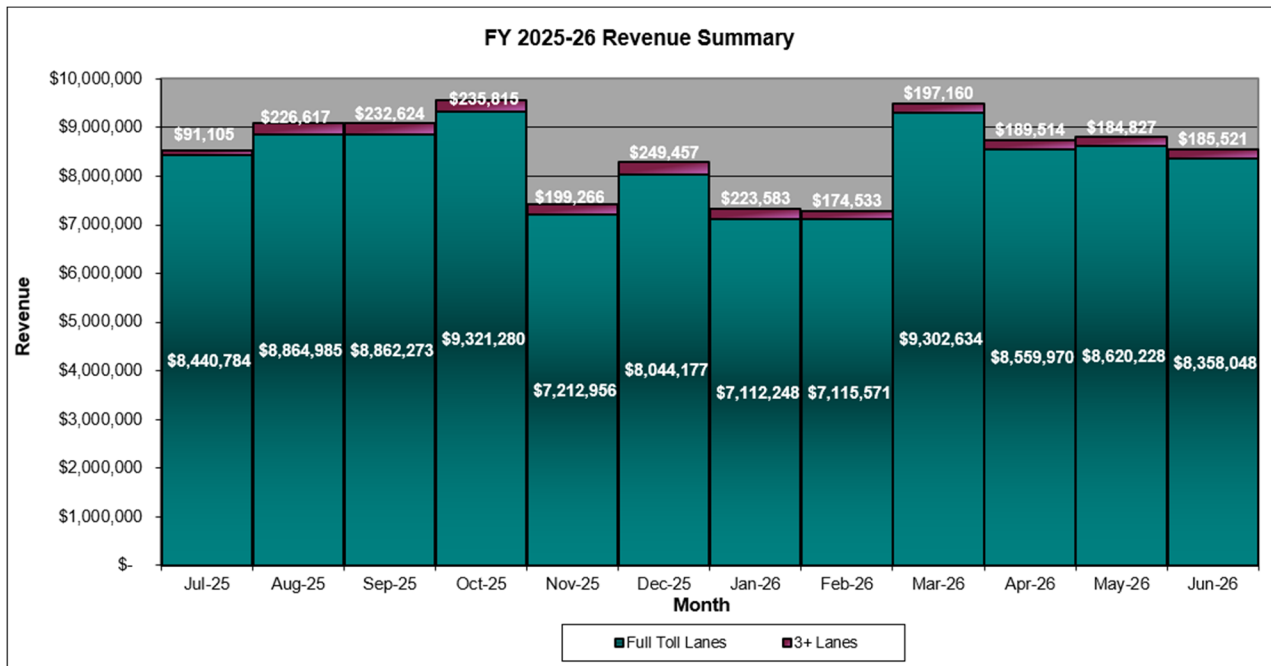
Transaction	FY 2025-26 YTD Actual (7/2025-6/2026)	Stantec YTD Projected	# Variance	% Variance	FY 2024-25 YTD Actual (7/2024-6/2025)	Yr-to-Yr % Variance
Full Toll Lanes	16,502,334	11,528,429	4,973,905	43.1%	15,792,477	4.5%
3+ Lanes	4,538,825	4,558,714	(19,889)	(0.4%)	5,159,963	(12.0%)
Total Gross Transaction	21,041,159	16,087,143	4,954,016	30.8%	20,952,440	0.4%
Revenue						
Full Toll Lanes	\$99,815,153	\$59,192,000	\$40,623,153	68.6%	\$102,632,595	(2.7%)
3+ Lanes	\$2,390,022	\$0	\$2,390,022		\$1,035,466	130.8%
Total Gross Revenue	\$102,205,175	\$59,192,000	\$43,013,175	72.7%	\$103,668,061	(1.4%)
Average Revenue per Transaction						
Average Full Toll Lanes	\$6.05	\$5.13	\$0.92	17.9%	\$6.50	(6.9%)
Average 3+ Lanes	\$0.53	\$0.00	\$0.53		\$0.20	165.0%
Average Gross Revenue	\$4.86	\$3.68	\$1.18	32.1%	\$4.95	(1.8%)

RCTC Traffic and Revenue Summary

The chart below reflects the breakdown of total transactions between full toll lanes and HOV3+ lanes for FY 2025-26 on a monthly basis.



The chart below reflects the breakdown of gross potential revenue between full toll lanes and HOV3+ lanes for FY 2025-26 on a monthly basis.



RCTC OPERATIONAL HIGHLIGHTS

On-Road Operations

RCTC Freeway Service Patrol responded to 132 calls during the month of June. Of those, 96 were to assist disabled vehicles, 15 involved debris removal, and 21 were in response to accidents affecting the 91 EL.

FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes Operating Statement

Description	YTD as of:		YTD Variance	
	Actual ¹	Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 91,782,219.81	\$ 85,185,000.00	\$ 6,597,219.81	7.7
Fee Revenue	14,743,981.64	9,566,000.00	5,177,981.64	54.1
Total operating revenues	106,526,201.45	94,751,000.00	11,775,201.45	12.4
Operating expenses:				
Salaries and Benefits	1,250,439.44	1,300,100.00	49,660.56	3.8
Legal Services	75,490.42	140,000.00	64,509.58	46.1
Advisory Services	23,359.00	202,000.00	178,641.00	88.4
Audit and Accounting Fees	38,967.00	39,000.00	33.00	0.1
Service Fees	10,879.72	18,500.00	7,620.28	41.2
Other Professional Services	1,087,266.08	724,900.00	(362,366.08)	(50.0)
Lease Expense	352,511.17	530,200.00	177,688.83	33.5
Operations	5,310,224.12	5,921,200.00	610,975.88	10.3
Utilities	150,249.39	135,200.00	(15,049.39)	(11.1)
Supplies and Materials	2,562.70	2,000.00	(562.70)	(28.1)
Membership and Subscription Fees	26,416.50	41,000.00	14,583.50	35.6
Office Equipment & Furniture (Non-Capital)	48,237.19	85,000.00	36,762.81	43.3
Maintenance/Repairs	593,092.44	553,600.00	(39,492.44)	(7.1)
Training Seminars and Conferences	7,725.55	9,000.00	1,274.45	14.2
Transportation Expenses	4,878.80	3,800.00	(1,078.80)	(28.4)
Lodging	4,624.07	5,500.00	875.93	15.9
Meals	686.61	3,500.00	2,813.39	80.4
Other Staff Expenses	427.87	500.00	72.13	14.4
Advertising	4,613.35	50,000.00	45,386.65	90.8
Program Management	58,204.96	71,000.00	12,795.04	18.0
Program Operations	9,714,652.56	16,701,200.00	6,986,547.44	41.8
Litigation Settlement	-	5,000.00	5,000.00	100.0
Furniture & Equipment	132,667.83	135,000.00	2,332.17	1.7
Improvements	195,642.64	665,000.00	469,357.36	70.6
Bad Debt Expense	49,956.08	125,000.00	75,043.92	60.0
Total operating expenses	19,143,775.49	27,467,200.00	8,323,424.51	30.3
Operating income (loss)	87,382,425.96	67,283,800.00	20,098,625.96	29.9
Nonoperating revenues (expenses):				
Interest Revenue	2,954,344.88	3,899,500.00	(945,155.12)	24.2
Other Miscellaneous Revenue	69,745.37	-	69,745.37	N/A
Principal Expense	-	(4,875,000.00)	4,875,000.00	(100.0)
Interest Expense	(22,201,016.86)	(22,201,000.00)	(16.86)	0.0
Total nonoperating revenues (expenses)	(19,176,926.61)	(23,176,500.00)	3,999,573.39	17.3
Transfers In	-	-	-	N/A
Transfers Out	(1,251,400.00)	(71,898,700.00)	70,647,300.00	(98.3)
Net income (loss)	\$ 66,954,099.35	\$ (27,791,400.00)	\$ 94,745,499.35	(340.9)

¹ Unaudited

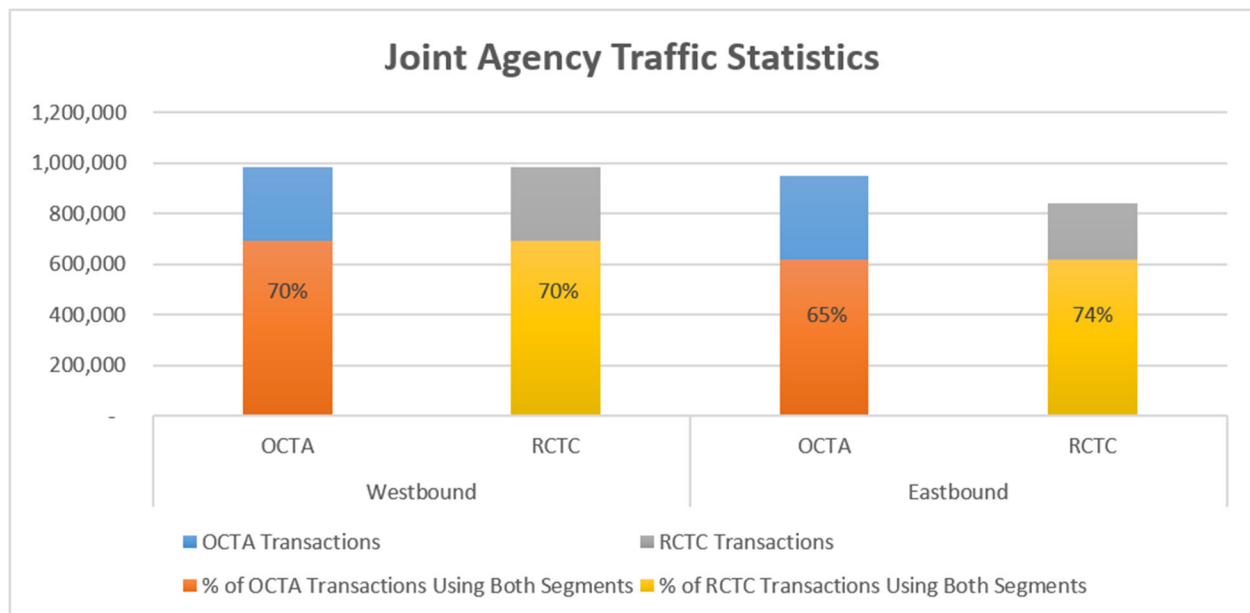
JOINT AGENCY TRANSACTION AND REVENUE STATISTICS

MULTI AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING **June 30, 2026**

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	928,911	657,564	71%	\$2,836,191
RCTC	941,124	657,564	70%	\$4,710,201
Eastbound				
OCTA	926,216	606,550	65%	\$3,372,487
RCTC	820,768	606,550	74%	\$3,833,368

JOINT AGENCY TRAFFIC STATISTICS



JOINT AGENCY BACK-OFFICE SYSTEM (BOS) AND CUSTOMER SERVICE CENTER (CSC) UPDATE

OCTA and RCTC staff continue to closely monitor the performance of the BOS developed by Cofiroute USA, LLC (CUSA), as well as the performance of the CSC. In June, the BOS experienced issues that affected data and file exchanges, as well as delays in processing and delivering mail to customers. CUSA resolved the issues and appropriately reflected them in the monthly scorecard.

Within the CSC, CUSA did not meet the Key Performance Indicators (KPIs) for Average Speed of Answer (KPI 5) and Transponder Processing (KPI 18). The call center met KPI 5 on 19 of the 22 business days, while KPI 18 was not met on two days because transponder requests were not processed within the required two-business-day timeframe. OCTA and RCTC staff will continue to monitor these performance measures and will work with CUSA to improve performance.

In May 2026, OCTA and RCTC received approval from their respective governing boards to negotiate and execute a new three-party agreement with Kapsch TrafficCom USA, Inc. The new agreement will be to consolidate the 15 Express Lanes (15 EL) and the 91 EL BOS and CSC operations. Once completed, the 15 EL and 91 EL operations will be managed by one operator, Kapsch, through 2041. OCTA and RCTC staff have been working with Kapsch to finalize the agreement and will provide an update when it is completed.

JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	PERFORMANCE STANDARD	JUNE 2026 PERFORMANCE
Customer Service		
Service Level/ Speed of Answer	Per business day, in which 80% of calls are answered within 60 seconds	19 of 22 days met (Monthly compliance 86%)
Abandon Rate Percentage	Per business day, in which less than 4% of calls are abandoned	22 of 22 days met (Monthly compliance 100%)
Customer Satisfaction Score	Per month, in which the customer satisfaction score does not achieve an average of 4.5 at minimum	Monthly Average 4.82
First Contact Resolution	Per business day, in which 85% of customer calls are resolved on the first contact	22 of 22 days met (Monthly compliance 100%)
Timeliness of Case Resolution	Per business day, in which 90% of cases are resolved within one (1) business day	22 of 22 days met (Monthly compliance 100%)
	Per business day, in which 98% of cases are resolved within five (5) business days	22 of 22 days met (Monthly compliance 100%)
Mail Performance		
Processing Transponder Requests	Per business day, in which 100% of transponder requests are processed within two (2) business days	20 of 22 days met (Monthly compliance 91%)
Payment Processing	Per business day, in which 100% of payments are processed within two (2) business days	21 of 21 days met (Monthly compliance 100%)
Accounting		
Customer Refunds Processed	Per business day, in which 100% of all refunds are complete and accurately issued within five (5) business days	22 of 22 days met (Monthly compliance 100%)

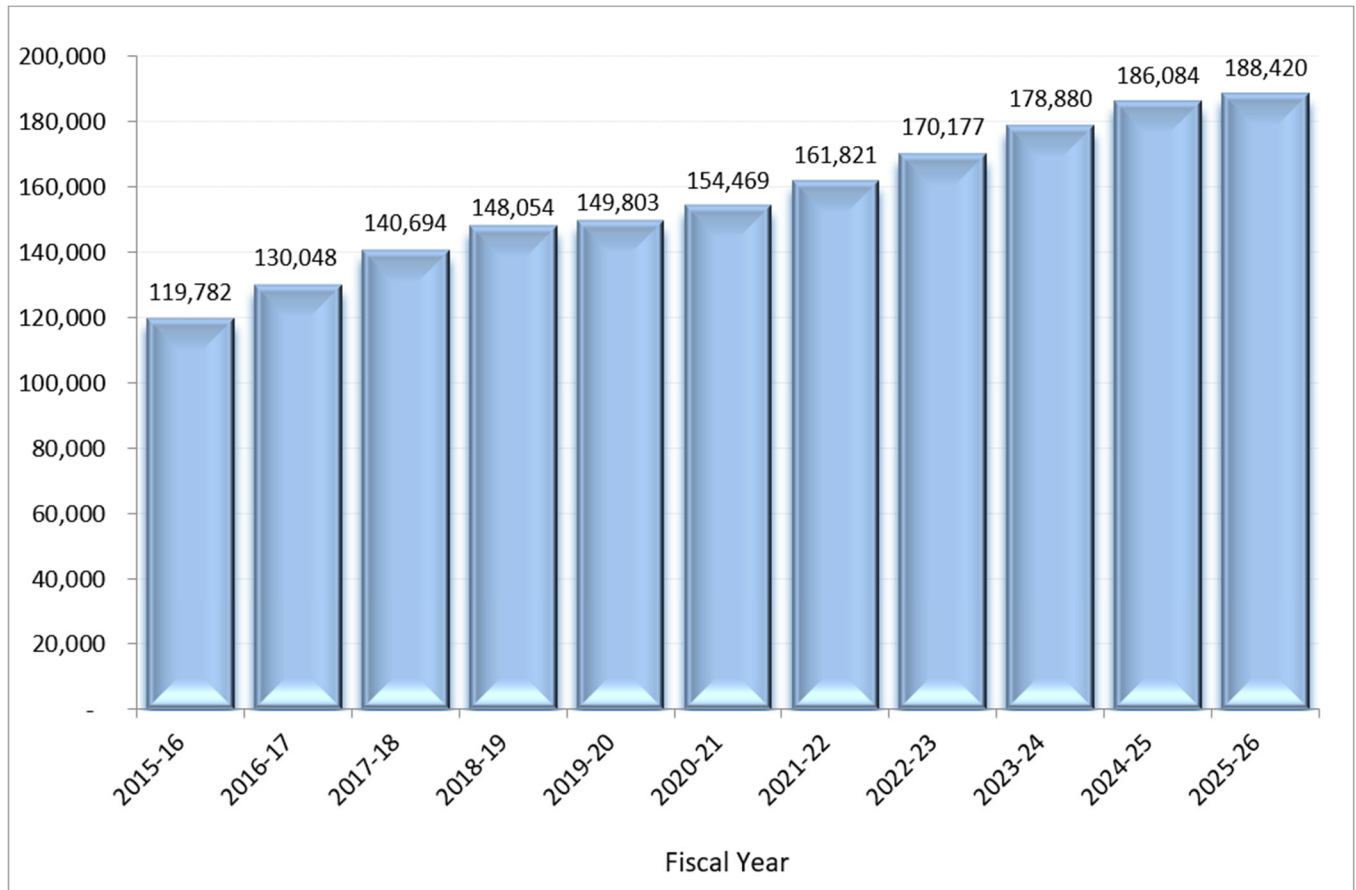
Each performance measure is assigned a non-compliance point value. Failure to meet a performance measure results in the application of the associated non-compliance points to the monthly performance scorecard. If accumulated non-compliance points reach a specified threshold, the customer service invoice for the month is adjusted by the corresponding penalty percentage.

JOINT AGENCY TRANSPONDER DISTRIBUTION

6C TRANSPONDER DISTRIBUTION	June 26		May 26		FY 2025-26	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	2,135	24%	1,397	18%	1,556	20%
Additional Tags to Existing Accounts	6,606	75%	6,572	82%	6,075	79%
Replacement Transponders	62	1%	34	0%	36	1%
Total Issued	8,803	100%	8,003	100%	7,667	100%

At the end of June 2026, the 91 EL had 188,420 active customer accounts and 761,987 transponders classified as assigned.

Number of Accounts by FY As of June 30, 2026



AGENDA ITEM 6F

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 9, 2026
TO:	Riverside County Transportation Commission
FROM:	Mireya Jarquin, Senior Management Analyst Mark Linsenmayer, Toll Operations Director
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	15 Express Lanes Monthly Status Report

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file the 15 Express Lanes Monthly Reports for April, May and June 2026.

BACKGROUND INFORMATION:

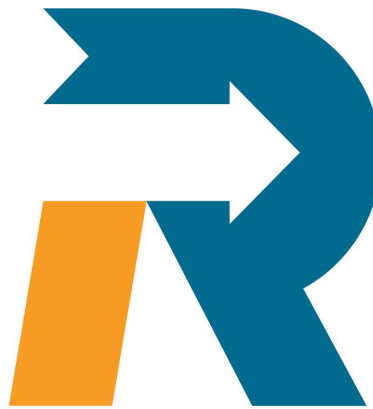
The monthly 15 Express Lanes reports for April, May and June 2026 are attached. The monthly reports provide information about 15 Express Lanes performance and activity.

FISCAL IMPACT:

This item is for informational purposes only. There is no fiscal impact.

Attachments:

- 1) 15 Express Lanes Monthly Status Report for April 2026
- 2) 15 Express Lanes Monthly Status Report for May 2026
- 3) 15 Express Lanes Monthly Status Report for June 2026



RiversideExpress
15 ExpressLanes

Status Report
April 30, 2026

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TRAFFIC AND REVENUE

Total toll transactions on the 15 Express Lanes for April 2026 were 3,075,326. This represents a daily average of 102,511 transactions. Potential toll revenue for April was \$4,032,611. Carpool percentage for April was 15.3%.

Month-to-date (MTD) traffic and revenue data is summarized in the table below. The following transactions and revenue statistics tables represent all transactions on the 15 Express Lanes and associated potential revenue for the month of April 2026.

Current Month-to-Date as of April 30, 2026

Transactions	APR-26 MTD	Stantec MTD Projected	# Variance	% Variance	APR-25 MTD	Yr-to-Yr % Variance
SOV	2,605,499				2,577,334	1.1%
HOV3+	469,827				475,648	(1.2%)
Total Gross Transactions	3,075,326	3,176,857	(101,531)	(3.2%)	3,052,982	0.7%
Revenue						
SOV	\$4,032,611				\$4,141,220	(2.6%)
HOV3+	\$0				\$0	
Total Gross Revenue	\$4,032,611	\$3,771,714	\$260,897	6.9%	\$4,141,220	(2.6%)
Average Revenue per Transaction						
Average SOV	\$1.55				\$1.61	(3.7%)
Average HOV3+	\$0.00				\$0.00	
Average Gross Revenue	\$1.31	\$1.19	\$0.12	10.1%	\$1.36	(3.7%)

Direction	SOV	HOV3+	Transactions	% Total Transactions	Expected Revenue	% Expected Revenue
Northbound	1,276,265	228,893	1,505,158	48.9%	\$1,188,815	29.5%
Southbound	1,329,234	240,934	1,570,168	51.1%	\$2,843,797	70.5%
Totals	2,605,499	469,827	3,075,326	100.0%	\$4,032,611	100.0%

SOV: Single Occupancy Vehicle
HOV3+: High Occupancy Vehicle

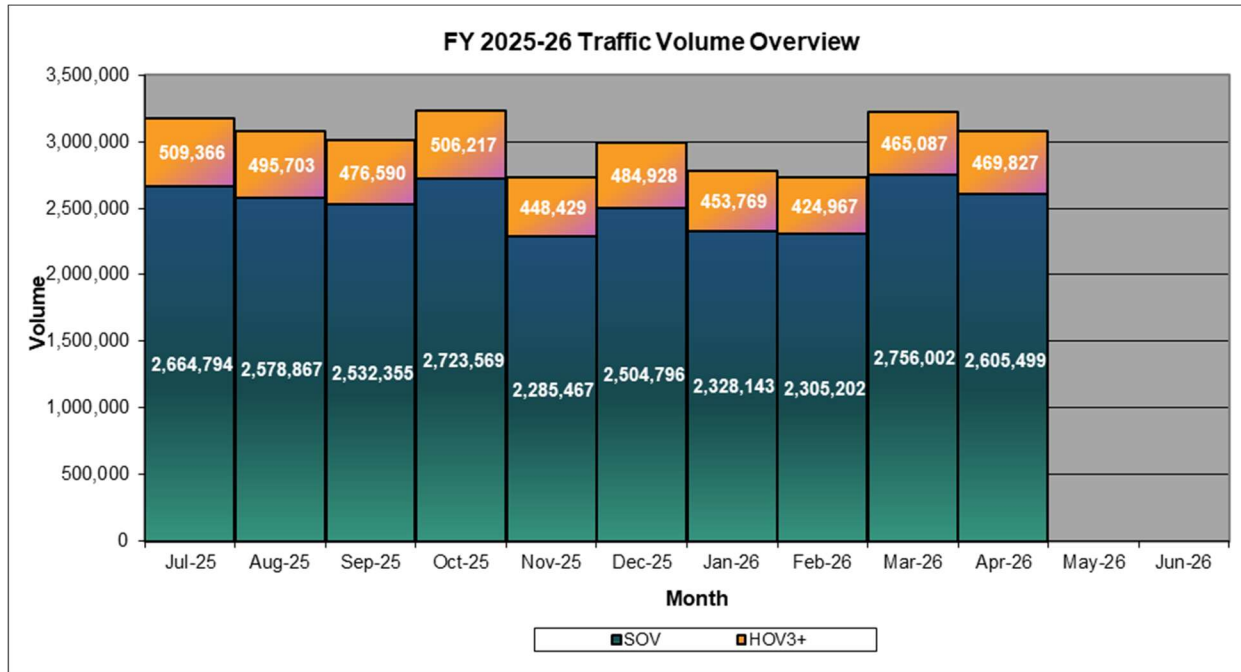
Fiscal year-to-date (YTD) traffic and revenue data are summarized in the table below. The following transaction and revenue statistics represent all transactions on the 15 Express Lanes and associated potential revenue for the months of July 2025 through April 2026. Year-to-date average revenue per-transaction is \$1.30.

FY 2025-26 Year-to-Date as of April 30, 2026

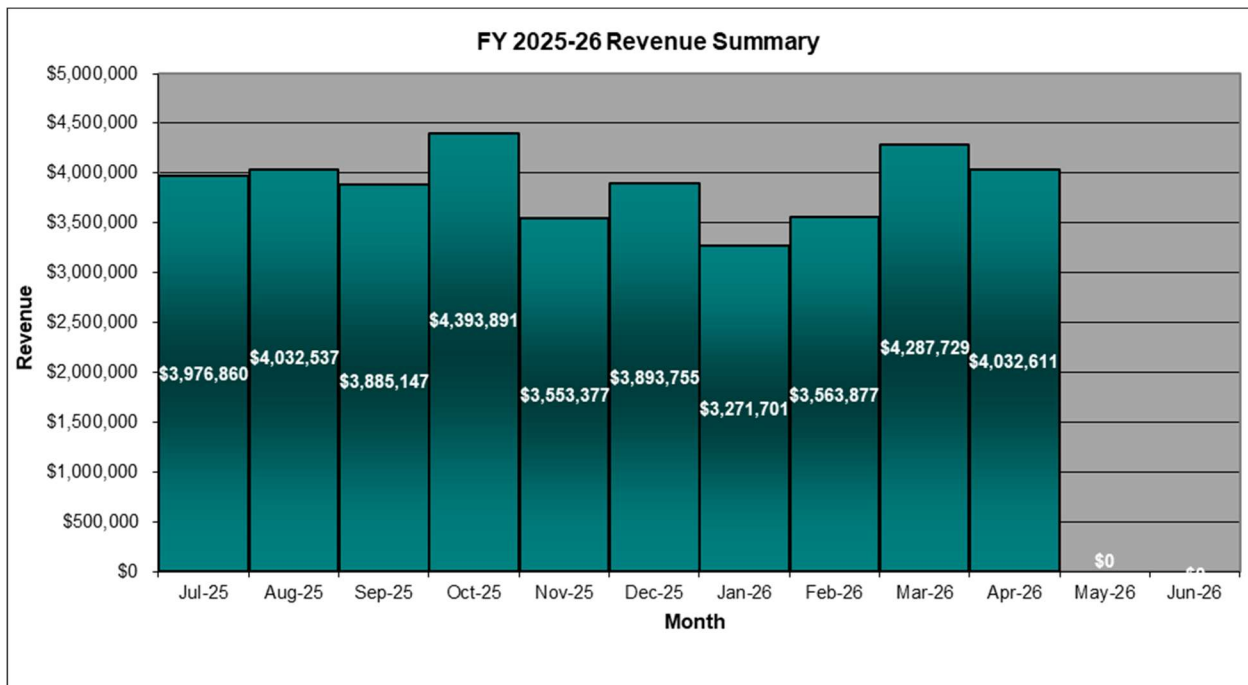
Transactions	FY 2025-26 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2024-25 YTD Actual	Yr-toYr % Variance
SOV	25,284,694				24,295,002	4.1%
HOV3+	4,734,883				4,157,712	13.9%
Total Gross Transactions	30,019,577	28,396,000	1,623,577	5.7%	28,452,714	5.5%
Revenue						
SOV	\$38,891,484				\$38,341,840	1.4%
HOV3+	\$0				\$0	
Total Gross Revenue	\$38,891,484	\$30,268,000	\$8,623,484	28.5%	\$38,341,840	1.4%
Average Revenue per Transaction						
Average SOV	\$1.54				\$1.58	(2.5%)
Average HOV3+	\$0.00				\$0.00	
Average Gross Revenue	\$1.30	\$1.07	\$0.23	21.5%	\$1.35	(3.7%)

TRAFFIC AND REVENUE SUMMARY

The chart below reflects the total transactions breakdown between SOV and HOV3+ for FY 2025-26 on a monthly basis.



The chart below reflects the gross potential revenue for FY 2025-26 on a monthly basis.



PEAK-HOUR VOLUMES

The 15 Express Lanes features dynamic pricing, which adjusts toll rates based on traffic volumes and to maintain a free-flowing trip.

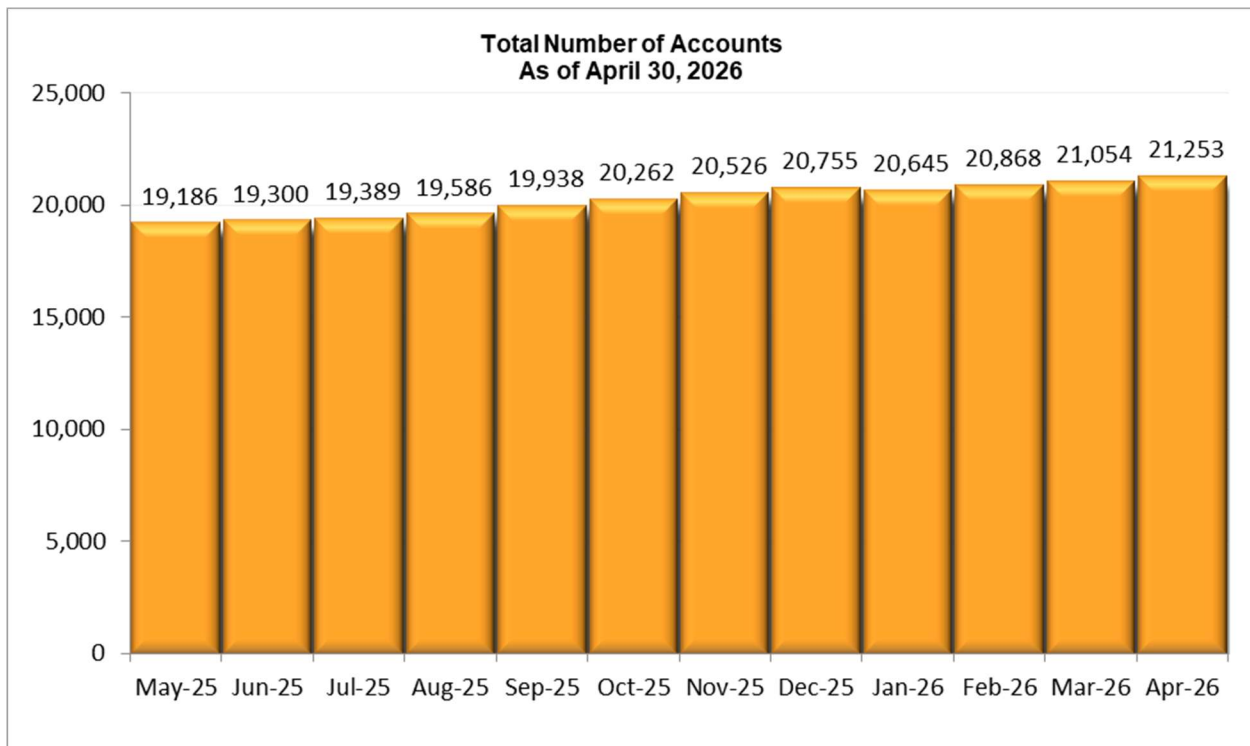
	Morning Peak Northbound 4:00 - 10:00 AM	Afternoon Peak Southbound 2:00 - 8:00 PM
HOV3+	14.3%	15.9%
Highest Toll	\$2.75	\$14.00
Highest Traffic Hour	7AM, 15N Sixth /SR60 1,618 Transactions	4PM, 15S Sixth/Ontario 1,810 Transactions

CUSTOMER SERVICE

PERFORMANCE MEASURES

REPORTING REQUIREMENT	PERFORMANCE STANDARD	APRIL 2026 PERFORMANCE
CUSTOMER ACCOUNTS		
Transponder Fulfillment	100% within 2 business days	99.39% within 2 business days
Payment Posting	100% within 1 business day	100% within 1 business day
CUSTOMER CALLS		
Average Wait Time	Less than 150 seconds avg per week	9 seconds highest avg wait time
Abandon Rate	Less than 2%	0.3% abandon rate
Customer Satisfaction	90% minimum satisfaction rate	98.12% satisfaction rate
CORRESPONDENCE		
Email Response	100% within 2 business days	99.80% within 2 business day
Mail Response	100% within 3 business days	100% within 1 business day

At the end of April 2025, Riverside Express had 21,253 customer accounts and 73,401 transponders classified as assigned.



CUSTOMER CONTACT ACTIVITY

During April, RiversideExpress.com was visited by 21,450 users and the Customer Service Center processed 1,281 pieces of correspondence.

OPERATIONAL HIGHLIGHTS

ON-ROAD OPERATIONS

Freeway Service Patrol responded to 101 calls during the month of April. Of those calls, 83 were to assist disabled vehicles, 12 call to remove debris, and 6 were in response to an accident that affected the Express Lanes.

OPERATIONAL ACTIVITY

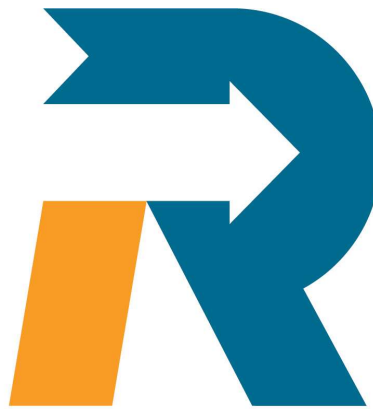
The Customer Service Center (CSC) and Walk-In Center (WIC) located in Corona are open and assisting 15 Express Lanes customers. Calls received by the CSC during the month of April mostly consisted of violations inquiries. Seventy-three customers visited the WIC during the month of April, most were violations customers. Operational activities on the roadway and in the CSC continue to function, including aiding stranded motorists, providing incident management services, dispatching emergency vehicles through the traffic operations center, and responding to customer service and violation calls.

FINANCIAL HIGHLIGHTS

RCTC 15 Express Lanes Operating Statement

Description	YTD as of : 4/30/2026		YTD Variance	
	Actual ¹	Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 37,782,269.19	\$ 36,829,166.67	\$ 953,102.52	2.6
Fee Revenue	7,748,946.17	7,426,416.67	322,529.50	4.3
Total operating revenues	45,531,215.36	44,255,583.33	1,275,632.03	2.9
Operating expenses:				
Salaries and Benefits	636,955.90	864,750.00	227,794.10	26.3
Legal Services	20,952.05	100,000.00	79,047.95	79.0
Advisory Services	-	58,333.33	58,333.33	100.0
Audit and Accounting Fees	31,174.00	26,666.67	(4,507.33)	(16.9)
Service Fees	19,740.18	25,833.33	6,093.15	23.6
Other Professional Services	341,744.85	465,000.00	123,255.15	26.5
Lease Expense	52,450.32	156,833.33	104,383.01	66.6
Operations	2,372,999.08	2,560,833.33	187,834.25	7.3
Utilities	143,522.13	178,750.00	35,227.87	19.7
Supplies and Materials	1,690.54	833.33	(857.21)	(102.9)
Membership and Subscription Fees	11,440.00	16,666.67	5,226.67	31.4
Office Equipment & Furniture (Non-Capital)	-	8,333.33	8,333.33	100.0
Maintenance/Repairs	450,054.24	497,250.00	47,195.76	9.5
Training Seminars and Conferences	1,797.50	17,500.00	15,702.50	89.7
Transportation Expenses	2,233.55	5,000.00	2,766.45	55.3
Lodging	3,515.33	4,166.67	651.34	15.6
Meals	474.11	833.33	359.22	43.1
Other Staff Expenses	270.38	416.67	146.29	35.1
Advertising	-	-	-	N/A
Program Management	33,630.25	56,750.00	23,119.75	40.7
Program Operations	3,675,538.15	5,774,916.67	2,099,378.52	36.4
Litigation Settlement	-	2,083.33	2,083.33	100.0
Furniture & Equipment	82,691.09	83,333.33	642.24	0.8
Improvements	195,642.63	350,750.00	155,107.37	44.2
Bad Debt Expense	1,230.33	4,166.67	2,936.34	70.5
Total operating expenses	8,079,746.61	11,260,000.00	3,180,253.39	28.2
Operating income (loss)	37,451,468.75	32,995,583.33	4,455,885.42	13.5
Nonoperating revenues (expenses):				
Interest Revenue	564,545.81	596,166.67	(31,620.86)	5.3
Other Miscellaneous Revenue	79,342.56	88,583.33	(9,240.77)	10.4
Principal Expense	-	-	-	N/A
Interest Expense	(379,920.00)	(550,000.00)	170,080.00	(30.9)
Total nonoperating revenues (expenses)	263,968.37	134,750.00	129,218.37	(95.9)
Transfers In	-	-	-	N/A
Transfers Out	(670,200.00)	(30,595,666.67)	29,925,466.67	(97.8)
Net income (loss)	\$ 37,045,237.12	\$ 2,534,666.67	\$ 34,510,570.45	1,361.5

¹ Unaudited



RiversideExpress
15 ExpressLanes

Status Report
May 31, 2026

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TRAFFIC AND REVENUE

Total toll transactions on the 15 Express Lanes for May 2026 were 3,139,166. This represents a daily average of 101,263 transactions. Potential toll revenue for May was \$4,295,481. Carpool percentage for May was 15.6%.

Month-to-date (MTD) traffic and revenue data is summarized in the table below. The following transactions and revenue statistics tables represent all transactions on the 15 Express Lanes and associated potential revenue for the month of May 2026.

Current Month-to-Date as of May 31, 2026

Transactions	MAY-26 MTD	Stantec MTD Projected	# Variance	% Variance	MAY-25 MTD	Yr-to-Yr % Variance
SOV	2,650,577				2,628,630	0.8%
HOV3+	488,589				503,818	(3.0%)
Total Gross Transactions	3,139,166	3,223,286	(84,120)	(2.6%)	3,132,448	0.2%
Revenue						
SOV	\$4,295,481				\$4,375,331	(1.8%)
HOV3+	\$0				\$0	
Total Gross Revenue	\$4,295,481	\$3,841,286	\$454,195	11.8%	\$4,375,331	(1.8%)
Average Revenue per Transaction						
Average SOV	\$1.62				\$1.66	(2.4%)
Average HOV3+	\$0.00				\$0.00	
Average Gross Revenue	\$1.37	\$1.19	\$0.18	15.1%	\$1.40	(2.1%)

Direction	SOV	HOV3+	Transactions	% Total Transactions	Expected Revenue	% Expected Revenue
Northbound	1,304,642	240,615	1,545,257	49.2%	\$1,231,376	28.7%
Southbound	1,345,935	247,974	1,593,909	50.8%	\$3,064,105	71.3%
Totals	2,650,577	488,589	3,139,166	100.0%	\$4,295,481	100.0%

SOV: Single Occupancy Vehicle
HOV3+: High Occupancy Vehicle

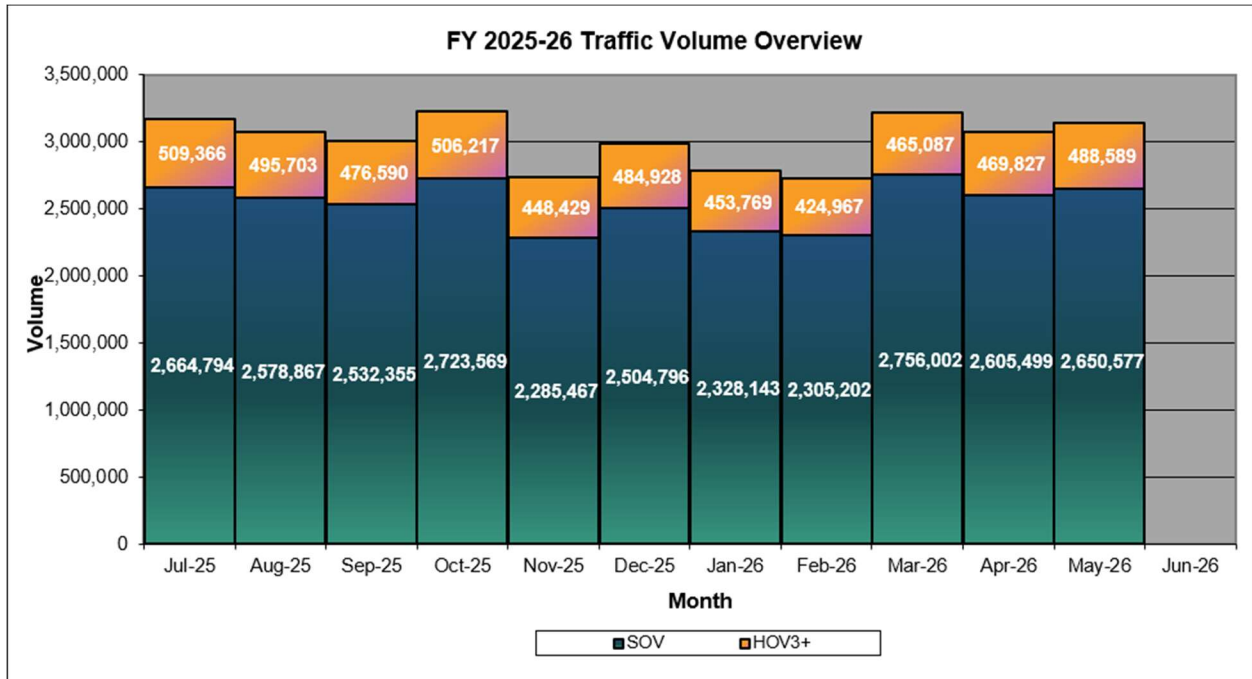
Fiscal year-to-date (YTD) traffic and revenue data are summarized in the table below. The following transaction and revenue statistics represent all transactions on the 15 Express Lanes and associated potential revenue for the months of July 2025 through May 2026. Year-to-date average revenue per-transaction is \$1.30.

FY 2025-26 Year-to-Date as of May 31, 2026

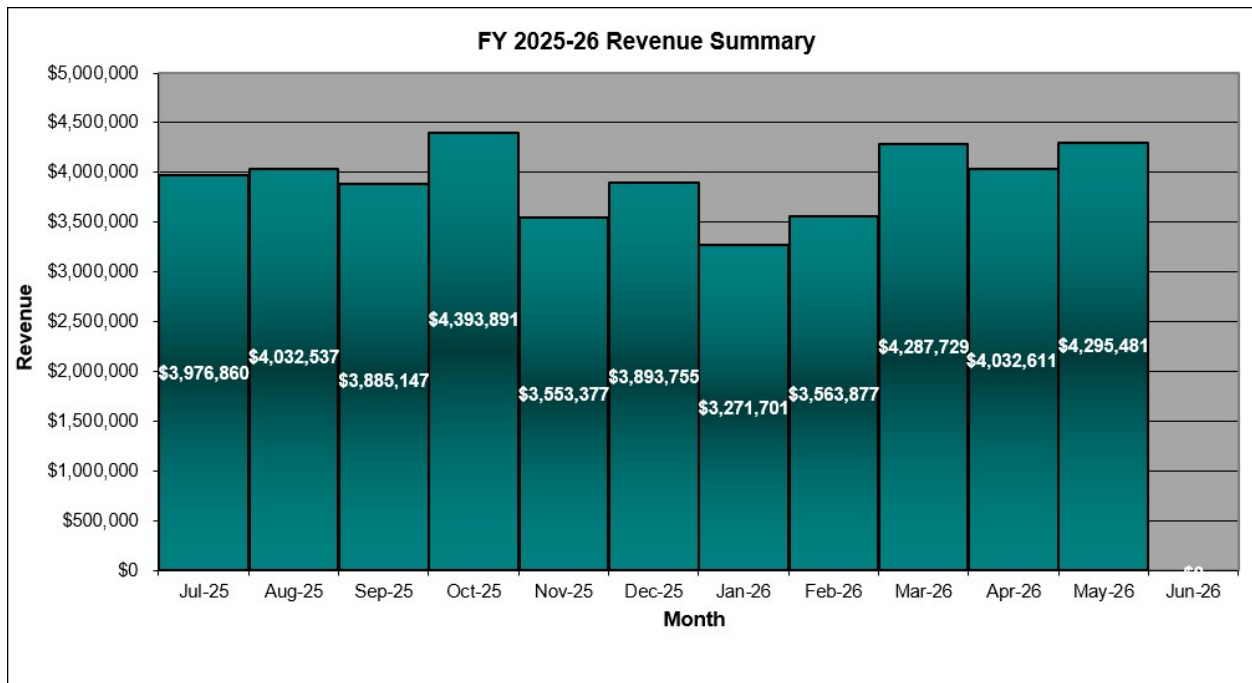
Transactions	FY 2025-26 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2024-25 YTD Actual	Yr-toYr % Variance
SOV	27,935,271				26,923,632	3.8%
HOV3+	5,223,472				4,661,530	12.1%
Total Gross Transactions	33,158,743	31,619,286	1,539,457	4.9%	31,585,162	5.0%
Revenue						
SOV	\$43,186,965				\$42,717,171	1.1%
HOV3+	\$0				\$0	
Total Gross Revenue	\$43,186,965	\$34,109,286	\$9,077,679	26.6%	\$42,717,171	1.1%
Average Revenue per Transaction						
Average SOV	\$1.55				\$1.59	(2.5%)
Average HOV3+	\$0.00				\$0.00	
Average Gross Revenue	\$1.30	\$1.08	\$0.22	20.4%	\$1.35	(3.7%)

TRAFFIC AND REVENUE SUMMARY

The chart below reflects the total transactions breakdown between SOV and HOV3+ for FY 2025-26 on a monthly basis.



The chart below reflects the gross potential revenue for FY 2025-26 on a monthly basis.



PEAK-HOUR VOLUMES

The 15 Express Lanes features dynamic pricing, which adjusts toll rates based on traffic volumes and to maintain a free-flowing trip.

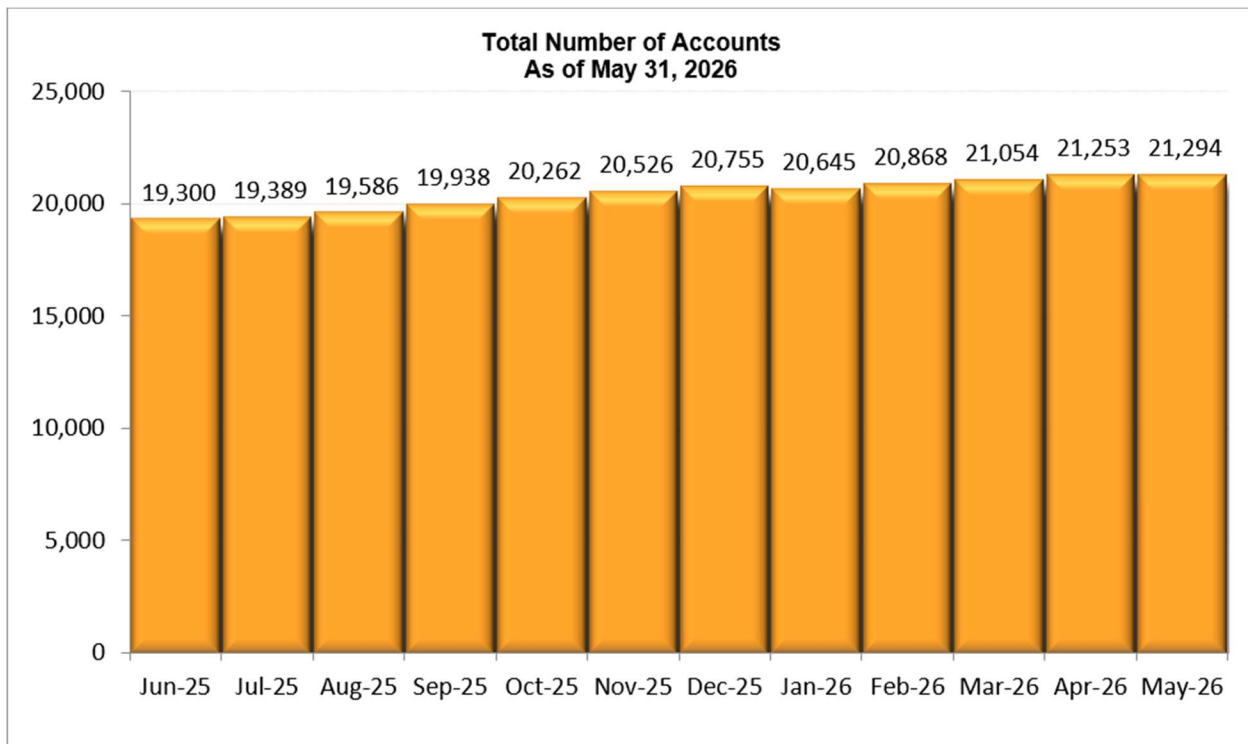
	Morning Peak Northbound 4:00 - 10:00 AM	Afternoon Peak Southbound 2:00 - 8:00 PM
HOV3+	14.6%	16.1%
Highest Toll	\$3.00	\$14.00
Highest Traffic Hour	7AM, 15N Sixth /SR60 1,808 Transactions	3PM, 15S Limonite/Second 1,726 Transactions

CUSTOMER SERVICE

PERFORMANCE MEASURES

REPORTING REQUIREMENT	PERFORMANCE STANDARD	MAY 2026 PERFORMANCE
CUSTOMER ACCOUNTS		
Transponder Fulfillment	100% within 2 business days	99.73% within 2 business days
Payment Posting	100% within 1 business day	100% within 1 business day
CUSTOMER CALLS		
Average Wait Time	Less than 150 seconds avg per week	8 seconds highest avg wait time
Abandon Rate	Less than 2%	0.2% abandon rate
Customer Satisfaction	90% minimum satisfaction rate	97.93% satisfaction rate
CORRESPONDENCE		
Email Response	100% within 2 business days	99.94% within 2 business day
Mail Response	100% within 3 business days	100% within 1 business day

At the end of May 2025, Riverside Express had 21,294 customer accounts and 74,410 transponders classified as assigned.



CUSTOMER CONTACT ACTIVITY

During May, RiversideExpress.com was visited by 20,694 users and the Customer Service Center processed 1,055 pieces of correspondence.

OPERATIONAL HIGHLIGHTS

ON-ROAD OPERATIONS

Freeway Service Patrol responded to 87 calls during the month of May. Of those calls, 64 were to assist disabled vehicles, 19 call to remove debris, and 4 were in response to an accident that affected the Express Lanes.

OPERATIONAL ACTIVITY

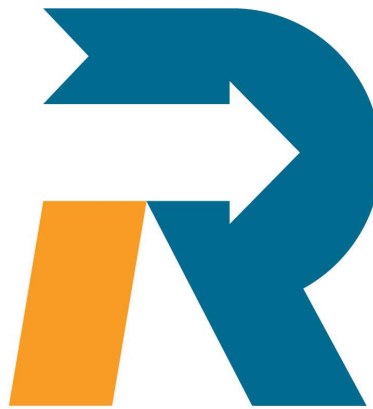
The Customer Service Center (CSC) and Walk-In Center (WIC) located in Corona are open and assisting 15 Express Lanes customers. Calls received by the CSC during the month of May mostly consisted of violations inquiries. Seventy-two customers visited the WIC during the month of May, most were violations customers. Operational activities on the roadway and in the CSC continue to function, including aiding stranded motorists, providing incident management services, dispatching emergency vehicles through the traffic operations center, and responding to customer service and violation calls.

FINANCIAL HIGHLIGHTS

RCTC 15 Express Lanes Operating Statement

Description	YTD as of : 5/31/2026		YTD Variance	
	Actual ¹	Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 41,933,585.24	\$ 40,512,083.33	\$ 1,421,501.91	3.5
Fee Revenue	8,589,939.22	8,169,058.33	420,880.89	5.2
Total operating revenues	50,523,524.46	48,681,141.67	1,842,382.79	3.8
Operating expenses:				
Salaries and Benefits	699,082.56	951,225.00	252,142.44	26.5
Legal Services	20,952.05	110,000.00	89,047.95	81.0
Advisory Services	-	64,166.67	64,166.67	100.0
Audit and Accounting Fees	31,174.00	29,333.33	(1,840.67)	(6.3)
Service Fees	24,795.61	28,416.67	3,621.06	12.7
Other Professional Services	341,744.85	511,500.00	169,755.15	33.2
Lease Expense	52,478.32	172,516.67	120,038.35	69.6
Operations	2,446,607.73	2,816,916.67	370,308.94	13.1
Utilities	148,949.09	196,625.00	47,675.91	24.2
Supplies and Materials	1,866.26	916.67	(949.59)	(103.6)
Membership and Subscription Fees	11,440.00	18,333.33	6,893.33	37.6
Office Equipment & Furniture (Non-Capital)	-	9,166.67	9,166.67	100.0
Maintenance/Repairs	452,674.24	546,975.00	94,300.76	17.2
Training Seminars and Conferences	2,180.00	19,250.00	17,070.00	88.7
Transportation Expenses	2,724.63	5,500.00	2,775.37	50.5
Lodging	4,203.83	4,583.33	379.50	8.3
Meals	556.61	916.67	360.06	39.3
Other Staff Expenses	305.38	458.33	152.95	33.4
Advertising	-	-	-	N/A
Program Management	33,630.25	62,425.00	28,794.75	46.1
Program Operations	4,189,335.23	6,352,408.33	2,163,073.10	34.1
Litigation Settlement	-	2,291.67	2,291.67	100.0
Furniture & Equipment	82,691.09	91,666.67	8,975.58	9.8
Improvements	195,642.63	385,825.00	190,182.37	49.3
Bad Debt Expense	1,309.18	4,583.33	3,274.15	71.4
Total operating expenses	8,744,343.54	12,386,000.00	3,641,656.46	29.4
Operating income (loss)	41,779,180.92	36,295,141.67	5,484,039.25	15.1
Nonoperating revenues (expenses):				
Interest Revenue	564,545.81	655,783.33	(91,237.52)	13.9
Other Miscellaneous Revenue	79,342.56	97,441.67	(18,099.11)	18.6
Principal Expense	-	-	-	N/A
Interest Expense	(379,920.00)	(605,000.00)	225,080.00	(37.2)
Total nonoperating revenues (expenses)	263,968.37	148,225.00	115,743.37	(78.1)
Transfers In	-	-	-	N/A
Transfers Out	(670,200.00)	(33,655,233.33)	32,985,033.33	(98.0)
Net income (loss)	\$ 41,372,949.29	\$ 2,788,133.33	\$ 38,584,815.96	1,383.9

¹ Unaudited



RiversideExpress
15 ExpressLanes

Status Report
June 30, 2026

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TRAFFIC AND REVENUE

Total toll transactions on the 15 Express Lanes for June 2026 were 3,095,121. This represents a daily average of 103,171 transactions. Potential toll revenue for June was \$4,244,706. Carpool percentage for June was 15.4%.

Month-to-date (MTD) traffic and revenue data is summarized in the table below. The following transactions and revenue statistics tables represent all transactions on the 15 Express Lanes and associated potential revenue for the month of June 2026.

Current Month-to-Date as of June 30, 2026

Transactions	JUN-26 MTD	Stantec MTD Projected	# Variance	% Variance	JUN-25 MTD	Yr-to-Yr % Variance
SOV	2,618,334				2,456,056	6.6%
HOV3+	476,787				471,886	1.0%
Total Gross Transactions	3,095,121	2,819,714	275,407	9.8%	2,927,942	5.7%
Revenue						
SOV	\$4,244,706				\$3,423,182	24.0%
HOV3+	\$0				\$0	
Total Gross Revenue	\$4,244,706	\$3,223,714	\$1,020,992	31.7%	\$3,423,182	24.0%
Average Revenue per Transaction						
Average SOV	\$1.62				\$1.39	16.5%
Average HOV3+	\$0.00				\$0.00	
Average Gross Revenue	\$1.37	\$1.14	\$0.23	20.2%	\$1.17	17.1%

Direction	SOV	HOV3+	Transactions	% Total Transactions	Expected Revenue	% Expected Revenue
Northbound	1,292,420	233,946	1,526,366	49.3%	\$1,186,642	28.0%
Southbound	1,325,914	242,841	1,568,755	50.7%	\$3,058,064	72.0%
Totals	2,618,334	476,787	3,095,121	100.0%	\$4,244,706	100.0%

SOV: Single Occupancy Vehicle
HOV3+: High Occupancy Vehicle

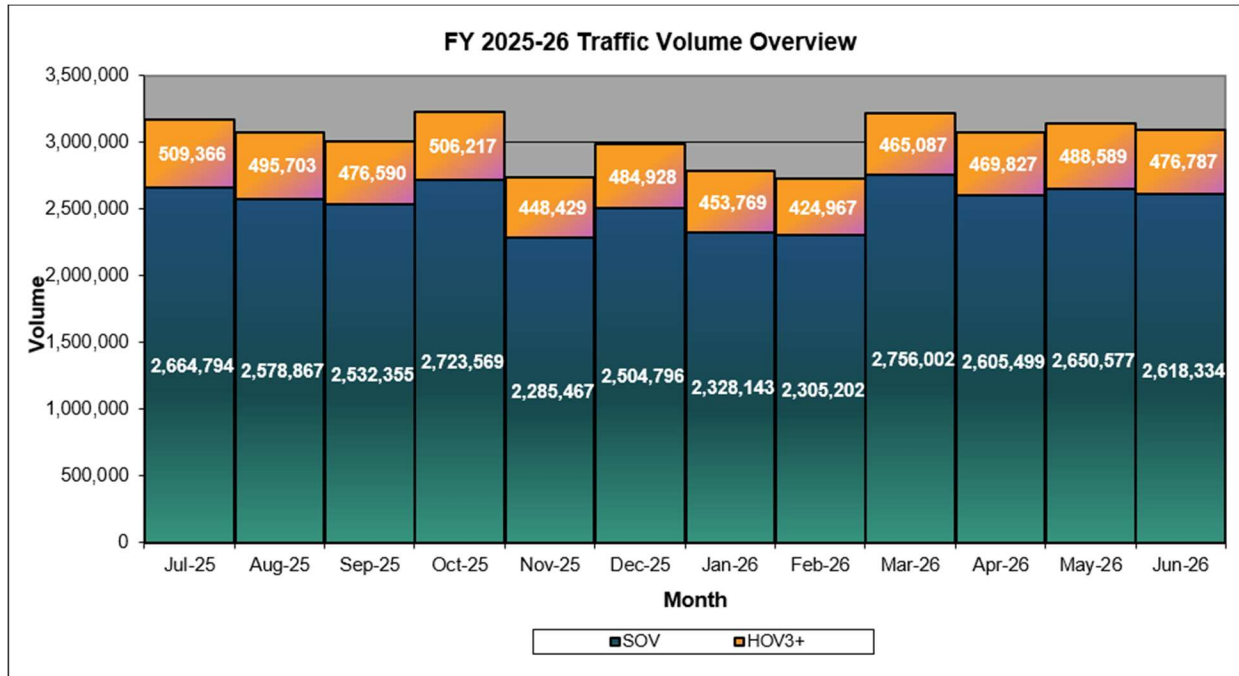
Fiscal year-to-date (YTD) traffic and revenue data are summarized in the table below. The following transaction and revenue statistics represent all transactions on the 15 Express Lanes and associated potential revenue for the months of July 2025 through June 2026. Year-to-date average revenue per-transaction is \$1.31.

FY 2025-26 Year-to-Date as of June 30, 2026

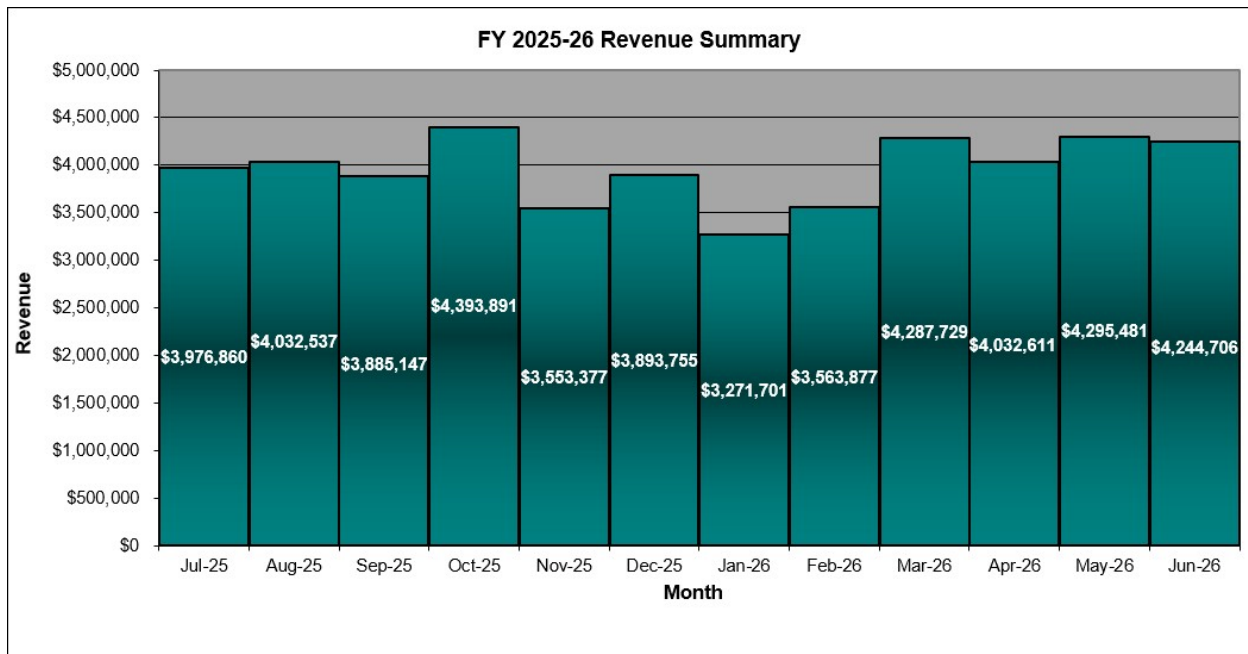
Transactions	FY 2025-26 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2024-25 YTD Actual	Yr-toYr % Variance
SOV	30,553,605				29,379,688	4.0%
HOV3+	5,700,259				5,133,416	11.0%
Total Gross Transactions	36,253,864	34,439,000	1,814,864	5.3%	34,513,104	5.0%
Revenue						
SOV	\$47,431,672				\$46,448,726	2.1%
HOV3+	\$0				\$0	
Total Gross Revenue	\$47,431,672	\$37,333,000	\$10,098,672	27.1%	\$46,448,726	2.1%
Average Revenue per Transaction						
Average SOV	\$1.55				\$1.58	(1.9%)
Average HOV3+	\$0.00				\$0.00	
Average Gross Revenue	\$1.31	\$1.08	\$0.23	21.3%	\$1.35	(3.0%)

TRAFFIC AND REVENUE SUMMARY

The chart below reflects the total transactions breakdown between SOV and HOV3+ for FY 2025-26 on a monthly basis.



The chart below reflects the gross potential revenue for FY 2025-26 on a monthly basis.



PEAK-HOUR VOLUMES

The 15 Express Lanes features dynamic pricing, which adjusts toll rates based on traffic volumes and to maintain a free-flowing trip.

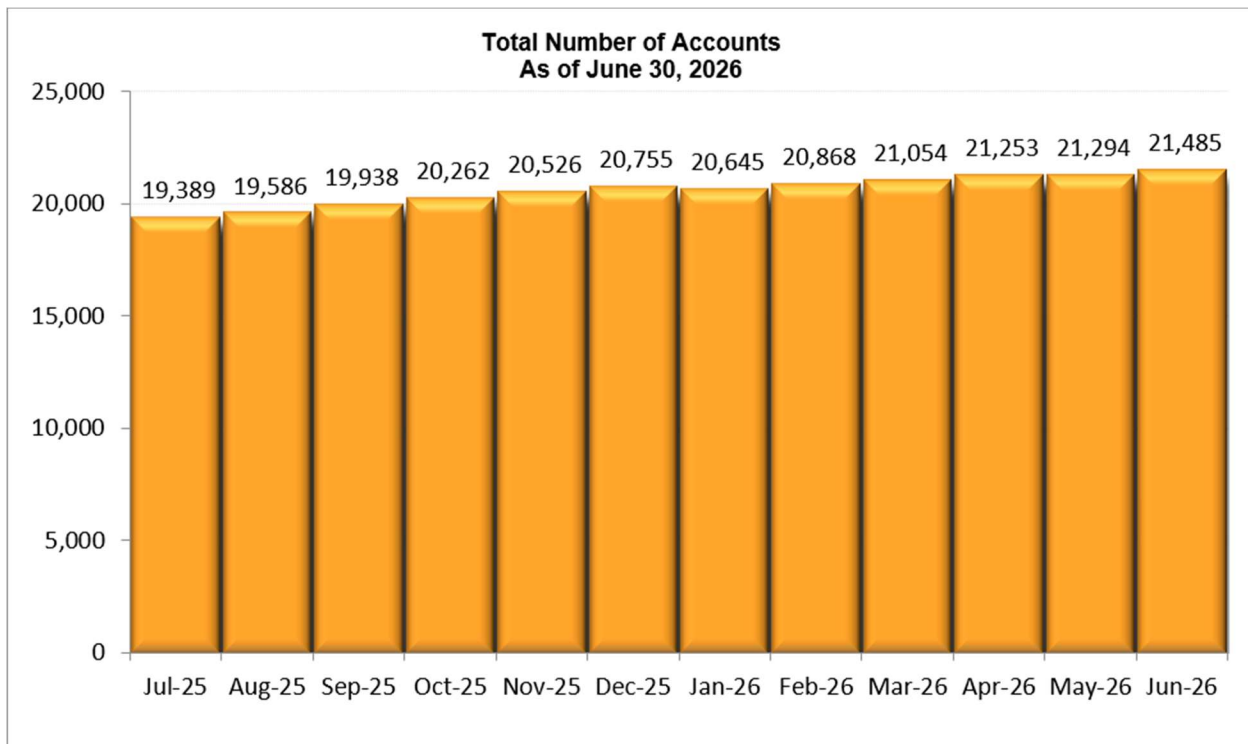
	Morning Peak Northbound 4:00 - 10:00 AM	Afternoon Peak Southbound 2:00 - 8:00 PM
HOV3+	14.1%	16.0%
Highest Toll	\$3.30	\$14.00
Highest Traffic Hour	7AM, 15N Sixth /SR60 1,771 Transactions	4PM, 15S Magnolia/Cajalco 1,711 Transactions

CUSTOMER SERVICE

PERFORMANCE MEASURES

REPORTING REQUIREMENT	PERFORMANCE STANDARD	JUNE 2026 PERFORMANCE
CUSTOMER ACCOUNTS		
Transponder Fulfillment	100% within 2 business days	100% within 1 business days
Payment Posting	100% within 1 business day	100% within 1 business day
CUSTOMER CALLS		
Average Wait Time	Less than 150 seconds avg per week	08 seconds highest avg wait time
Abandon Rate	Less than 2%	0.2% abandon rate
Customer Satisfaction	90% minimum satisfaction rate	98.48% satisfaction rate
CORRESPONDENCE		
Email Response	100% within 2 business days	100% within 2 business day
Mail Response	100% within 3 business days	100% within 2 business day

At the end of June 2026, Riverside Express had 21,485 customer accounts and 75,127 transponders classified as assigned.



CUSTOMER CONTACT ACTIVITY

During June, RiversideExpress.com was visited by 19,950 users and the Customer Service Center processed 1,249 pieces of correspondence.

OPERATIONAL HIGHLIGHTS

ON-ROAD OPERATIONS

Freeway Service Patrol responded to 128 calls during the month of June. Of those calls, 98 were to assist disabled vehicles, 28 call to remove debris, and 2 were in response to an accident that affected the Express Lanes.

OPERATIONAL ACTIVITY

The Customer Service Center (CSC) and Walk-In Center (WIC) located in Corona are open and assisting 15 Express Lanes customers. Calls received by the CSC during the month of June mostly consisted of violations inquiries. Sixty-eight customers visited the WIC during the month of June, most were violations customers. Operational activities on the roadway and in the CSC continue to function, including aiding stranded motorists, providing incident management services, dispatching emergency vehicles through the traffic operations center, and responding to customer service and violation calls.

FINANCIAL HIGHLIGHTS

RCTC 15 Express Lanes Operating Statement

Description	YTD as of : 6/30/2026		YTD Variance	
	Actual ¹	Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 46,104,839.94	\$ 44,195,000.00	\$ 1,909,839.94	4.3
Fee Revenue	9,439,370.82	8,911,700.00	527,670.82	5.9
Total operating revenues	55,544,210.76	53,106,700.00	2,437,510.76	4.6
Operating expenses:				
Salaries and Benefits	766,817.60	1,037,700.00	270,882.40	26.1
Legal Services	22,715.80	120,000.00	97,284.20	81.1
Advisory Services	5,099.50	70,000.00	64,900.50	92.7
Audit and Accounting Fees	31,174.00	32,000.00	826.00	2.6
Service Fees	32,376.17	31,000.00	(1,376.17)	(4.4)
Other Professional Services	582,361.76	558,000.00	(24,361.76)	(4.4)
Lease Expense	58,002.32	188,200.00	130,197.68	69.2
Operations	2,881,710.63	3,073,000.00	191,289.37	6.2
Utilities	185,946.84	214,500.00	28,553.16	13.3
Supplies and Materials	1,866.26	1,000.00	(866.26)	(86.6)
Membership and Subscription Fees	11,457.50	20,000.00	8,542.50	42.7
Office Equipment & Furniture (Non-Capital)	-	10,000.00	10,000.00	100.0
Maintenance/Repairs	592,287.74	596,700.00	4,412.26	0.7
Training Seminars and Conferences	2,850.54	21,000.00	18,149.46	86.4
Transportation Expenses	3,687.57	6,000.00	2,312.43	38.5
Lodging	4,624.07	5,000.00	375.93	7.5
Meals	686.61	1,000.00	313.39	31.3
Other Staff Expenses	353.88	500.00	146.12	29.2
Advertising	-	-	-	N/A
Program Management	45,711.00	68,100.00	22,389.00	32.9
Program Operations	7,016,230.80	6,929,900.00	(86,330.80)	(1.2)
Litigation Settlement	-	2,500.00	2,500.00	100.0
Furniture & Equipment	82,691.09	100,000.00	17,308.91	17.3
Improvements	195,642.63	420,900.00	225,257.37	53.5
Bad Debt Expense	1,433.44	5,000.00	3,566.56	71.3
Total operating expenses	12,525,727.75	13,512,000.00	986,272.25	7.3
Operating income (loss)	43,018,483.01	39,594,700.00	3,423,783.01	8.6
Nonoperating revenues (expenses):				
Interest Revenue	902,324.31	715,400.00	186,924.31	(26.1)
Other Miscellaneous Revenue	106,391.16	106,300.00	91.16	(0.1)
Principal Expense	-	-	-	N/A
Interest Expense	(556,246.00)	(660,000.00)	103,754.00	(15.7)
Total nonoperating revenues (expenses)	452,469.47	161,700.00	290,769.47	(179.8)
Transfers In	-	-	-	N/A
Transfers Out	(771,500.00)	(36,714,800.00)	35,943,300.00	(97.9)
Net income (loss)	\$ 42,699,452.48	\$ 3,041,600.00	\$ 39,657,852.48	1,303.8

¹ Unaudited

AGENDA ITEM 6G

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 9, 2026
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Eric DeHate, Transit Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Fiscal Year 2026/27 State of Good Repair Program Allocations

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Adopt Resolution No. 26-020, *“Resolution of the Riverside County Transportation Commission Approving the FY 2026/27 Project List for the California State of Good Repair Program”*;
- 2) Approve an allocation of \$5,179,576 related to Fiscal Year (FY) 2026/27 State of Good Repair (SGR) program funds to eligible Riverside County transit operators;
- 3) Authorize the Executive Director, or designee, to review, approve and submit projects to Caltrans which are consistent with SGR program guidelines and to execute and submit required documents for the SGR program, including the Authorized Agent Form; and
- 4) Authorize the Executive Director, or designee, to approve administrative amendments to the FY 2026/27 Short Range Transit Plans (SRTPs) for incorporation of the SGR funds, as necessary.

BACKGROUND INFORMATION:

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

The total estimated amount of SGR funds available to Riverside County for FY 2026/27 is \$5,179,576. Of this amount, \$4,454,059 is apportioned by population under PUC 99313 to the Commission for sub-allocation. PUC 99314 provides \$725,517 directly to the transit operators as determined by the SCO.

As the regional transportation planning agency for Riverside County, the Commission has the following responsibilities:

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

In order to receive funding for FY 2026/27, the Commission is required to submit to Caltrans a resolution by September 1, 2026, confirming the Commission is an eligible project sponsor and may receive, distribute, concur, and approve the list of projects, which are to be funded under the SGR program. Initial SGR funding estimates were released in January 2026 by the SCO and were included in the Commission's FY 2026/27 Budget accordingly. Revised SGR funding amounts were released by the SCO on July 31, 2026. Due to the board meeting schedule, Caltrans approved the Commission's request to submit an adopted resolution and approved project list by September 30. To meet this requirement, staff recommends adoption of Resolution No. 26-020 (Attachment 1), *"Resolution of the Riverside County Transportation Commission Approving the FY 2026/27 Project List for the California State of Good Repair Program."*

Staff also recommend approving an allocation of \$5,179,576 of FY 2026/27 SGR funds to eligible transit operators and their proposed projects (Attachment 2). Staff have reviewed the PUC 99313 distribution based on transit operators needs. Staff expect that transit operators will program these funds in their FY 2027/28 SRTP, but they may request an amendment to their FY 2026/27 SRTP if needed.

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

Staff included the January 2026 SCO estimates for SGR funding allocations concurrently with the annual SRTP allocation process approved by the Commission in June. Staff did not include the resolution during that process anticipating a revised estimate in July from the SCO and subsequent board authorization. The July 2026 estimate provided by the SCO shows an increase of 0.3 percent or \$18,300 above the January 2026 estimate that was included in the FY 2026/27 Budget, along with anticipated interest. As such, staff do not require a budget adjustment at this time, as the amounts are within the current adopted budget. Any decreases in funding allocations will be within the approved amount the Commission authorizes and can be

amended administratively. Any increases in funding allocations to the transit operators beyond this amount will be brought back to the Commission as a formal amendment.

FISCAL IMPACT:

There is no financial impact to the Commission at this time. Funds are distributed to the Commission quarterly from the SCO with the final payment expected in September 2027.

Attachments:

- 1) Resolution No. 26-020
- 2) SGR FY 2026/27 Allocations by Operator

Approved by the Budget and Implementation Committee on August 24, 2026

In Favor: 15 Abstain: 0 No: 0

RESOLUTION NO. 26-020
RESOLUTION OF THE
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
APPROVING THE FY 2026/27 PROJECT LIST
FOR THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that the Riverside County Transportation Commission hereby approves the SB 1 SGR Project List for FY 2026/27; and

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

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

APPROVED AND ADOPTED this 9th day of September, 2026.

Raymond Gregory, Chair
Riverside County Transportation Commission

ATTEST:

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

 FY 2026/27 State of Good Repair (SGR) Funding Allocation					
Agency	PUC 99313*	PUC 99314*	Total SGR Allocation	Project Number	Proposed Project Description
City of Banning	\$ 67,879	\$ 2,121	\$ 70,000	28-TBD	Capitalized Preventative Maintenance
City of Beaumont	58,164	5,836	64,000	28-TBD	Fleet and Facility Improvements
City of Corona	97,183	2,817	100,000	28-TBD	Bus Stop Improvements
City of Riverside	58,055	3,945	62,000	28-TBD	Capitalized Preventative Maintenance
Palo Verde Valley Transit Agency	73,293	1,707	75,000	28-TBD	Maintenance Infrastructure: SGR Equipment and Facility Upgrades.
RCTC	714,450	385,550	1,100,000	28-TBD	Rail Stations - Capital Rehabilitation
Riverside Transit Agency	2,237,227	171,349	2,408,576	28-TBD	Facility, Maintenance, Safety and Revenue/Support Vehicle Replacements,
SunLine Transit Agency	1,147,808	152,192	1,300,000	28-TBD	Utility Storage Building
Grand Totals	\$ 4,454,059	\$ 725,517	\$ 5,179,576		

*Based on SCO Revised Estimate of July 31, 2026

AGENDA ITEM 6H

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 9, 2026
TO:	Riverside County Transportation Commission
FROM:	Western Riverside County Programs and Projects Committee Joie Edles Yanez, Senior Capital Projects Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	State Route 79 Segment 3 Simpson Road Traffic Study Findings

WESTERN RIVERSIDE COUNTY PROGRAMS AND PROJECTS COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file the State Route 79 (SR-79) Segment 3 Traffic Study Report for Simpson Road evaluating regional traffic impacts associated with Segment 3 and report on whether improvements to Simpson Road are warranted as a result of the project.

Project Objective

The project currently known as the SR-79 Realignment Project (Project) proposed construction of a 12-mile limited-access corridor extending from south of Domenigoni Parkway to Gilman Springs Road (Attachment 1). The Project is intended to improve safety, mobility, and regional connectivity for the communities of Winchester, Hemet, and San Jacinto.

BACKGROUND INFORMATION:

The Project was developed jointly with Caltrans and the Federal Highway Administration (FHWA), which subjected it to state and federal environmental review requirements. Caltrans was the lead agency under both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). FHWA's responsibility for NEPA environmental review, consultation, and other actions in accordance with applicable federal laws for this Project, was carried out by Caltrans under its assumption of NEPA responsibility pursuant to 23 United States Code Section 327. On December 8, 2016, Caltrans approved the CEQA Final Environmental Impact Report (EIR). A Notice of Determination (NOD) was filed for CEQA compliance on January 26, 2017. On December 16, 2016, Caltrans approved the NEPA Final Environmental Impact Statement (EIS). The Record of Decision (ROD) was published in the Federal Register on March 15, 2017, and the statute of limitations expired on August 14, 2017. The EIR/EIS received no legal challenges. On January 26, 2017, the Riverside County Transportation Commission (Commission), as a CEQA responsible agency, adopted the CEQA findings and Mitigation

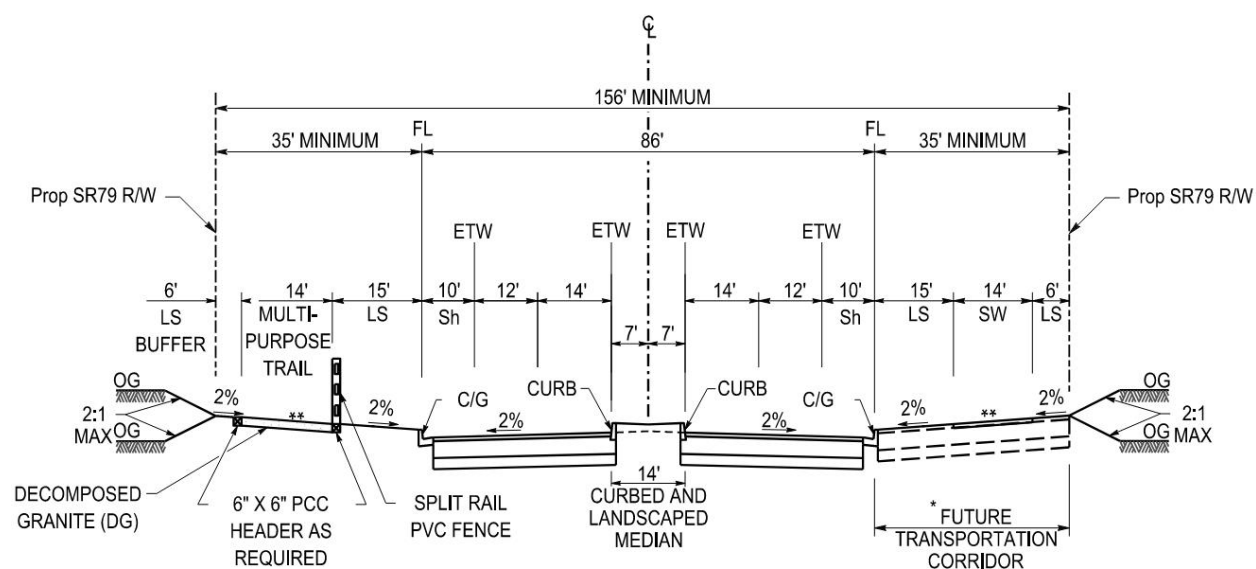
Monitoring Reporting Program (MMRP) that imposes mitigation measures to reduce many of the Project's environmental impacts to below a level of significance.

In February 2023, the Commission directed staff to evaluate opportunities to accelerate the project delivery through a corridor analysis. The Corridor Analysis evaluated conversion of the Project from a State Route to a County Expressway. A Caltrans facility is no longer viable due to funding constraints and state policy changes related to Vehicle Miles Traveled (VMT). The Corridor Analysis also considered the addition of multimodal elements and identified cost-effective buildable segments (Attachment 2) that could be constructed in phases with logical termini and independent utility. The Corridor Analysis also presented the necessary steps required for Caltrans to relinquish CEQA lead to the Commission. Per federal requirements, Caltrans, on behalf of FHWA, must remain the NEPA lead.

In January 2024, the Commission approved staff to:

- Transition the project from a State Route to a County Expressway
- Adopt the phased project segments
- Coordinate these changes with Caltrans
- Initiate design
- Pursue funding and determine delivery strategies

The project will be designed to County of Riverside Transportation & Land Management Agency (CRTLMA) standards, which will eliminate the limited access to the highway, remove grade separated interchanges, and the requirement to be out of the 100-year flood plain. The project will incorporate multimodal features, including a planned transportation corridor and multi-use trail (Figure 1). The facility will also include at-grade signalized intersections in lieu of freeway-style interchanges.



*Potential design enhancements may take place in this corridor

Figure 1 - SR79 Project Cross-Section

On June 18, 2024, Caltrans responded in concurrence to the letter from the Commission requesting that RCTC be designated as the CEQA lead agency and that Caltrans maintain NEPA lead. In addition, the Project will no longer be designed as a Caltrans facility but rather as a County Expressway. The project team then commenced the design procurement for Segment 3 of the Project.

On December 11, 2024, the Commission approved the design contract award to Jacobs for Segment 3 from Simpson Road to Newport Road (Attachment 3). A Notice to Proceed (NTP) was provided in March 2025 for the start of design. It is anticipated that the design will be completed in 2028 and if funding is available, construction will begin in 2029.



Figure 2 – SR-79 Segment 3 Alignment and Surrounding Streets

At the February 20, 2025, Commission Workshop, the Commission authorized procurement of an Innovative Financing Feasibility Study (IFFS) to help identify Project funding and delivery options.

On August 13, 2025, the Commission awarded the IFFS contract to HNTB. The study is currently underway and is anticipated to be completed in Fall 2026.

On April 27, 2026, RCTC's Western Riverside County Programs and Projects Committee directed staff to conduct additional public outreach on the project renaming effort. A public voting period was launched on July 23 through August 9. The public outreach included a renaming survey webpage, social media communication, and a blog post. In addition, key stakeholders were notified of the renaming effort by email.

DISCUSSION:

One of the recommended enhancements from the Corridor Study was revising the limits of the southerly segment, Segment 3, from Domenigoni Parkway to Newport Road (1.08 miles), to Simpson Road to Newport Road (1.89 miles). Extending Segment 3 to Simpson Road would enable a larger portion of SR-79 to be delivered sooner, helping mitigate inflationary cost impacts, thus providing schedule and cost benefits.

During the January 26, 2024, Commission Workshop, the Commission requested a traffic study be performed to evaluate the impact the proposed Segment 3 project would have on traffic in the region and whether improvements to Simpson Road would be required due to the project's termination at Simpson Road.

In summary, the traffic study found that the project will not increase traffic on Simpson Road, therefore no improvements are required on Simpson Road at this time. This conclusion will be outlined in detail in the following sections.

Traffic Study Report

The Project Segment 3 Traffic Study (Attachment 4) evaluated existing (2025) traffic conditions, traffic conditions in the future no-build option where no project is constructed, (2045), and future traffic conditions build option with the project constructed (2045). The study focused on the project corridor and surrounding roadway network.

Simpson Road Analysis

The traffic study evaluated existing and future traffic volumes and travel patterns on Simpson Road. Key findings include:

- **Existing Conditions (2025):** 7,209 vehicles per day.
- **Future No-Build Conditions (2045):** 12,227 vehicles per day, driven by regional growth.
- **Future Build Conditions (2045):** 9,603 vehicles per day.
- **Travel Patterns:** Approximately 2 percent of trips between the Hemet area and the French Valley/Murrieta/Temecula area use Simpson Road. Most trips use major routes such as Domenigoni Parkway, Sanderson Avenue, and State Street.

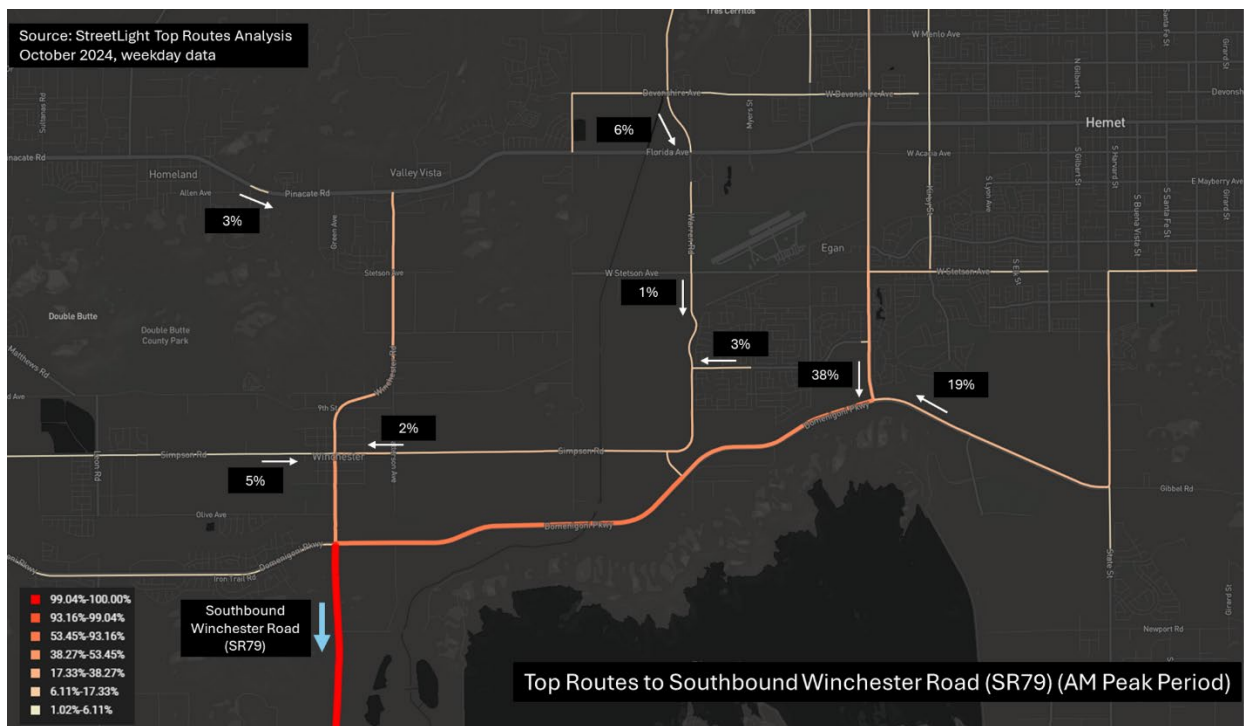


Figure 3 - Streetlight Analysis: Existing Top Routes to SB Winchester Road (SR79) (AM Peak Period)

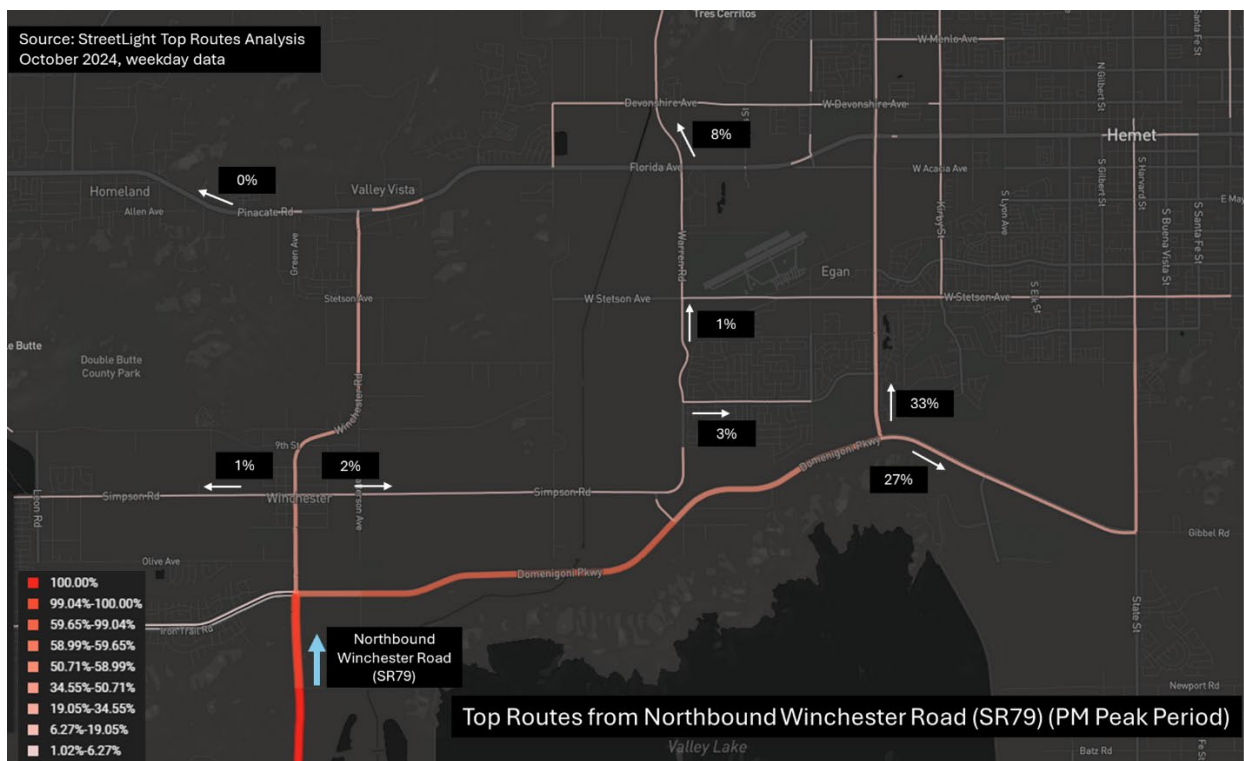


Figure 4 - Streetlight Analysis: Existing Top Routes from NB Winchester Road (SR79) (PM Peak Period)

The analysis in Figures 3 and 4 show that Simpson Road plays a very limited role in regional travel, carrying approximately 2 percent of trips between the Hemet area and the

French Valley/Murrieta/Temecula area. Most travelers use higher-capacity regional corridors, including Domenigoni Parkway, Sanderson Avenue, and State Street. This is largely because Simpson Road does not connect directly to major routes serving Hemet and is not a primary regional travel corridor.

Under future conditions, Simpson Road will continue to operate as a local roadway and will not provide a direct connection to these regional routes. The study indicates that most project-related traffic is expected to utilize the Segment 3 facility between Newport Road and Domenigoni Parkway, with limited diversion to Simpson Road. Extending Segment 3 to Simpson Road would allow a larger portion of the Project to be delivered sooner and at a lower cost compared to if it was constructed in the future with added inflationary impacts. This approach also better positions the project for the subsequent construction of Segment 2 and will reduce the future costs for that project.

As a result, no improvements to Simpson Road are required as a part of Segment 3's completion. Any future improvements would be driven by local development and would be implemented separately by the County or other agencies.

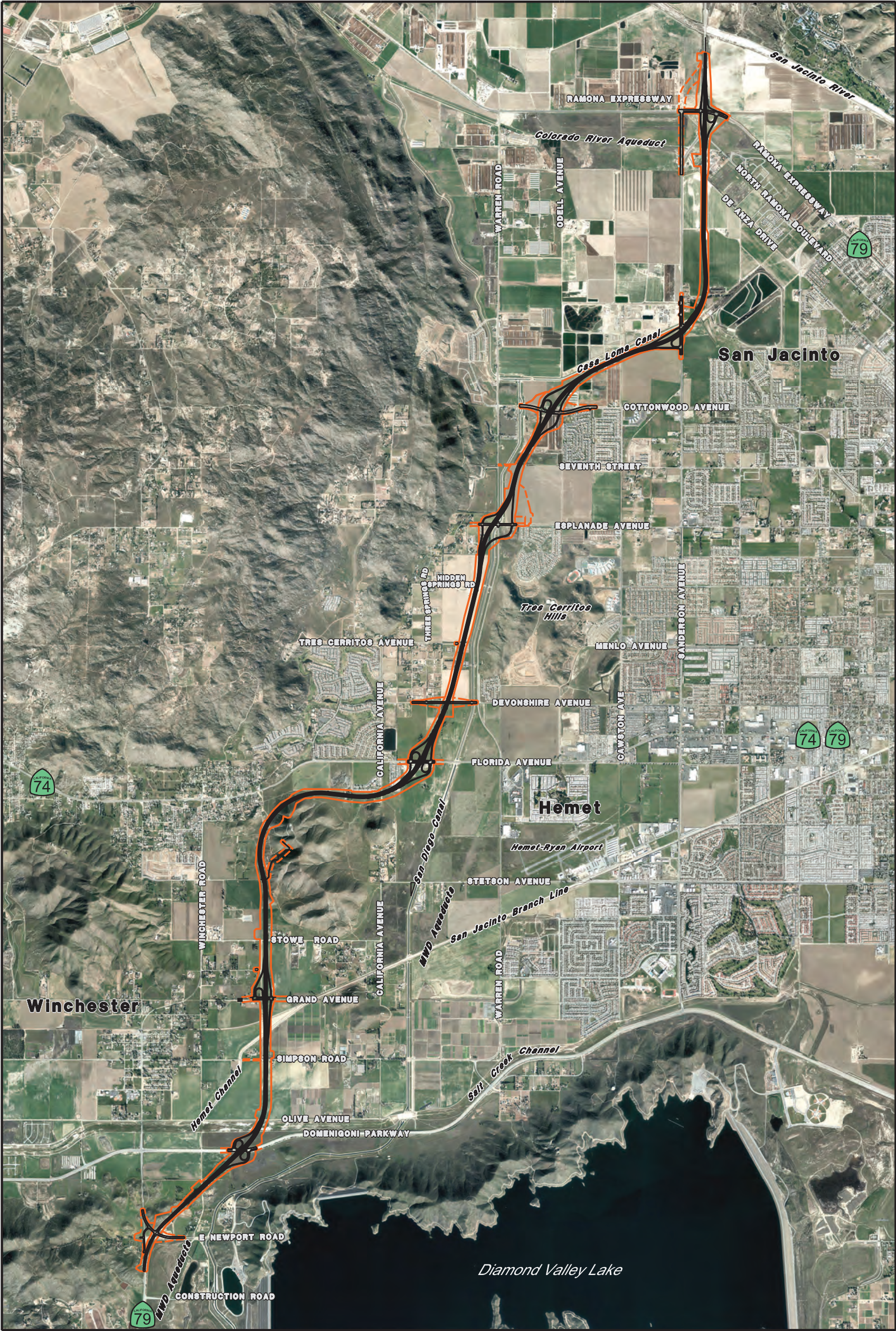
While traffic volumes on Simpson Road are forecasted to increase under future conditions, this increase is primarily associated with regional growth and planned development in the area, rather than from completing Segment 3. Any future improvements to Simpson Road, if warranted, would be associated with local development and would be implemented by the County of Riverside or other agencies.

Conclusion

Based on the traffic study, implementation of Segment 3 and modifying the terminus at Simpson Road will not significantly increase traffic on Simpson Road. Forecasted increases in traffic volumes are primarily attributable to regional growth and planned development rather than the project itself. Most project-related traffic is expected to utilize the new County expressway facility, and Simpson Road will continue to function as a local roadway. Accordingly, improvements to Simpson Road are not required as part of the Segment 3 Project.

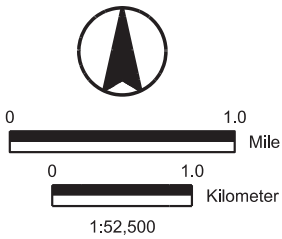
Attachments:

- 1) Exhibit Maps – Original SR79 Realignment
- 2) Exhibit Maps – SR79 Segments per Corridor Study
- 3) Exhibit Maps – SR-79 Segment 3
- 4) SR-79 Segment 3 Traffic Study Report – Simpson Road



Aerial Date: February 2011

Alt 1b-August 2021.dgn



Alternative 1b with Refinements

State Route 79 Realignment Project

FOR DISCUSSION PURPOSES ONLY. SUBJECT TO CHANGE



Segment 1
Sanderson to
Florida

Segment 2
Florida to
Simpson

Segment 3
Simpson to
Newport

LEGEND:

- Construction Staging Package #1
- Construction Staging Package #2
- Construction Staging Package #3
- Bridges
- Project Impact Area (Approved in EIR/EIS)
- Approved 1br Alignment in EIR/EIS

Attachment 1
Construction Staging Alternatives

State Route 79 Realignment

DRAFT - FOR DISCUSSION PURPOSES ONLY

SEGMENT 3 MODIFIED





SR79 Segment 3 Project Traffic Study Report: Simpson Road

Version: Final

Riverside County Transportation Commission (RCTC)

SR79 Segment 3
November 17, 2025



SR79 Segment 3 Project Traffic Study Report: Simpson Road

Client name: Riverside County Transportation Commission (RCTC)

Project name: SR79 Segment 3

Version: Final

Project Manager: Alicia Cannon

Date: November 17, 2025

Prepared by: Alfredo Cabrera Ventura

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1. Project Overview

The State Route 79 Segment 3 (SR79 Seg3) project from Newport Road to Simpson Road will be a new roadway between Newport Road and Simpson Road, designed per County of Riverside Transportation and Land Management Agency (CRTLMA) and Caltrans standards. The new alignment will be designed as a County expressway and accommodate two lanes in each direction, with shoulders and a concrete raised median. Right-of-way (ROW) will be acquired on both sides of the road to accommodate a multi-purpose trail on one side and a future transportation corridor on the other side. Three bridges are anticipated to be constructed at Patton Avenue, Patterson Avenue, and Salt Creek Channel to support wildlife movements. The project's overall objective will be to enhance the existing roadway network by improving access and reducing congestion.

A broader traffic study on SR79 Seg3 was done, where a traffic operations analysis was done at ten existing study intersections, three project proposed intersections, 17 existing roadway study segments, and two project proposed roadway segments. The purpose of this focus SR79 Seg3 project traffic study excerpt report is to present only the findings of the traffic operational analysis on Simpson Road.

2. Simpson Road Study Area

The Simpson Road study area focused on the intersections and roadway segments in and around the SR79 Seg3 project at Simpson Road that are forecasted to experience a change in traffic patterns. The new intersections created by the project were analyzed as well. Table 2-1 lists the Simpson Road study intersections. Table 2-2 lists the roadway study segments. Figure 2-1 shows the location of study intersections and roadway study segments.

Table 2-1 Simpson Road Study Intersections

No.	Simpson Road Study Intersection
5	Winchester Road (SR79)/ Simpson Road [existing intersection]
7	Warren Road/ Simpson Road [existing intersection]
12	New SR79/ Simpson Road [future intersection]

Table 2-2 Simpson Road Roadway Study Segments

No.	Simpson Road Roadway Study Segment
9	Simpson Road (west of Winchester Road (SR79))
10	Simpson Road (between Winchester Road (SR79) and Warren Road)
19	New SR79 (between Domenigoni Parkway and Simpson Road) [future segment]

Figure 2-1 Study Intersections and Roadway Study Segments



Note: Figure shows all intersections and roadway study segments analyzed in the complete SR79 Seg3 traffic study for reference only.

3. Analysis Scenarios

The following scenarios were analyzed:

1. Existing (2025)
2. Future Year 2045 No Build
3. Future Year 2045 Build

4. Future Year 2045 Roadway Network and Traffic Assignment

The region around the study area is anticipated to have traffic growth due to land development. Additionally, new roads and roadway improvements will be constructed. Traffic forecasts for the future scenarios were developed using the Riverside County Transportation Model (RIVCOM). The assumed future expanded roadway network is based on the roadway network assumed in RIVCOM. Link volume data from the model were used to develop forecasted future AM and PM peak hour traffic volumes.

The RIVCOM files obtained from Western Riverside Council of Governments (WRCOG) included the ultimate SR79 Realignment Project, where it connects to the existing roadway network with grade separated interchanges at select roads. However, it is anticipated that by the year 2045 the ultimate SR79 Realignment Project won't be built. Therefore, the RIVCOM model was adjusted to capture the anticipated 2045 No Build and Build conditions:

- The future year 2045 No Build condition RIVCOM model adjustments included the removal of the ultimate SR79 Realignment Project. It assumed a condition where no portion of the new SR79 is built.
- The future year 2045 Build condition RIVCOM model adjustments included the removal of the ultimate SR79 Realignment Project and replacing it with a portion of new SR79 (between Newport Road and Florida Avenue) following the general alignment of the ultimate SR79 Realignment Project. The RIVCOM model adjustments assumed SR79 connects to Newport Road, Domenigoni Parkway, Simpson Road, and Florida Avenue with at-grade intersections. All other existing roads between Newport Road and Florida Avenue would be grade-separated. A future project phase would build the new SR79 segment further north between Simpson Road and Florida Avenue.

To develop the AM and PM peak hour forecasts from the RIVCOM model output, the growth projections from the model were applied to the peak hours. For both AM (7:00 – 8:00 AM) and PM (4:00 – 5:00 PM) peak hours, the traffic forecasts were developed individually. The traffic forecasts were developed based on the existing traffic data, model outputs, growth reasonability and the guidelines provided in the National Cooperative Highway Research Program (NCHRP) Report 765.

The future year 2045 No Build scenario traffic forecasts were developed using the growth trends from the RIVCOM Model results between the base year (2018) and future year (2045) and following the NCHRP Report 765 guidelines. The base year (2018) outputs were adjusted to reflect the existing year (2025). The growth between adjusted 2025 and 2045 was used to estimate the future year 2045 No Build scenario traffic volumes. Because the RIVCOM model produces peak period volumes, these were adjusted to peak hour volumes using traffic proportions from the current counts.

The forecast year 2045 Build scenario traffic forecast was developed using the traffic shifts and patterns from the RIVCOM model differences between the future year 2045 No Build and the future year 2045 Build scenarios. The traffic shifts seen in the model results were applied to the future year 2045 Build traffic forecasts and post-processed using the NCHRP Report 765 guidelines.

The Iterative Procedure – Directional Method as described in NCHRP Report 765 Analytical Travel Forecasting Approaches for Project-Level Planning and Design was used to generate intersection turning movement forecasts for 2045. The directional method uses an iterative approach to alternatively balance entering traffic and departing traffic volumes until an acceptable level of convergence is reached. The method uses existing turning movement volumes, base, and future year link volumes to generate intersection turning movement volumes.

5. Traffic Analysis and Measures of Effectiveness (MOE)

5.1 Intersection Delay Analysis - Level of Service (LOS)

Traffic engineers use multiple measures to evaluate roadway performance. LOS is the most common, but other measures can be used to assess performance.

LOS is a standard means of evaluating operations at intersections and other roadway elements. LOS analysis is based on delay at the intersections and requires evaluation of traffic volumes, geometry and traffic control (e.g., stop signs or traffic signals). Intersection LOS is determined using the analysis methodologies described in the Highway Capacity Manual (HCM) (Transportation Research Board (TRB), 7th Edition). It is based on six defined levels (A through F), which describe conditions ranging from “ideal” to “worst.” Table 5-1 summarizes the HCM intersection LOS criteria.

For both signalized and unsignalized intersections, the average control delay per vehicle is estimated for all lane groups (left, through, right lane combination) and then aggregated for each intersection leg and for the intersection as a whole. Based on the calculated delay values for each of the study intersections, corresponding LOS results are reported. Supporting analysis results for all movements, all approaches, and the overall intersection are provided as an attachment to the traffic analysis report.

Signalized intersection HCM analysis accounts for the effects of signal coordination and platoon formation (vehicles traveling in a group) on intersection operations. All-way stop-controlled intersection analysis is based on the degree of vehicle conflict for each intersection leg caused by the opposing vehicles and each conflicting vehicle. Two-way stop-controlled intersection analysis is based on gap acceptance and conflicting traffic for vehicles stopped on the minor street intersection leg.

Table 5-1 Intersection Level of Service Criteria for Signalized, All -Way Stop and Two Way Stop Intersections

LOS	Description of Operation	Signalized Intersection Delay (seconds/vehicle)	All-Way Stop or Two-Way Stop Intersection Delay (seconds/vehicle)
A	Describes primarily free-flow conditions at average travel speeds. Vehicles are seldom impeded in their ability to maneuver in the traffic stream. Delays at intersections are minimal.	≤ 10.0	≤ 10.0
B	Represents reasonably unimpeded operations at average travel speeds. The ability to maneuver in the traffic stream is slightly restricted and delays are not bothersome	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	Represents stable operations; however, ability to change lanes and maneuver may be more restricted than LOS B and longer queues are experienced at intersections.	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	Congestion occurs and a small change in volumes increases delays substantially.	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	Severe congestion occurs with extensive delays and low travel speeds.	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	Characterizes arterial flow at extremely low speeds and severe intersection congestion, with long delays and extensive queuing.	> 80.0	> 50.0

Source: Highway Capacity Manual 7th Edition

Because the HCM methodologies for analyzing intersection operations provide both LOS values and detailed delay estimates (seconds/ vehicle), they are the most robust tools for evaluating intersection performance. These methodologies are sensitive to changes in signal timing and the effects of queues and platoons.

The Synchro software package (version 12) was used to code the traffic analysis files (geometry, volumes, and signal timing) for each intersection. The HCM feature of Synchro was used to assess delay.

Chapter 4 of the County of Riverside General Plan Circulation Element sets a LOS standard of C or better for all County intersections, with exceptions for intersections within designated Area Plans such as the Harvest Valley/ Winchester Area Plan, where the standard is LOS D or better.

5.2 Roadway Segment Evaluation

Roadway segment performance was evaluated based on the roadway study segment average daily traffic (ADT) volumes. The Riverside County Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled (December 2020) threshold table (Appendix D) were used to evaluate performance on the roadway segments. LOS letter grades are assigned to the segment's ADT.

5.3 Vehicle Queuing Evaluation

A vehicle queuing evaluation assessment was conducted to identify the 95th percentile queue, a standard traffic engineering assessment. The 95th percentile queue is defined to be the queue length (in vehicles) that has only a five percent probability of being exceeded during the analysis time period. It is a useful parameter for determining the appropriate lane storage lengths for vehicles. The HCM feature of Synchro was used to assess vehicle queues.

6. Existing (2025)

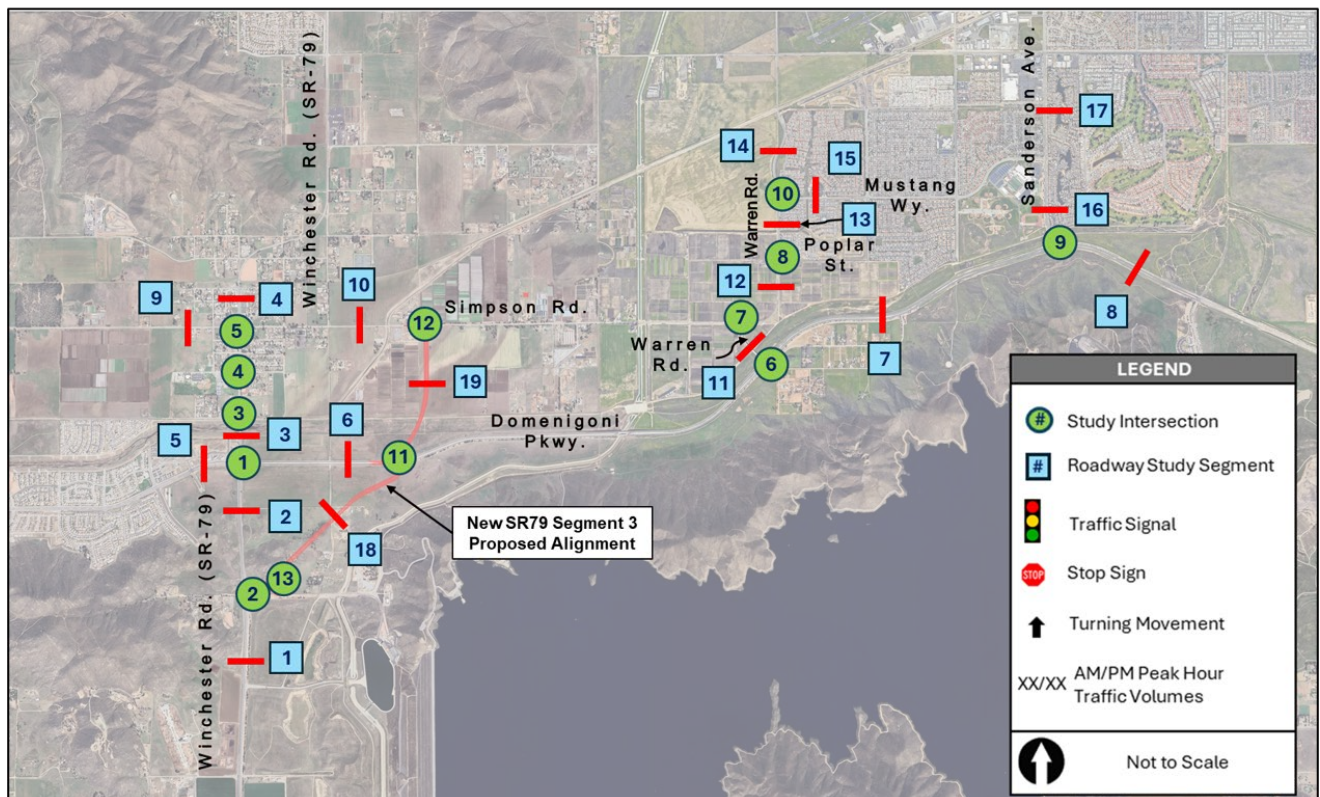
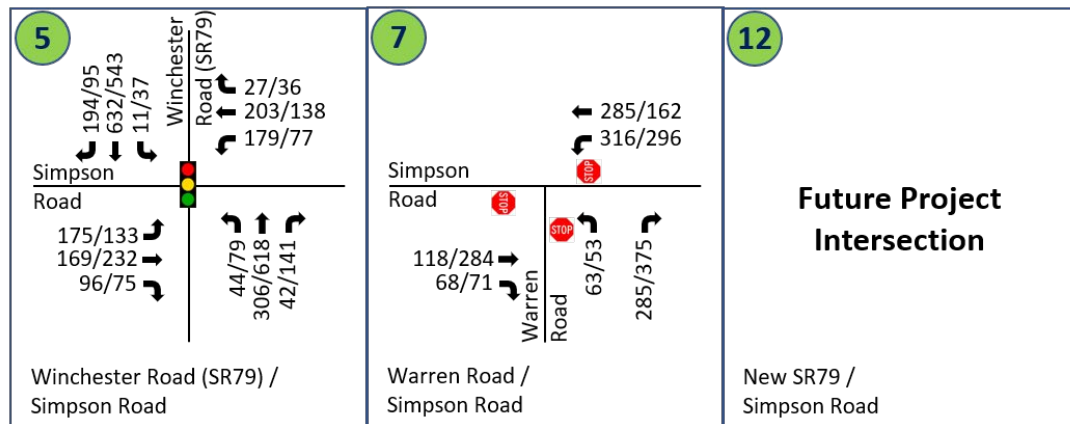
Traffic counts were collected at the ten existing study intersections and 17 roadway study segments. This focus SR79 Seg3 project excerpt report presents only the findings of the traffic operational analysis on Simpson Road. Intersection turning movement counts were collected on Thursday, May 8th, 2025, during the AM and PM peak hours. This day of the week and time periods were considered to be one of the busier travel days and times. On the roadway study segments, 24-hour counts were collected on Thursday, May 8th, 2025. The Streetlight Insight data platform was used to assess existing travel patterns, including origin-destination (O-D) data.

6.1 Existing (2025) Traffic Volumes

Existing (2025) AM and PM peak hour traffic volumes for study intersection on Simpson Road are shown in Figure 6-1. The existing lane configuration is shown in Figure 6-2.

SR79 Segment 3 Project Traffic Study Report: Simpson Road

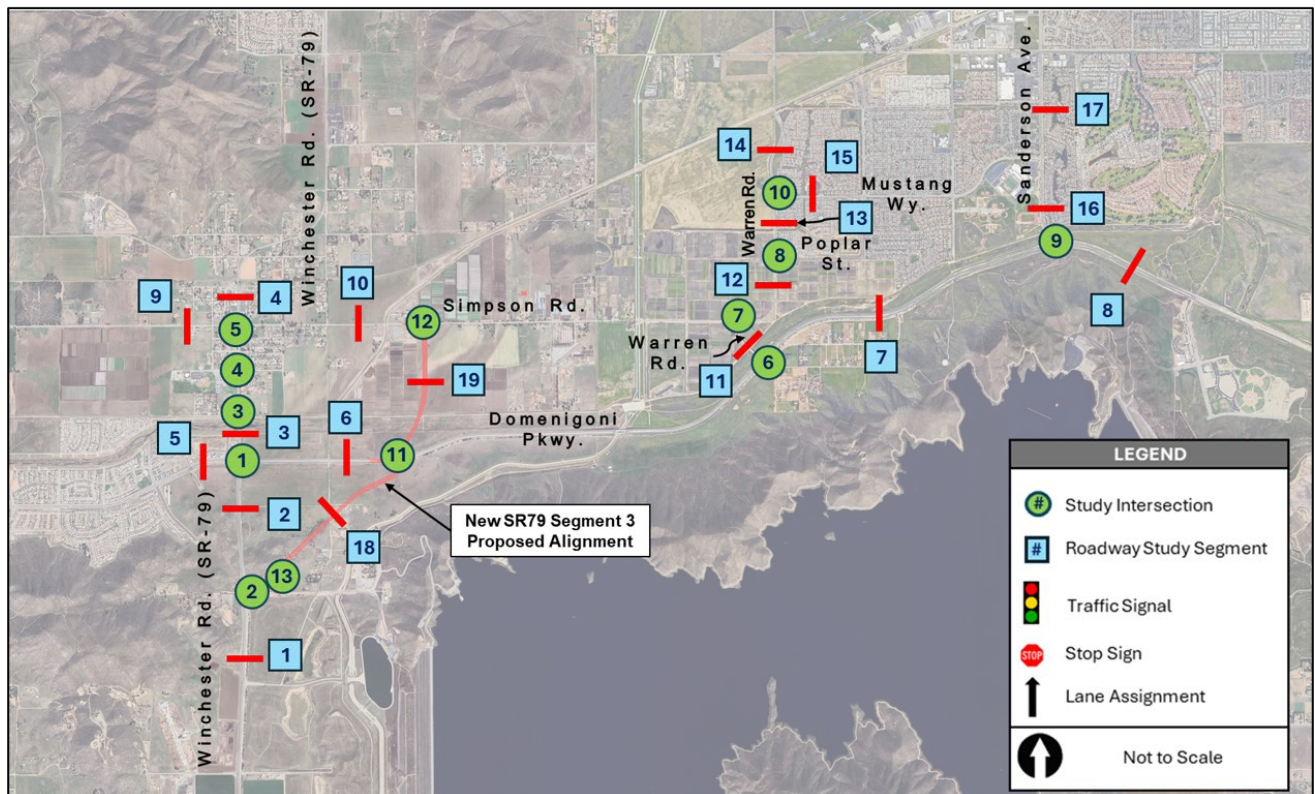
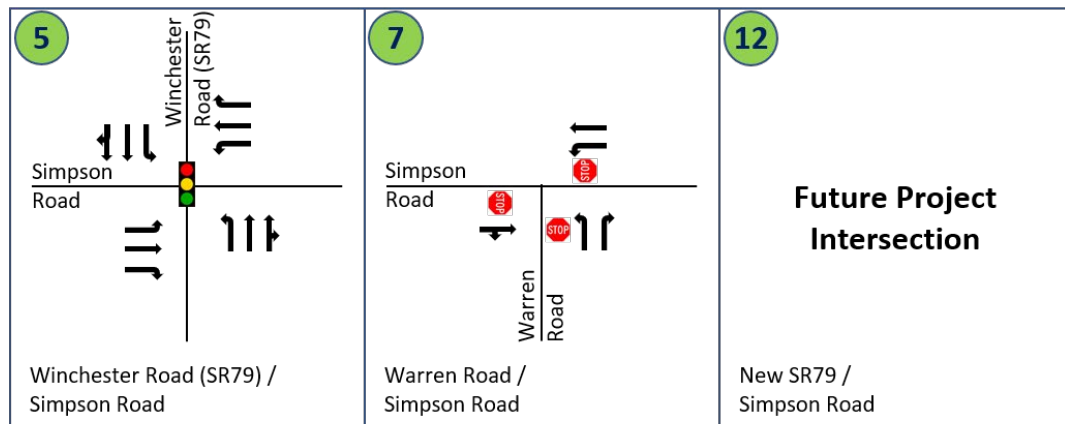
Figure 6-1 Existing (2025) : Simpson Road Study Intersection AM and PM Peak Hour Traffic



Note: Figure shows all intersections and roadway study segments analyzed in the complete SR79 Seg3 traffic study for reference only.

SR79 Segment 3 Project Traffic Study Report: Simpson Road

Figure 6-2 Existing (2025) : Simpson Road Study Intersection Lane Configuration



Note: Figure shows all intersections and roadway study segments analyzed in the complete SR79 Seg3 traffic study for reference only.

SR79 Segment 3 Project Traffic Study Report: Simpson Road

Existing year Simpson Road roadway study segments ADT are tabulated in Table 6-1.

Table 6-1 Existing (2025) : Simpson Road Roadway Study Segment ADT

No.	Roadway Study Segment	Roadway Classification	Number of Lanes	Existing Year ADT
9	Simpson Road (west of Winchester Road (SR79))	Collector	2	8,668
10	Simpson Road (between Winchester Road (SR79) and Warren Road)	Collector	2	7,209
19	New SR79 (between Domenigoni Parkway and Simpson Road)	Future Project Segment		

6.2 Existing (2025) Traffic Patterns

The existing traffic patterns for vehicles traveling through Winchester Road (SR79) (south of Domenigoni Parkway) and Domenigoni Parkway (west of Winchester Road (SR79)) were reviewed. The Streetlight Insight data platform was used to assess existing travel patterns, including O-D data. Figures Figure 6-3 to Figure 6-6 show the AM and PM peak period top vehicle routes for northbound (NB)/ southbound (SB) Winchester Road (SR79) and eastbound (EB)/ westbound (WB) Domenigoni Parkway.

The predominate routes for vehicles traveling along Winchester Road (SR79) (south of Domenigoni Parkway) are via Domenigoni Parkway to and from Sanderson Avenue and State Street. Combined, about 60% of the vehicles travel through these streets to and from the City of Hemet area. A smaller proportion of vehicles use through Winchester Road (SR79) north of Domenigoni Parkway.

Figure 6-3 Streetlight Analysis: Existing Top Routes to SBWinchester Road (SR79) (AM Peak Period)

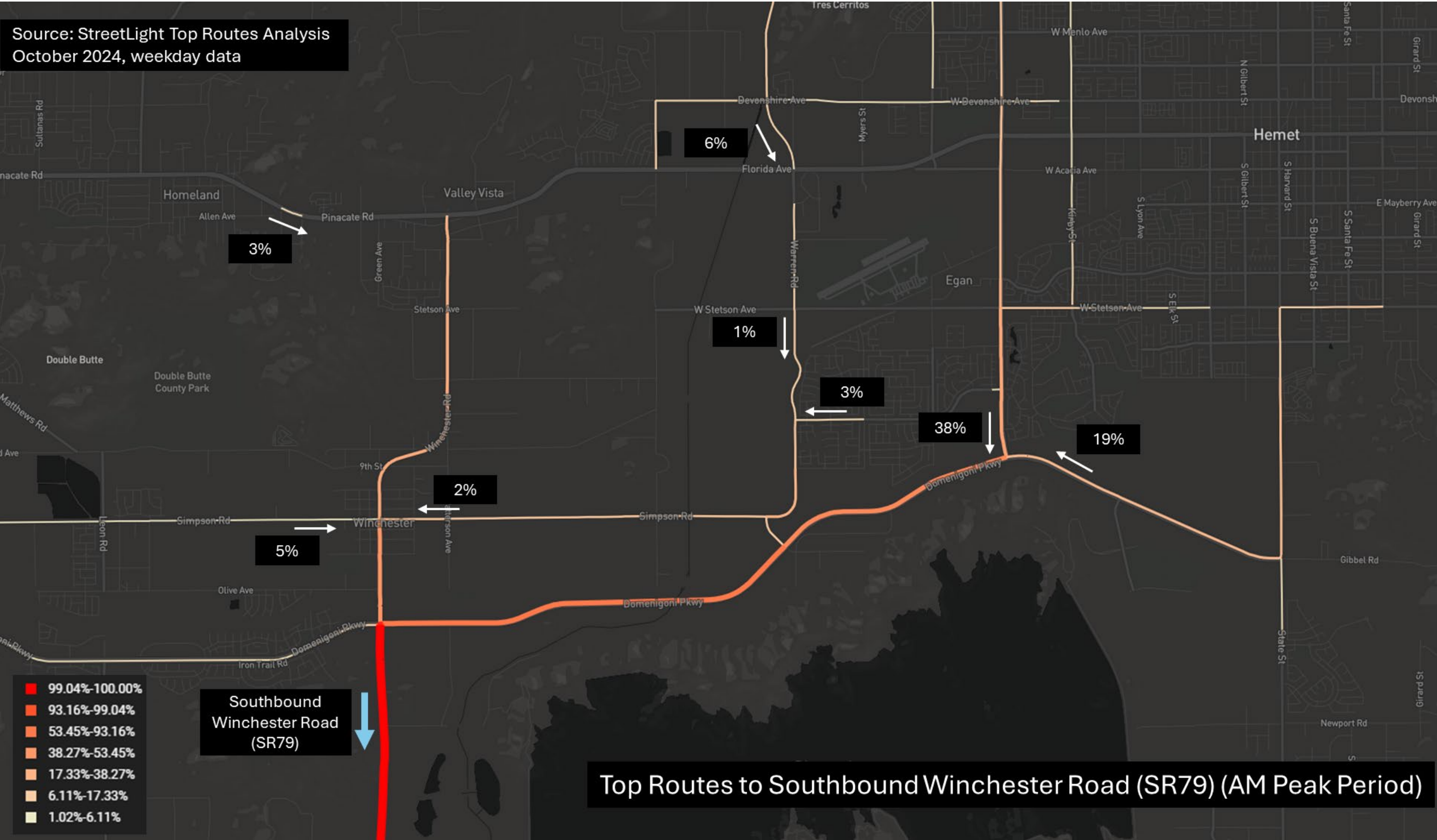


Figure 6-4 Streetlight Analysis: Existing Top Routes from NB Winchester Road (SR79) (PM Peak Period)

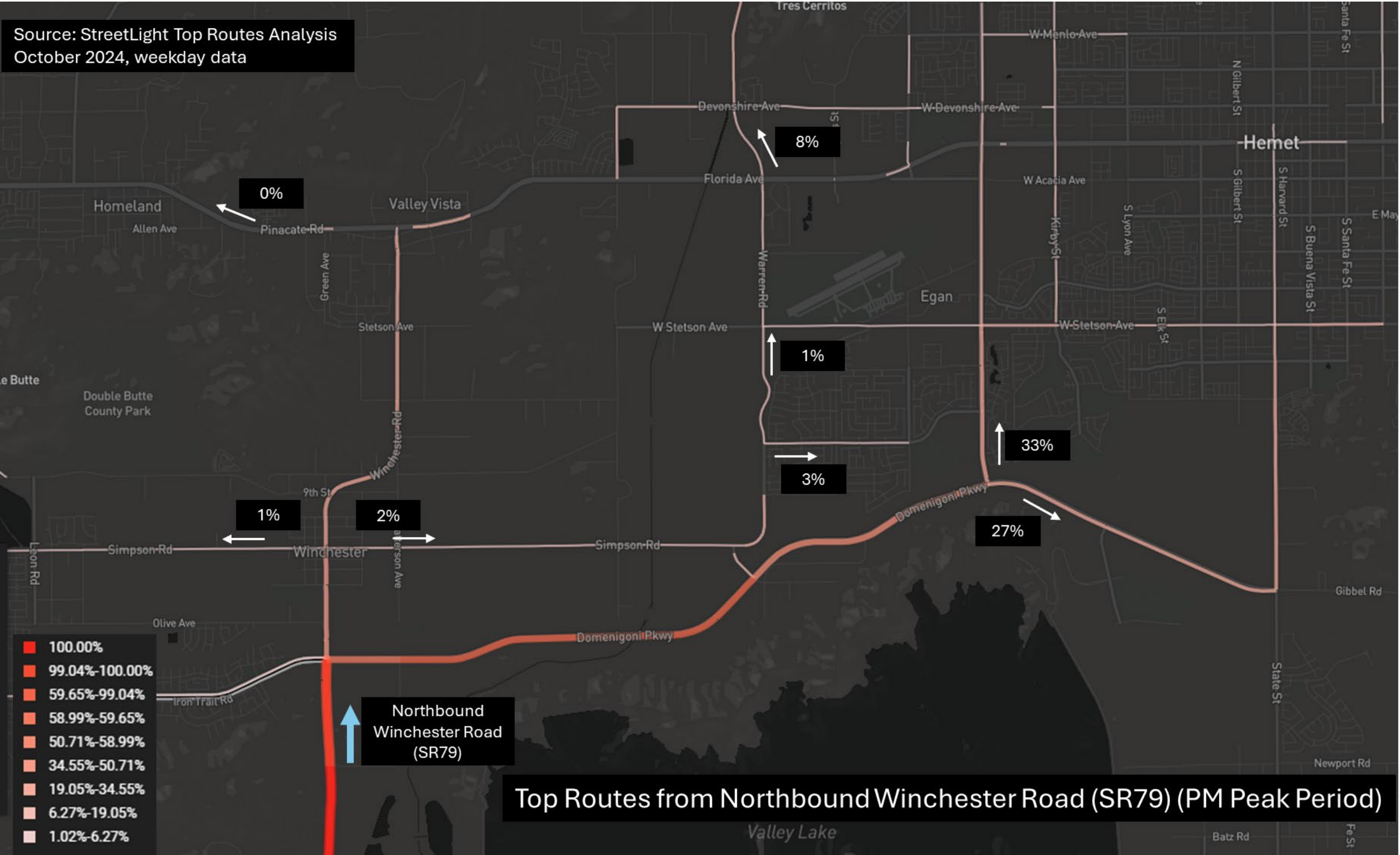


Figure 6-5 Streetlight Analysis: Existing Top Routes from EBDomenigoni Parkway (AM Peak Period)

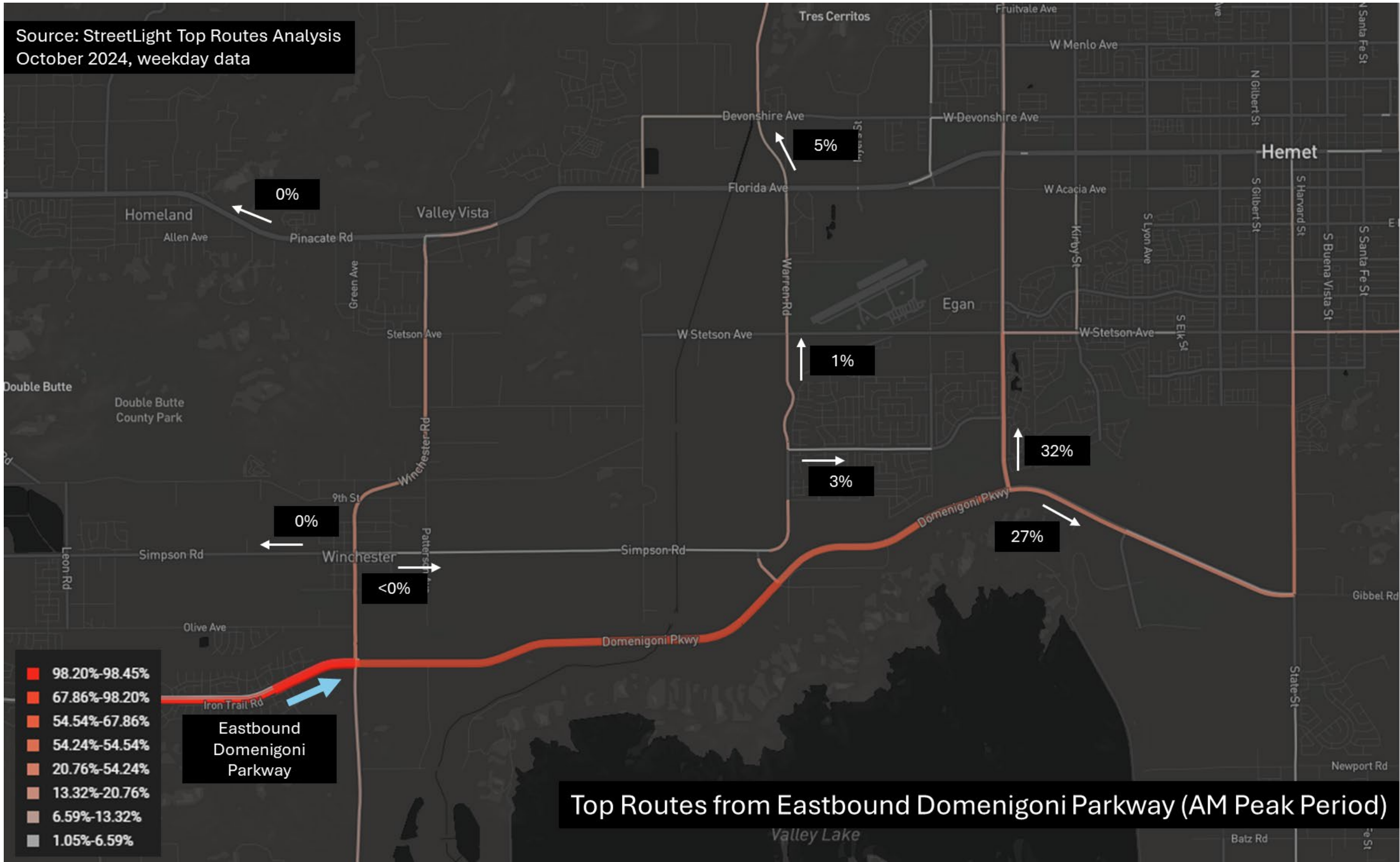


Figure 6-6 Streetlight Analysis: Existing Top Routes to WB Domenigoni Parkway (PM Peak Period)



6.3 Existing (2025) Intersection Level of Service

Existing (2025) AM and PM peak hour Simpson Road study intersections traffic operations conditions are summarized in Table 6-2.

Based on the results of the analysis, all the Simpson Road study intersections operate at LOS D or better during the AM and/or PM peak hours.

Table 6-2 Existing (2025) : Simpson Road Study Intersections Level of Service

No.	Study Intersection	Traffic Control Type	AM Peak Hour		PM Peak Hour	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
5	Winchester Road (SR79) / Simpson Road	Traffic Signal	37	D	31	C
7	Warren Road / Simpson Road	All-Way Stop	18	C	24	C
12	New SR79 / Simpson Road	Future Project Intersection				

6.4 Existing (2025) Study Roadway Segment Evaluation

Existing (2025) Simpson Road ADT traffic operation conditions evaluation results are summarized in Table 6-3.

Based on the results of the evaluation, all the Simpson Road study roadway segments operate at or above the target LOS D.

SR79 Segment 3 Project Traffic Study Report: Simpson Road

Table 6-3 Existing (2025) : Simpson Road Roadway Study Segment Level of Service

No.	Roadway Study Segment	Roadway Classification	Number of Lanes	Level of Service D Target	Existing (2025) ADT	Below Threshold?
9	Simpson Road (west of Winchester Road (SR79))	Collector	2	11,700	8,668	Yes
10	Simpson Road (between Winchester Road (SR79) and Warren Road)	Collector	2	11,700	7,209	Yes
19	New SR79 (between Domenigoni Parkway and Simpson Road)	Future Project Segment				

7. Future Year 2045 No Build

7.1 Future Year 2045 No Build Roadway Network

The Future Year 2045 No Build roadway network was based on the network found in RIVCOM. An adjustment to the RIVCOM files were made that deleted the ultimate SR79 Realignment Project. The scenario assumed no reconfiguration of SR79.

The adjusted RIVCOM files show a similar traffic pattern as existing for vehicles that use Winchester Road (SR79) (south of Domenigoni Parkway). The predominate travel pattern is vehicles traveling between the Hemet area and French Valley/ Murrieta/ Temecula areas. Vehicles travel on Domenigoni Parkway and Winchester Road (SR79) between these areas.

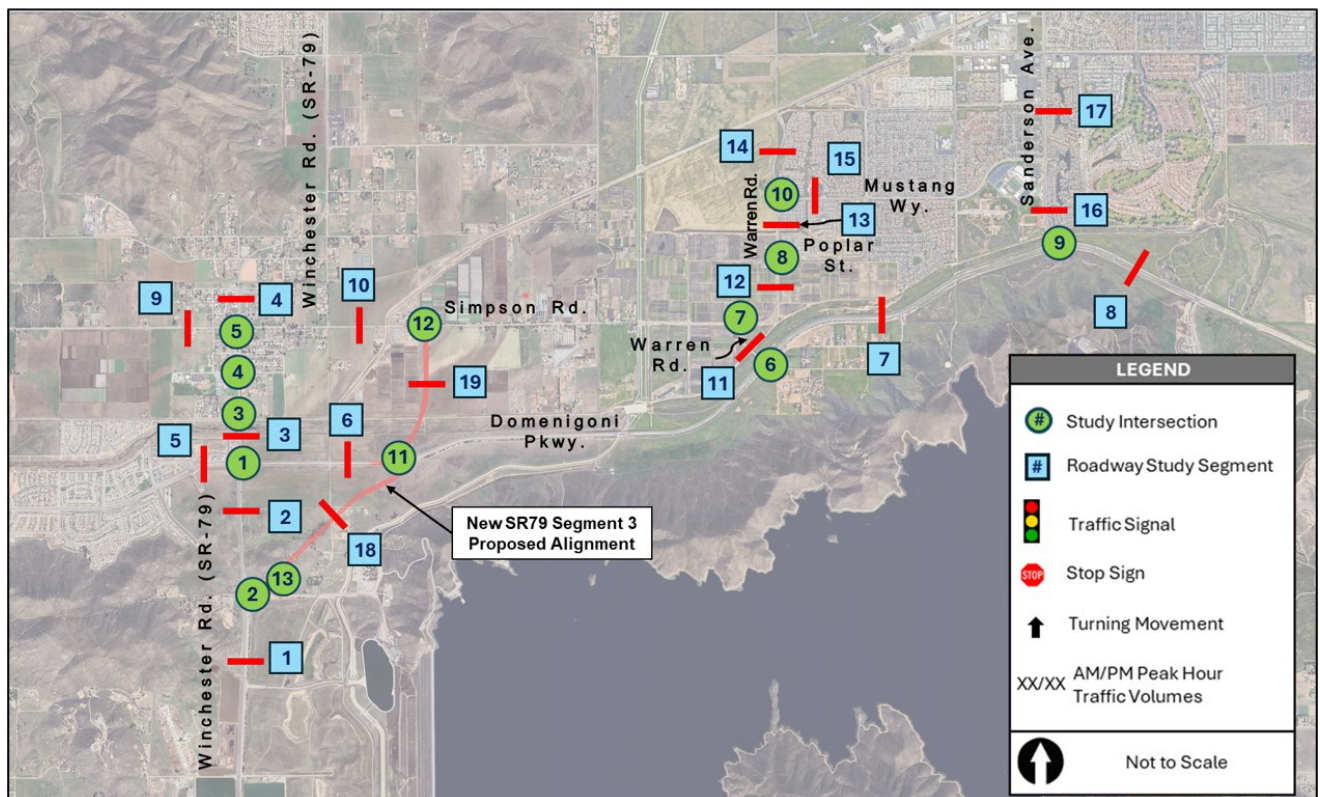
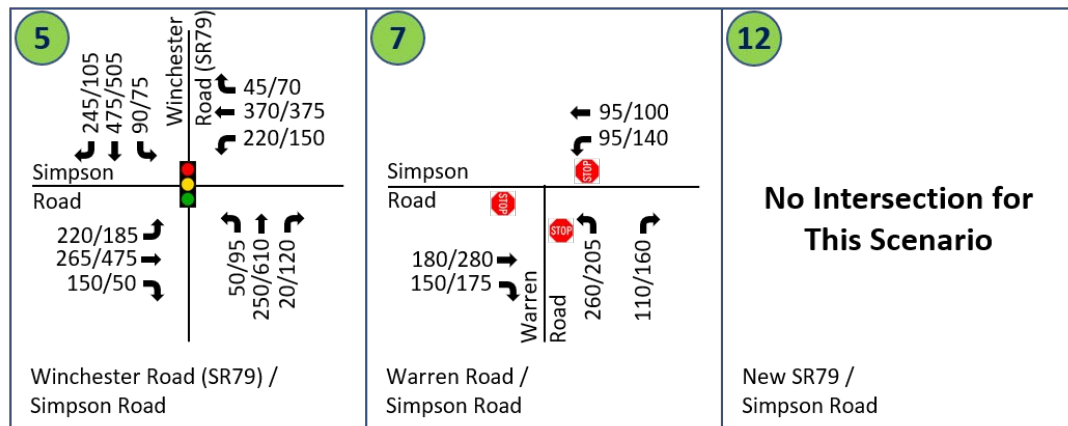
This focus SR79 Seg3 project excerpt report presents only the findings of the traffic operational analysis on Simpson Road.

7.2 Future Year 2045 No Build Traffic Volumes

The Future Year 2045 No Build traffic volumes were obtained from RIVCOM adjusted files discussed in Section 7.1. The AM and PM peak hour Simpson Road traffic volumes are shown on Figure 7-1. The assumed lane configurations are shown on Figure 7-2.

SR79 Segment 3 Project Traffic Study Report: Simpson Road

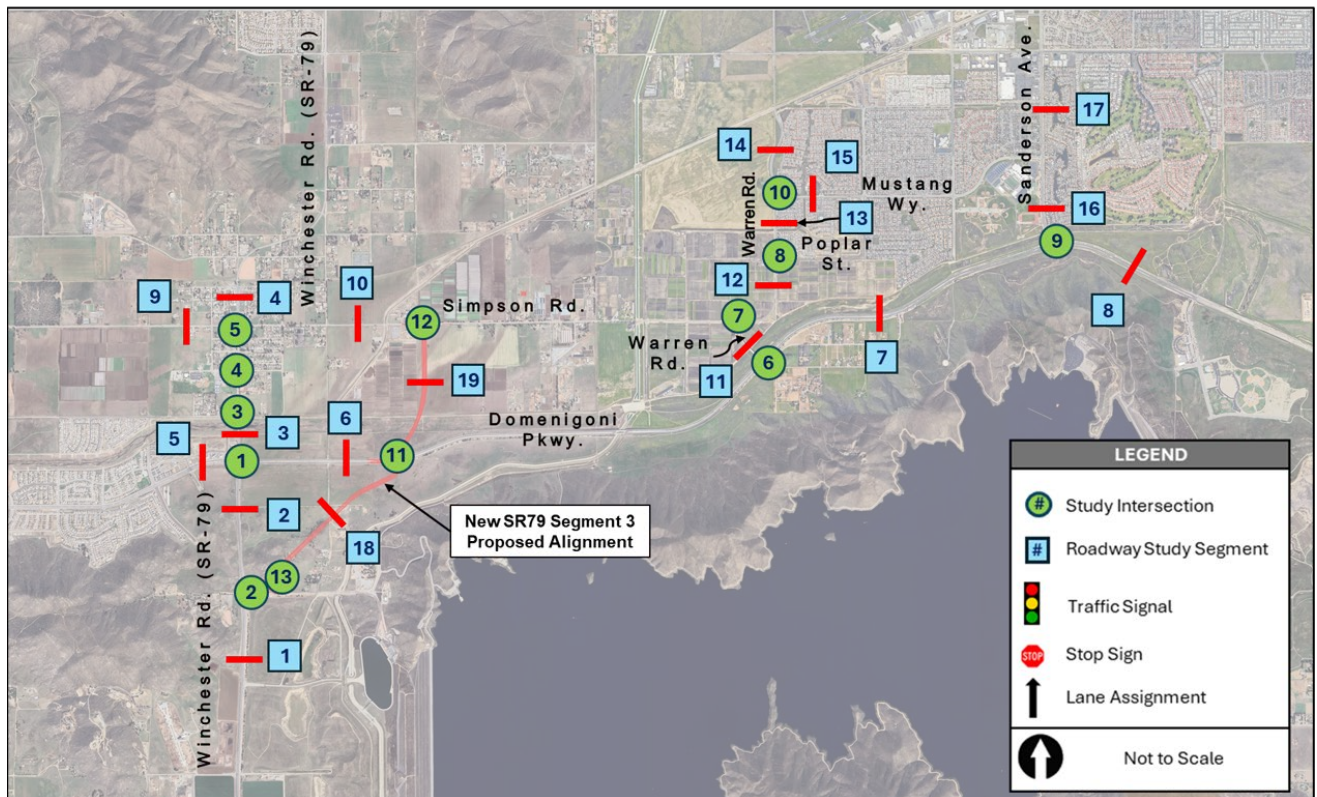
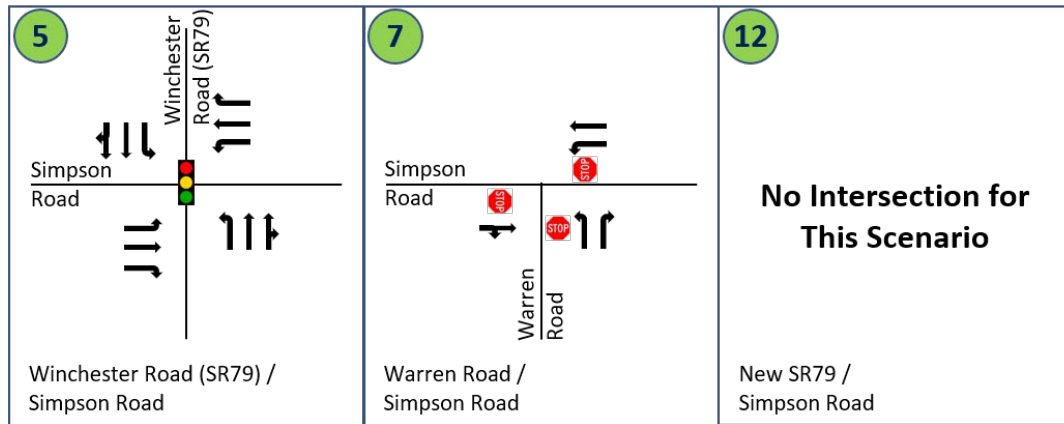
Figure 7-1 Future Year 2045 No Build: Simpson Road Study Intersection AM and PM Peak Hour Traffic Volumes



Note: Figure shows all intersections and roadway study segments analyzed in the complete SR79 Seg3 traffic study for reference only.

SR79 Segment 3 Project Traffic Study Report: Simpson Road

Figure 7-2 Future Year 2045 No Build: Simpson Road Study Intersection Lane Configuration



Note: Figure shows all intersections and roadway study segments analyzed in the complete SR79 Seg3 traffic study for reference only.

7.3 Future Year 2045 No Build Intersection Level of Service

The Future Year 2045 No Build AM and PM peak hour Simpson Road study intersections traffic operation conditions are summarized in Table 7-1.

Based on the results of the analysis, most of the study intersections operate at LOS D or better during the AM and/or PM peak hours, except for:

- No. 5: Winchester Road (SR79) / Simpson Road

Table 7-1 Future Year 2045 No Build: Simpson Road Study Intersections Level of Service

No.	Study Intersection	Traffic Control Type	AM Peak Hour		PM Peak Hour	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
5	Winchester Road (SR79) / Simpson Road	Traffic Signal	63	E	48	D
7	Warren Road / Simpson Road	All-Way Stop	20	C	27	D
12	New SR79 / Simpson Road	No Intersection for This Scenario				

7.4 Future Year 2045 No Build Study Roadway Segment Evaluation

The Future Year 2045 No Build Simpson Road ADT traffic operation conditions evaluation results are summarized in Table 7-2.

Based on the results of the evaluation, all Simpson Road study roadway segments operate worse than the target LOS D.

SR79 Segment 3 Project Traffic Study Report: Simpson Road

Table 7-2 Future Year 2045 No Build: Simpson Road Roadway Study Segment Level of Service

No.	Roadway Study Segment	Roadway Classification	Number of Lanes	Level of Service D Target	Future Year 2045 No Build ADT	Below Threshold?
9	Simpson Road (west of Winchester Road (SR79))	Collector	2	11,700	12,123	No
10	Simpson Road (between Winchester Road (SR79) and Warren Road)	Collector	2	11,700	12,227	No
19	New SR79 (between Domenigoni Parkway and Simpson Road)	No Segment for This Scenario				

8. Future Year 2045 Build

8.1 Future Year 2045 Build Roadway Network

The Future Year 2045 Build roadway network was based on the network found in RIVCOM with the SR79 Seg3 project included. An adjustment to the RIVCOM files was made that deleted the ultimate SR79 Realignment Project but added the SR79 Segment 3 (Newport Road to Simpson Road) and future SR79 Segment 2 (between Simpson Road and Florida Avenue). It was assumed by 2045 Segment 2 would be constructed by another project.

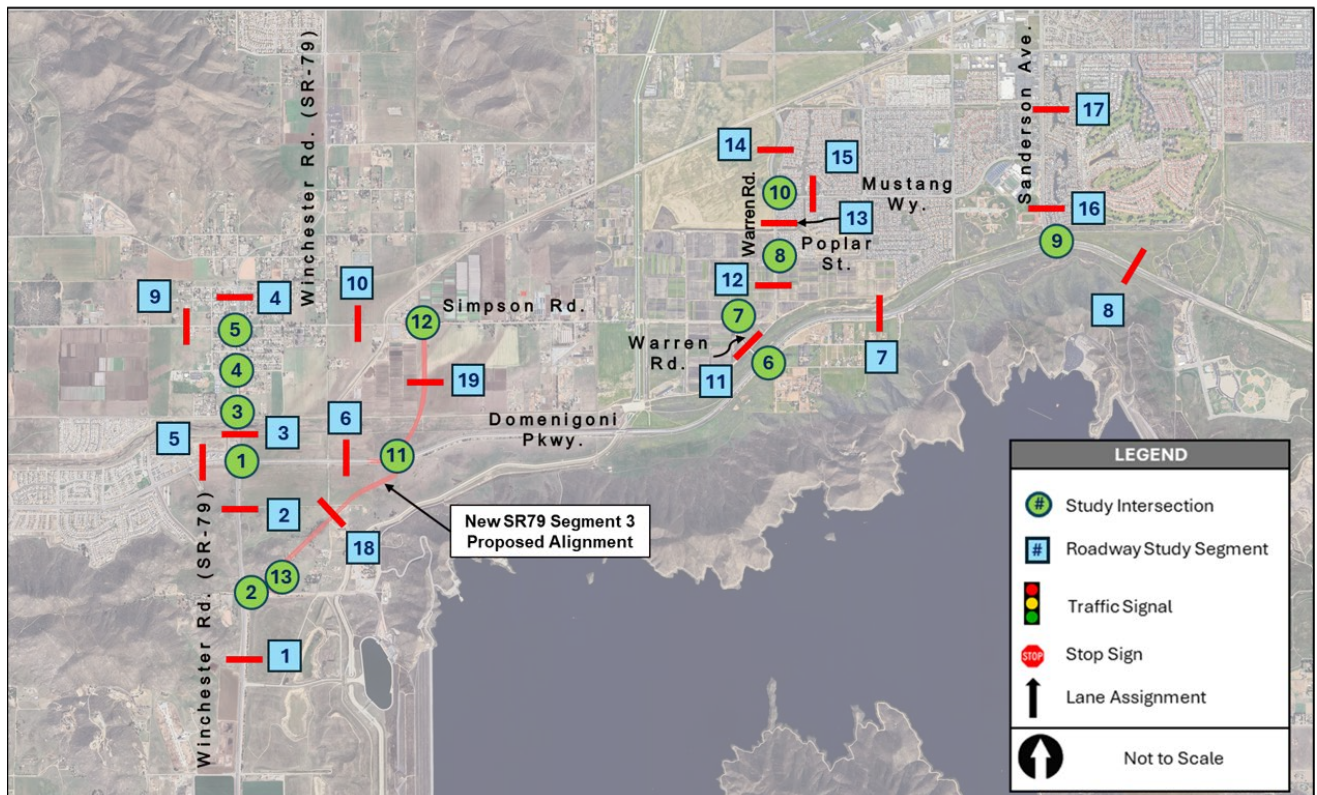
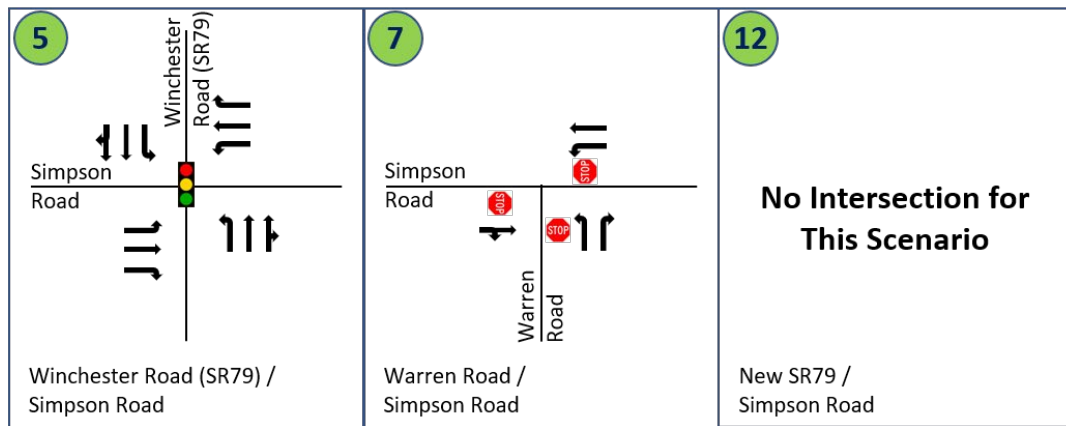
The adjusted RIVCOM files show a similar traffic pattern as existing and no build for vehicles that use Winchester Road (SR79) (south of Domenigoni Parkway). The predominate travel pattern is vehicles traveling between the Hemet area and French Valley/Murrieta/Temecula areas. Vehicles travel on Domenigoni Parkway and Winchester Road (SR79) between these areas.

8.2 Future Year 2045 Build Traffic Volumes

The Future Year 2045 Build traffic volumes were obtained from RIVCOM adjusted files discussed in Section 8.1. The AM and PM peak hour Simpson Road traffic volumes are shown on Figure 8-1. The assumed lane configuration is shown on Figure 8-2.

SR79 Segment 3 Project Traffic Study Report: Simpson Road

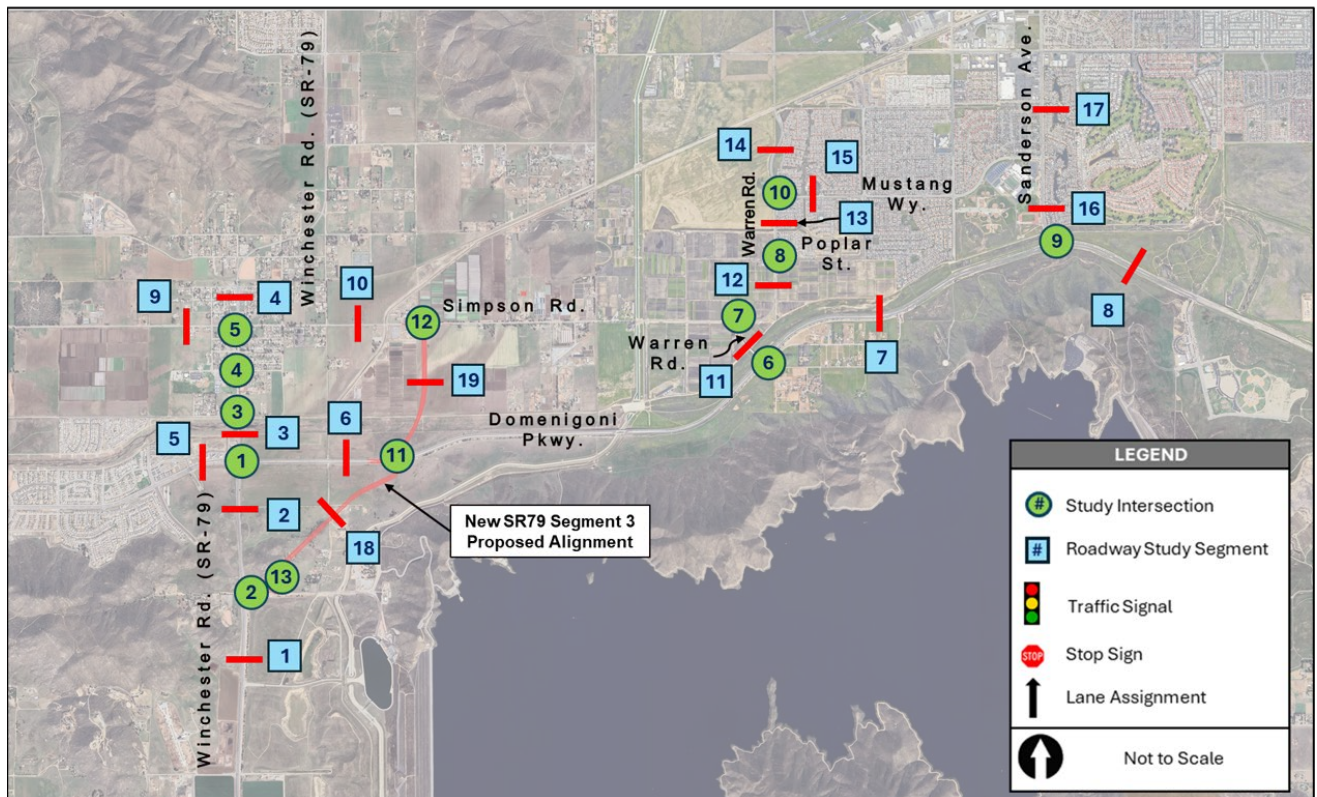
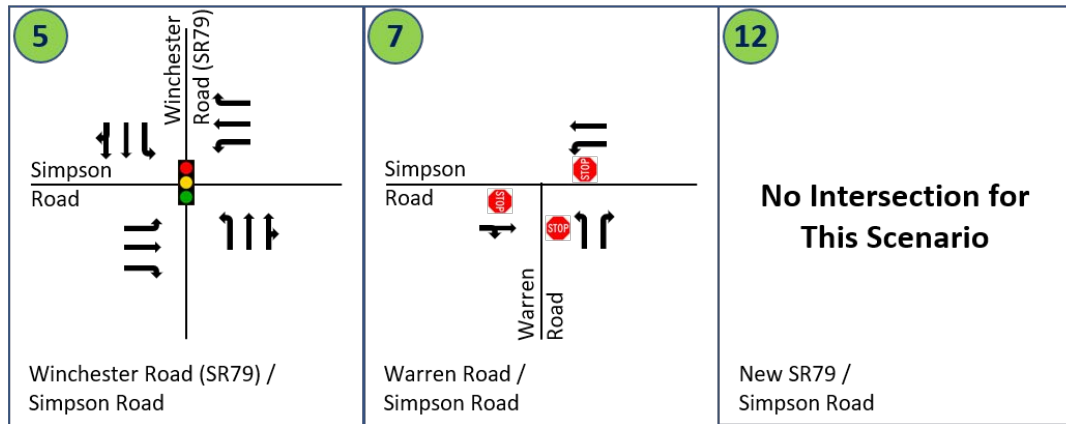
Figure 8-1 Future Year 2045 Build: Simpson Road Study Intersection AM and PM Peak Hour Traffic Volumes



Note: Figure shows all intersections and roadway study segments analyzed in the complete SR79 Seg3 traffic study for reference only.

SR79 Segment 3 Project Traffic Study Report: Simpson Road

Figure 8-2 Future Year 2045 Build: Simpson Road Study Intersection Lane Configuration



Note: Figure shows all intersections and roadway study segments analyzed in the complete SR79 Seg3 traffic study for reference only.

8.3 Future Year 2045 Build Study Intersection Level of Service

The Future Year 2045 Build AM and PM peak hour Simpson Road study intersections traffic operation conditions are summarized in Table 8-1.

Based on the results of the analysis, most of the study intersections operate at LOS D or better during the AM and/or PM peak hours, except for:

- No. 5: Winchester Road (SR79) / Simpson Road
 - Forecasted deficiency regardless of New SR79 Seg3.

8.3.1 Future Year 2045 Build : New SR79/ Simpson Road

The New SR79/ Simpson Road intersection will operate at LOS D. Simpson Road is assumed to have one through lane and a left-turn pocket for EB and WB traffic.

SR79 Segment 3 Project Traffic Study Report: Simpson Road

Table 8-1 Future Year 2045 Build: Simpson Road Study Intersections Level of Service

No.	Study Intersection	Traffic Control Type	Existing (2025)				2045 No Build				2045 Build:			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
12	New SR79 / Simpson Road	Traffic Signal									37	D	45	D
5	Winchester Road (SR79) / Simpson Road	Traffic Signal	37	D	31	C	63	E	48	D	67	E	44	D
7	Warren Road / Simpson Road	All-Way Stop	18	C	24	C	20	C	27	D	21	C	24	C

8.4 Future Year 2045 Build Study Roadway Segment Evaluation

The Future Year 2045 Build Simpson Road ADT traffic operation conditions evaluation results are summarized in Table 8-2.

Based on the results of the evaluation, many of the study roadway segments operate at or better than the target LOS D, except for:

- No. 9: Simpson Road (west of Winchester Road (SR79))

SR79 Segment 3 Project Traffic Study Report: Simpson Road

Table 8-2 Future Year 2045 Build: Simpson Road Roadway Study Segment Level of Service

No.	Roadway Study Segment	Roadway Classification	Number of Lanes	Level of Service D Target	Future Year 2045 No Build ADT	Future Year 2045 Build ADT	Below Threshold?
9	Simpson Road (west of Winchester Road (SR79))	Collector	2	11,700	12,123	11,968	No
10	Simpson Road (between Winchester Road (SR79) and Warren Road)	Collector	2	11,700	12,227	9,603	Yes
19	New SR79 (between Domenigoni Parkway and Simpson Road)	Expressway	4	36,800		13,766	Yes

8.5 Future Year 2045 Vehicle Queue Evaluation

The 95th percentile vehicle queue analysis evaluated the forecasted vehicle queues at the Simpson Road project intersection. Table 8-3 is a summary of the projected vehicle queues. The information will be used in the roadway design.

Table 8-3 Future Year 2045 Build: Simpson Road Project Intersection 95th Percentile Queues

No.	Study Intersection	Scenarios	NBL		NBT		NBR		SBL		SBT		SBR		EBL		EBT		EBR		WBL		WBT		WBR	
			Peak Hour (veh/ln)		Peak Hour (veh/ln)		Peak Hour (veh/ln)		Peak Hour (veh/ln)		Peak Hour (veh/ln)		Peak Hour (veh/ln)		Peak Hour (veh/ln)		Peak Hour (veh/ln)		Peak Hour (veh/ln)		Peak Hour (veh/ln)		Peak Hour (veh/ln)		Peak Hour (veh/ln)	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12	New SR79/ Simpson Road	Existing (2025)																								
		Future Year 2045 No Build																								
		Future Year 2045 Build	5.3	3.6	7.2	8.1	6.1	4.1	4.3	3.8	6.6	11.0	2.6	3.0	4.1	3.9	0.0	0.0	12.1	15.6	13.0	13.7	0.0	0.0	10.3	10.3

9. Local Street Traffic Operational Improvements

The traffic analysis in this report identified forecasted traffic deficiencies during the year 2045. The deficiencies range from existing intersections to existing roadways not operating at a targeted LOS D or better.

The following existing roadway segments are recommended to be upgraded, by adding an additional lane in each direction. All of these roadway segments are identified in the County of Riverside General Plan with an additional lane in each direction in the future.

- No. 9: Simpson Road (west of Winchester Road (SR79) to Leon Road)
- No. 10: Simpson Road (between Winchester Road (SR79) and Warren Road)

10. Conclusion

The predominate travel pattern for Existing, 2045 No Build, and 2045 Build is vehicles traveling between the Hemet area and French Valley/Murrieta/Temecula areas. Vehicles travel on Domenigoni Parkway and Winchester Road (SR79) between these areas.

Under existing conditions, the Winchester Road (SR79) NB right onto EB Domenigoni Parkway, and the Domenigoni Parkway WB left onto SB Winchester Road (SR79) traffic volumes are elevated. These turning traffic volumes further escalate in the year 2045. The 2045 Build traffic analysis captures the shift of this traffic demand onto the New SR79 with similar traffic patterns occurring at Domenigoni Parkway.

The traffic analysis findings indicate that the SR79 Seg3 project is needed to accommodate the forecasted traffic volume increases in the area, especially for vehicles traveling between Hemet and French Valley/Murrieta/Temecula.

In general, traffic operations should be continuously monitored after SR79 Seg3 is built to identify traffic operation deficiencies and to develop traffic improvements to address the deficiencies. The area is currently under active land development which will dynamically change traffic patterns in the upcoming years.

AGENDA ITEM 6I

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 9, 2026
TO:	Riverside County Transportation Commission
FROM:	Western Riverside County Programs and Projects Committee David Lewis, Capital Projects Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Partner Agency Project Implementation Policy

WESTERN RIVERSIDE COUNTY PROGRAMS AND PROJECTS COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Adopt Resolution No. 26-019 the Partner Agency Project Implementation Policy; and
- 2) Authorize staff to implement the Policy for future partner agency requests for RCTC project delivery services.

BACKGROUND INFORMATION:

RCTC's mission to improve mobility for the people of Riverside County. To achieve this, RCTC provides support to many transportation projects throughout the county that are led by agencies other than RCTC, such as cities, the County of Riverside, and transit operators. RCTC's involvement in non-RCTC projects can range from simply programming the project in regional plans so they are eligible for funding, to technical assistance on regulatory or engineering challenges, to funding strategy, all the way to taking over project delivery at the sponsor's request. The Commission employs a lean, effective, motivated staff with deep expertise in engineering, environmental and regulatory permitting, finance, relationships with state and federal agencies, and policy. RCTC is driven to assist our partners to deliver successful projects that improve mobility and seeks to help wherever possible.

Partner agencies periodically request the highest level of support from RCTC: taking over as lead on project delivery. These requests are typically driven by the increasing complexity of project delivery requirements, particularly for projects involving state and federal funding, Caltrans oversight, railroads, utilities, and extensive environmental and Right of Way coordination.

The Commission has successfully assisted partner agencies in delivering complex transportation projects throughout Riverside County. As transportation projects become increasingly complex and funding requirements more stringent, staff believes it is appropriate to formalize the process used to evaluate and administer future requests for project delivery assistance.

Historically, RCTC has become the lead agency for locally sponsored projects on a case-by-case basis. For each project, the Commission and the Partner Agency enter into a cooperative agreement that defines each party's roles and responsibilities. These cooperative agreements are largely consistent with one another. Key features of cooperative agreements between the Commission and Partner Agencies include:

- Project scope and delivery responsibilities
- Roles and responsibilities of RCTC and the Partner Agency
- Funding sources, financial reimbursement, and cost responsibilities
- Schedule assumptions and key milestones
- Total Installed Cost development and cost recovery provisions
- Compliance, reporting, and coordination requirements
- Risk allocation and amendment provisions

While the case-by-case approach to deciding whether the Commission should assume project delivery responsibilities on behalf of a Partner Agency has worked well and provides maximum flexibility, staff anticipate requests from cities, transit agencies, and others may increase in the coming years. In anticipation of further requests for assistance, staff sees a need for Commission-adopted consistent, transparent, and defensible framework to evaluate when RCTC should assume project delivery responsibilities, define roles, and ensure that regional priorities—particularly Measure A commitments and requirements—are supported and are not adversely impacted.

On January 30, 2026, the Commission received a workshop presentation on a draft Partner Agency Project Implementation Procedure and provided direction to staff to finalize the document and return with a formal Policy for Commission consideration. Since that workshop, staff have incorporated Commission feedback and worked with legal counsel to prepare the attached Partner Agency Project Implementation Policy and Resolution for adoption.

The proposed Policy formalizes a practice that the Commission has successfully performed for many years while establishing transparent criteria to ensure that partner agency requests are evaluated consistently and do not adversely affect regional transportation priorities or existing Commission commitments.

DISCUSSION:

Partner Agency Project Implementation Policy and Administrative Procedure

To support understanding of the proposed Procedure, a flow chart is included as an attachment to this staff report. The flow chart visually summarizes the key decision points, approvals, and steps outlined in the Partner Agency Project Implementation Procedure, from initial Partner Agency request through Commission approval and project delivery.

The proposed Policy establishes the Commission's framework and guiding principles for evaluating requests from partner agencies seeking project delivery assistance from RCTC. The accompanying Procedure provides the administrative process staff will follow to evaluate requests, establish project controls, develop agreements, and administer approved projects.

The procedure is intended to:

- Provide consistency and transparency in how agency requests are evaluated;
- Clearly define RCTC and Partner Agency roles and responsibilities;
- Ensure compliance with federal, state, and Caltrans requirements;
- Protect RCTC staffing capacity and Measure A program delivery commitments by ensuring partner agency projects do not affect delivery of Commission priorities; and
- Establish a clear cost recovery and reimbursement framework.

The procedure begins with a comprehensive project assessment to determine whether RCTC is the appropriate agency to assume responsibility. Key evaluation criteria include project scope and complexity, schedule and funding deadlines, stakeholder involvement, environmental and right of way status, consultant contracts, project risks, and staff workload impacts. The assessment specifically considers whether sufficient staff resources are available and whether the proposed project can be delivered without affecting existing Commission programs and commitments.

An internal partner agency project handover checklist and executive summary recommendation are prepared to document findings, risks, and the recommended RCTC role. Projects that advance beyond this step require management and executive approval prior to proceeding. This review ensures that only projects that align with Commission priorities and available staff capacity are recommended for consideration.

Administrative and financial setup tasks, including project number assignment and reimbursement tracking, are completed prior to staff charging time to the project.

Cooperative Agreements and Cost Development

If RCTC proceeds with project administration, the procedure outlines a standardized approach for developing cooperative agreements with the requesting agency. These agreements define scope, roles, cost responsibilities, schedules, reporting requirements, and communication protocols.

The procedure also requires development of a comprehensive Total Installed Cost (TIC), including:

- Consultant cost estimates validated through independent cost estimates;
- RCTC staff time based on scope, schedule, and complexity;

- Right of Way and utility costs;
- Legal, program management, and quality assurance/quality control (QA/QC) support costs; and
- Indirect cost recovery through an established administration fee.

All costs are documented and presented to the Commission as part of the approval process. Each project will be presented separately for Commission consideration together with the proposed cooperative agreement and reimbursement provisions. All project costs are reimbursed by the Partner Agency in accordance with the terms of the cooperative agreement, and RCTC does not assume responsibility for any additional project-related costs.

Project Delivery After Agreement Execution

Once agreements are executed, RCTC manages project delivery consistent with Caltrans, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Federal Railroad Administration (FRA) requirements. The procedure outlines RCTC responsibilities across all phases, including:

- Project Initiation Documents;
- Environmental and project approval phases;
- Plans, Specifications, and Estimates;
- Right of Way acquisition and utility coordination;
- Stakeholder and railroad agreements; and
- Construction management using the Advertise-Award-Administer (AAA) model.

The procedure reflects RCTC's recent experience delivering locally sponsored projects throughout the county.

FISCAL IMPACT:

Adoption of the Partner Agency Project Implementation Policy has no direct fiscal impact.

Future partner agency projects administered pursuant to this Policy will be presented to the Commission on a project-by-project basis and will include a cooperative agreement and TIC estimate identifying all reimbursable costs. The Policy is intended to ensure that partner agency projects remain cost neutral to the Commission through full reimbursement of eligible Commission costs. Commission consideration of future projects will occur independently of this policy adoption and will include project-specific financial information and reimbursement provisions.

Attachments:

- 1) Resolution No. 26-019
- 2) Partner Agency Project Implementation Policy
- 3) Partner Agency Project Implementation Flowchart
- 4) Partner Agency Project Handover Checklist

*Approved by the Western Riverside County Programs and Projects Committee on
August 24, 2026*

In Favor: 8 Abstain: 0 No: 0

RESOLUTION NO. 26-019**A RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION
COMMISSION ADOPTING THE
PARTNER AGENCY PROJECT IMPLEMENTATION POLICY**

WHEREAS, the Commission routinely supports transportation projects led by Commission member cities, the County of Riverside, transit operators, railroad agencies, and other partner agencies throughout the region (collectively, “partner agencies”); and

WHEREAS, partner agencies periodically request the highest level of support from the Commission for the assumption of project delivery responsibilities; and

WHEREAS, historically, the Commission has evaluated requests to assume project delivery responsibilities on a project-by-project basis without a policy in place to help guide the Commission’s decision making; and

WHEREAS, the Commission desires to adopt a policy that establishes a transparent and consistent process for evaluating whether the Commission should support, administer, or assume delivery responsibilities for a project sponsored or initiated by a partner agency.

NOW, THEREFORE, be it resolved by the Riverside County Transportation Commission as follows:

SECTION 1. The above recitals are incorporated into this section by reference, as though fully set forth herein.

SECTION 2. In addition to the general purposes identified in the above recitals, the Commission desires to adopt the attached Partner Agency Project Implementation Policy to achieve the following objectives: (1) establish a consistent and transparent framework for evaluating requests for Commission project delivery assistance; (2) define responsibilities; (3) establish cost recovery mechanisms; (4) protect Measure A commitments; and (5) ensure that regional transportation priorities are not adversely impacted by the assumption of additional project responsibilities.

SECTION 3. The Riverside County Transportation Commission hereby adopts the Partner Agency Project Implementation Policy attached hereto as Exhibit “A” and incorporated herein.

SECTION 4. This Resolution shall become effective upon its adoption.

**SIGNATURE PAGE
TO
RESOLUTION NO. 26-019**

**A RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION
COMMISSION ADOPTING THE
PARTNER AGENCY PROJECT IMPLEMENTATION POLICY**

Chair
Riverside County Transportation
Commission

ATTEST:

Lisa Mobley
Clerk of the Board

EXHIBIT “A”

PARTNER AGENCY PROJECT IMPLEMENTATION POLICY

[attached behind this page]



Partner Agency Project Implementation Policy

July 2026

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1. Background

The Riverside County Transportation Commission (RCTC or Commission) is responsible for advancing regional transportation priorities and delivering transportation improvements that support mobility, safety, economic vitality, and congestion relief throughout Riverside County.

RCTC's mission to improve mobility for the people of Riverside County extends beyond projects sponsored directly by the Commission. RCTC routinely supports transportation projects led by RCTC member cities, the County of Riverside, transit operators, railroad agencies, and other partner agencies throughout the region (collectively, "partner agencies"). RCTC's involvement in partner agency projects can range from programming projects in regional transportation plans to providing technical assistance, funding strategy support, regulatory coordination, and project delivery expertise. In certain circumstances, RCTC may assume responsibility for administering or delivering a project on behalf of a partner agency.

The Commission employs an effective, and highly experienced staff with expertise in transportation planning, engineering, environmental compliance, right of way, utility coordination, railroad coordination, funding administration, finance, procurement, public outreach, and state and federal regulatory compliance. RCTC is committed to helping partner agencies successfully deliver transportation improvements that provide regional mobility benefits and advance shared transportation goals.

Partner agencies periodically request the highest level of support from RCTC for the assumption of project delivery responsibilities. These requests are typically driven by increasingly complex project delivery requirements, particularly for projects involving state and federal funding, Caltrans oversight, railroad coordination, utility relocations, environmental approvals, and right of way acquisition activities.

Historically, RCTC has evaluated requests to assume project delivery responsibilities on a project-by-project basis, without a policy in place to help guide RCTC's decision making. When approved, RCTC and the partner agency enter into a cooperative agreement for the project that defines each agency's roles, responsibilities, funding commitments, cost recovery provisions, schedule expectations, and project delivery requirements.

While this approach has provided flexibility and successfully supported numerous transportation projects throughout Riverside County, staff anticipate that requests for assistance may increase in the future. RCTC's demonstrated success delivering complex transportation projects has resulted in growing interest from local agencies seeking implementation support.

Accordingly, this policy establishes a consistent and transparent framework for evaluating requests for RCTC project delivery assistance, defines responsibilities, establishes cost recovery mechanisms, protects Measure A commitments, and ensures that regional transportation priorities are not adversely impacted by the assumption of additional project responsibilities.

2. Purpose and Need

Partner agencies may request RCTC assistance when a transportation project requires specialized delivery expertise, accelerated coordination, or additional administrative capacity. These requests may arise due to funding deadlines, project complexity, regulatory requirements, political sensitivity, or other delivery challenges.

The purpose of this policy is to establish a transparent and consistent process for evaluating whether RCTC should support, administer, or assume delivery responsibilities for a project sponsored or initiated by a partner agency. This process is intended to ensure that RCTC evaluates each request based on project need, regional benefit, delivery risk, funding requirements, staff capacity, and potential impacts to existing RCTC commitments.

Reasons a partner agency may request RCTC assistance include, but are not limited to:

- Imminent state or federal funding deadlines.
- Complex federal, state, Caltrans, or grant compliance requirements.
- Political visibility or sensitivity requiring regional coordination.
- Schedule delays resulting from project complexity, staffing gaps, right of way challenges, utility conflicts, railroad coordination, or regulatory approvals.
- Need for specialized expertise in project delivery, procurement, environmental approvals, funding compliance, or stakeholder coordination.

RCTC has demonstrated experience delivering complex multimodal transportation projects, including federally funded and Caltrans-administered projects. RCTC staff and supporting consultants have expertise in federal funding compliance, Caltrans project development procedures, environmental approvals, railroad negotiations, utility coordination, right of way delivery, public outreach, and partner agency stakeholder coordination.

This policy is also intended to protect RCTC's existing Measure A and regional project delivery commitments by ensuring that any request for RCTC assistance is reviewed for staff capacity, cost recovery, schedule risk, and potential impacts to existing priorities.

3. Applicability

This policy applies to partner agencies requesting RCTC assistance with the implementation or delivery of a transportation project.

RCTC assistance may include, but is not limited to:

- Project administration or project management support.
- Assumption of implementing agency responsibilities for one or more project phases.
- Development or administration of cooperative agreements.
- Consultant procurement and contract administration.

- Environmental, design, right of way, utility, railroad, or construction coordination.
- Construction management, bid and award administration, and project closeout.

RCTC's role shall be determined on a project-specific basis and documented through an approved cooperative agreement or other applicable agreement.

4. Project Assumption Determination Process

Before RCTC agrees to administer or assume delivery responsibilities for a partner agency project, staff shall complete a project assessment to determine whether RCTC involvement is appropriate and feasible.

The assessment shall evaluate whether RCTC is the appropriate agency to assume project delivery responsibilities based on the following factors:

4.1 Project Scope and Complexity

Staff shall review the project scope, current phase, technical complexity, delivery requirements, and project status. This review shall identify whether the project requires specialized expertise, interagency coordination, or delivery oversight beyond the requesting agency's current capacity.

4.2 Schedule, Budget, and Funding Sources

Staff shall evaluate the budget, project schedule, current milestones, funding deadlines, regulatory deadlines, and any commitments associated with grant funds, local match, reimbursement requirements, and any restrictions that could affect project delivery.

4.3 Stakeholder and Agency Coordination

Staff shall identify key stakeholders and coordination requirements, including Caltrans, FHWA, FTA, FRA, railroads, utility owners, local agencies, elected officials, community groups, and regional partners.

4.4 Project Risk Assessment

Staff shall evaluate project risks, including environmental risks, right of way risks, utility conflicts, railroad coordination risks, political risks, funding risks, schedule risks, procurement risks, and construction risks.

4.5 Consultant Contracts and Procurement Needs

Staff shall review existing partner agency consultant contracts, procurement history, scope and fee status, contract transferability, procurement requirements, and whether additional RCTC procurement or consultant support will be required.

4.6 Environmental Status

Staff shall evaluate the environmental phase and document status, including whether the project requires or has completed a Categorical Exemption, Initial Study/Environmental Assessment, Environmental Impact Report, Environmental Impact Statement, or other CEQA/NEPA approval. Staff shall also review pending technical studies and agency approvals.

4.7 Design and Right of Way Status

Staff shall review the level of design completion, right of way needs, right of way certification status, utility relocation needs, design exceptions, Caltrans approvals, railroad approvals, and other technical requirements that may affect delivery.

4.8 Public Involvement and Communications

Staff shall evaluate whether the project requires a public outreach strategy, community engagement, elected official coordination, media support, public meeting support, or other communications resources.

4.9 Staff Workload and Resource Evaluation

Prior to recommending that RCTC assume responsibility for a partner agency project, staff shall evaluate internal workload and resource availability. This evaluation shall include review of existing staff assignments, project delivery schedules, Commission priorities, consultant availability, and potential conflicts with existing responsibilities.

Staff shall identify whether additional consultant support, legal support, program management support, public outreach support, finance support, procurement support, or administrative support will be required. If additional support is required, staff shall identify the anticipated cost, procurement approach, and funding source.

RCTC shall not assume additional responsibilities unless adequate staffing, consultant support, and cost recovery mechanisms have been identified.

4.10 Measure A and Regional Program Impact Assessment

Staff shall evaluate whether supporting the requested project could affect delivery of existing Measure A projects, regional transportation commitments, or Commission-approved priorities. This evaluation shall consider whether the requested project would create staff capacity conflicts, shift resources away from higher-priority commitments, affect project schedules, or introduce financial or administrative risks to RCTC.

Where potential impacts are identified, staff shall document the impacts and identify proposed mitigation measures, including consultant support, reimbursement provisions, staffing adjustments, or limitations on RCTC's role.

5. Partner Agency Handover Checklist and Recommendation

For projects recommended for RCTC assistance or assumption of project delivery obligations, staff shall complete an internal Partner Agency Project Handover Checklist. The checklist shall document the project status, funding, scope, schedule, risks, contracts, approvals, staffing needs, and recommended RCTC role.

Staff shall prepare an executive summary recommendation for review by RCTC management and the executive team. The recommendation shall include:

- Project background and current status.

- Requested RCTC role.
- Project delivery risks and constraints.
- Funding sources and cost recovery approach.
- Staffing and consultant support needs.
- Impacts to existing RCTC priorities, if any.
- Recommended next steps.

Management approval shall be required before staff proceeds with administrative setup, agreement development, or Commission approval actions.

6. Administrative Setup

Following management authorization to proceed, staff shall complete the required administrative setup to allow RCTC staff and consultants to charge eligible project costs. This may include preparation of a project number worksheet, internal budget setup, funding account setup, contract task order setup, and coordination with Finance, Contracts, Procurement, and other applicable departments.

Administrative setup shall be completed before substantial staff time or consultant work is charged to the project, unless otherwise authorized by management.

7. Cooperative Agreement Development Process

RCTC and the requesting partner agency shall develop a cooperative agreement or other applicable agreement before RCTC assumes formal delivery responsibilities. The agreement shall define the roles, responsibilities, partner agency funding and cost reimbursement obligations, schedule expectations, reimbursement procedures, reporting requirements, and communication protocols for the project.

7.1 Negotiation of Terms

RCTC and requesting partner agency staff shall collaboratively define the project delivery structure, including the project phase or phases to be administered by RCTC, the responsibilities retained by the requesting partner agency, funding obligations, consultant responsibilities, ownership responsibilities, maintenance responsibilities, and approval authority.

7.2 Use of Precedent Agreements and Legal Support

Where appropriate, staff shall reference prior cooperative agreements and established templates to streamline agreement development. RCTC shall coordinate with legal counsel to prepare, review, and finalize agreements before presentation to the Commission.

7.3 Total Installed Cost and Independent Cost Estimate

Staff shall develop a Total Installed Cost estimate for RCTC's assumed role. The estimate should include all anticipated costs necessary to deliver the applicable project phase or phases, including:

- Consultant costs.
- Independent cost estimates to validate consultant scope and fee proposals.
- RCTC staff costs, including salary and benefits, based on project scope, phase, schedule, complexity, and risk.
- Right of way and utility cost assessments.
- Legal support costs.
- Program management support costs.
- Quality assurance and quality control support costs.
- Public outreach and communications support costs.
- Administrative, finance, procurement, and contract management costs.

7.4 Cost Recovery and Administrative Charges

The cooperative agreement shall require the partner agency to reimburse RCTC for all costs incurred by RCTC to administer, manage, and implement the project or applicable project phase(s). Reimbursable costs shall include, as applicable, direct staff costs, employee benefits and consultant costs, legal costs, program management costs, administrative costs, finance and procurement costs, contract management costs, and indirect costs. RCTC shall not be required to absorb or subsidize costs associated with the administration, management, or delivery of a partner agency project.

RCTC may request a deposit or apply an administrative fee or indirect cost recovery charge to RCTC-incurred costs. The administrative fee may generally range from 10 percent to 15 percent, depending on the level of support, administrative burden, staffing requirements, project complexity, and services provided. The applicable fee shall be determined on a project-specific basis and documented in the agreement.

7.5 Approval Process

Staff shall prepare the staff report, cooperative agreement, cost estimate, and supporting documentation necessary for Commission consideration. Commission approval shall be required before RCTC formally assumes the project responsibilities described in the cooperative agreement.

8. RCTC Management and Delivery Process After Agreement Execution

After execution of the cooperative agreement or other applicable agreement, RCTC shall manage the project consistent with the approved agreement, applicable funding requirements, and applicable federal, state, Caltrans, local, and regulatory requirements.

RCTC's project delivery responsibilities may include one or more of the following project phases, as shall be specified in the applicable cooperative agreement:

8.1 Project Initiation Document Phase

RCTC may manage preparation of project initiation documents, including project study reports, feasibility studies, preliminary environmental analysis reports, project evaluation documents, and other documents required to initiate project development.

8.2 Project Approval and Environmental Document Phase

RCTC may manage preliminary engineering, technical studies, project reports, CEQA documents, NEPA documents, and agency approvals required for project approval and environmental clearance.

8.3 Plans, Specifications, and Estimate Phase

RCTC may manage final design, plan check submittals, specifications, estimates, technical reports, design reviews, agency coordination, and approval processes required to advance the project to construction readiness.

8.4 Right of Way Phase

RCTC may manage right of way activities, including appraisals, acquisitions, relocations, certifications, utility coordination, right of way engineering, property owner coordination, and required approvals.

8.5 Utility, Railroad, Caltrans, and Agency Agreements

RCTC may develop and administer cooperative agreements, utility agreements, railroad agreements, Caltrans agreements, maintenance agreements, and other project-specific agreements necessary for delivery.

8.6 Construction Management and Acceptance

RCTC may administer construction using an Award, Administer, and Accept (AAA) model or other delivery model approved for the project. Construction responsibilities may include construction management procurement, bid and award administration, daily oversight, inspection, materials testing, change order review, progress payments, claims support, grant reporting, closeout documentation, record drawings, final audits, and project acceptance.

RCTC may utilize existing on-call consultant benches or other approved procurement methods to support construction management and related services, consistent with applicable procurement requirements.

9. Reporting, Communication, and Project Controls

RCTC shall establish project controls appropriate for the project phase, funding requirements, and delivery complexity. Project controls may include schedule management, budget tracking, risk registers, issue logs, action item tracking, monthly progress reports, funding reports, invoice reviews, and executive briefings.

RCTC and the partner agency shall maintain regular communication throughout project delivery. The frequency and format of meetings, reports, and updates shall be documented in the cooperative agreement or project management plan.

Significant scope, schedule, budget, funding, or risk changes shall be elevated to RCTC management and, where necessary, the Commission.

10. Recent RCTC Partner Agency Project Examples

Recent examples of RCTC involvement in partner agency project delivery include:

- Bundy Canyon and Wildomar Trail Interchanges with the City of Wildomar for the PID/PSR phase.
- Highland Springs Interchange with the Cities of Banning and Beaumont for the PA/ED phase.
- Potrero Boulevard Interchange Phase II with the City of Beaumont for PS&E and construction.

11. Policy Administration

This policy shall be administered by RCTC staff responsible for capital project delivery, in coordination with executive management, legal counsel, finance, procurement, contracts, planning and programming, and other departments as needed.

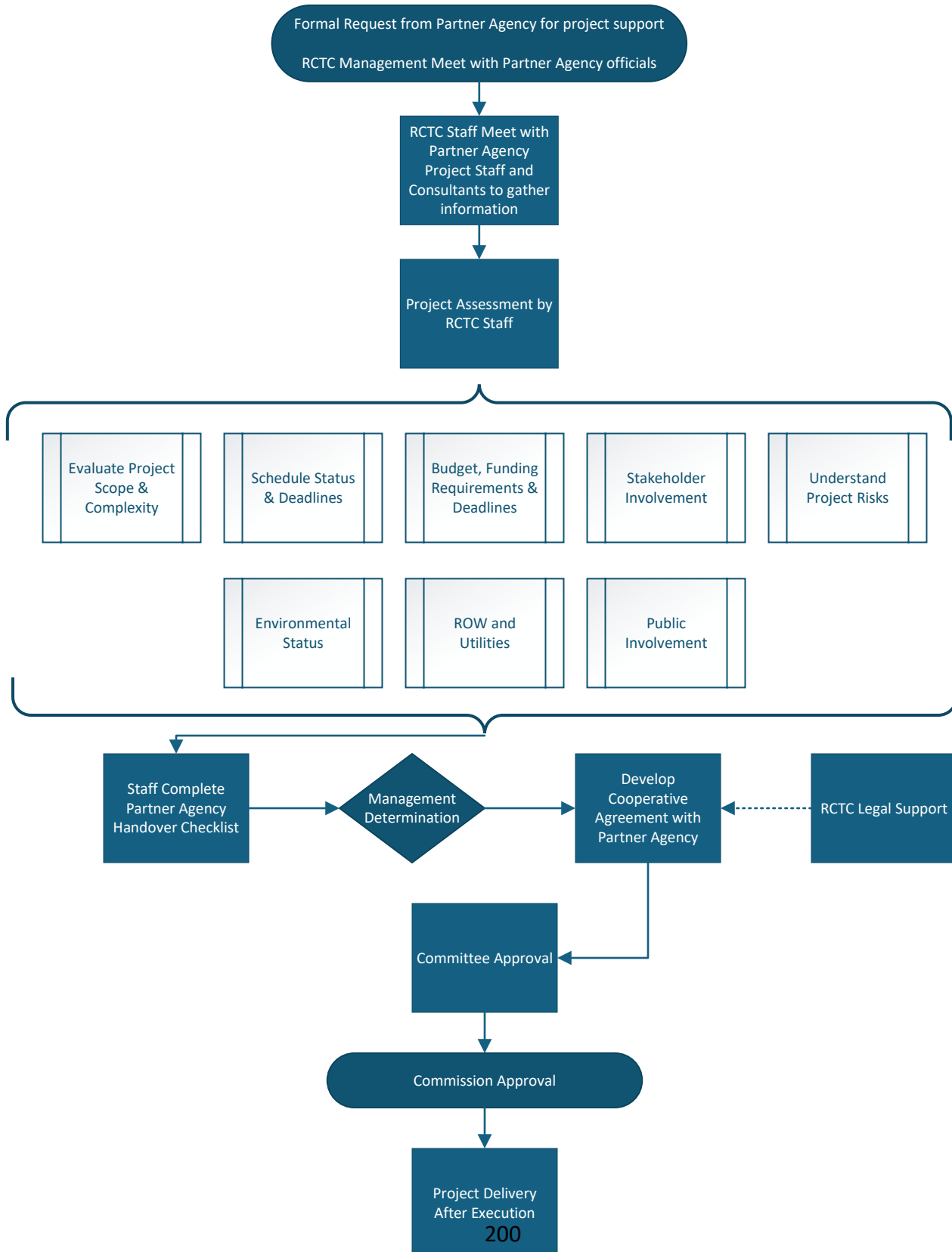
This policy may be updated periodically to reflect changes in Commission direction, funding requirements, federal or state regulations, Caltrans procedures, or RCTC administrative practices.

12. Attachments

The following attachments shall be utilized and maintained as needed to support implementation of this policy:

- Partner Agency Project Handover Checklist
- Partner Agency Project Implementation Flowchart

Partner Agency Project Implementation Procedure



Partner Agency Project Handover Checklist

Project Name	
Current Phase	
Total Installed Cost	
As of (DATE)	
Location	
Owner	
RCTC Role	
Stakeholders	

Completed By	
Date	

1. Project Background and Context

- ☐ Project's goals and objectives.
- ☐ Project scope,
 - ☐ Project limits
 - ☐ Phase dates (current and future phases).
- ☐ Identify key stakeholders (Commissioners, local agencies, cities, Caltrans, contractors, utilities, tribes, special interest groups, etc.).
- ☐ Document lessons learned from previous phases.
- ☐ Note any major changes in project direction or scope to date.

Notes:

2. Transition Coordination, Documentation and Records Transfer

- ☐ Schedule knowledge transfer meetings with key personnel and all disciplines (if possible).
- ☐ Confirm access to project management systems and records.
- ☐ Request a document turnover inventory or checklist of project files and documentation.
 - ☐ Project reports
 - i. Responses to review comments
 - ☐ Meeting minutes
 - ☐ Environmental documents
 - ☐ Technical Studies
 - ☐ ROW documents
 - ☐ Utility documents and coordination records
 - ☐ Public engagement plan, or equivalent, and documents of engagement.
 - ii. Fact sheets, communications with the public, public records requests, presentations and/or meeting minutes from board meetings (governing body and committees)
- ☐ Check completeness of files and flag any missing critical documents

Notes:

3. Project Schedule and Milestones

- ☐ Review original and current project schedules.
- ☐ Review of all approved change orders and pending requests
- ☐ Confirm alignment of scope changes with funding and schedule.
- ☐ Identify delays and causes (e.g., permitting, design changes, utilities).
- ☐ Identify critical path items and upcoming deadlines.
- ☐ Update schedule to reflect realistic timelines going forward.

Notes:

4. Risk Management

- ☐ Identify previously identified risks and mitigation strategies.
- ☐ Document of how previous risks materialized (if applicable).
- ☐ Update risk register with new risks and ownership.
- ☐ Assess contingency plans and escalation procedures.

Notes:

5. Planning and Environmental Documentation

- ☐ Verify environmental clearance status and level of environmental document (e.g.,
- ☐ NEPA/CEQA documentation).
- ☐ Identify any required permits and their status (e.g., Corps of Engineers, Fish & Wildlife, stormwater).
- ☐ Verify post-project environmental requirements
- ☐ Check status of environmental commitments or mitigation measures.
- ☐ Review agency correspondence with environmental resource agencies and Caltrans Senior Environmental Lead and key discipline leads.
 - ☐ Documentation and correspondence with environmental consultation.
- ☐ Review technical studies and agreements and communications on means and methods.
- ☐ Review project alternatives considered and rationale for selection.
- ☐ Review correspondence with key stakeholders

Notes:

6. Design and Engineering

- ☐ Identify all design and engineering tasks and confirm the current design status.
- ☐ Evaluate total installed cost estimates.
- ☐ Evaluate the completeness and quality of existing design and engineering documents.
 - ☐ Check for pending design approvals or submittals
- ☐ Verify design compliance with applicable standards (state/local/federal)
 - ☐ Identify any non-standard design features (DSDD)
- ☐ Identify known design challenges (e.g., utilities, ROW constraints, geotechnical, FHWA).
- ☐ Assess coordination with utility companies and relocation needs.
- ☐ Identify outstanding design approvals or permits.

Notes:

7. Right-of-Way (ROW)

- ☐ Review ROW acquisition status and documentation.
- ☐ Verify ROW map and legal descriptions.
- ☐ Identify properties still in acquisition or with active negotiations.
- ☐ Assess relocation assistance needs, community impact commitments, and coordination.
- ☐ Check restoration plans for temporary easements or acquired parcels (e.g., post-project site cleanup and revegetation).
- ☐ Confirmation: All property-related commitments are fulfilled or scheduled for post-turnover; attach deeds or agreements.

Notes:

8. Utility Coordination

- ☐ Verify utility identification and conflict analysis have been performed.
- ☐ Review status of utility agreements and relocations.
- ☐ Note any anticipated delays or high-risk conflicts.
- ☐ Assess relocation needs and coordination.

Notes:

9. Rail Coordination

- ☐ Check for railroad crossings and required coordination or agreements.
- ☐ Confirm compliance with utility coordination standards
- ☐ Determine if the appropriate GO 88-B requirements and conditions have been met or fulfilled.
 - ☐ GO 88-B project authorization request form fully completed.

Notes:

10. Public Involvement and Communication

- ☐ Review Public Outreach Plan history of public and community engagement activities and feedback.
- ☐ Identify public concerns, opposition, support issues, or unresolved commitments.
- ☐ Review stakeholder coordination logs (e.g., businesses, neighborhoods, local officials) and determine key stakeholders needing continued coordination.
- ☐ Assess communication strategies used, lessons learned, and any political sensitivities or previous community promises.
- ☐ Prepare a communication plan for transition messaging

Notes:

11. Funding and Budget

- ☐ Review project budget and funding sources.
- ☐ Confirm funding agency requirements or constraints (e.g., state and federal aid compliance)
- ☐ Identify budget issues or cost overruns to date.
- ☐ Document contingency plans for funding shortfalls.
- ☐ Evaluate any cost-saving opportunities or value engineering efforts.

Notes:

12. Total Installed Cost and Independent Cost Estimates

- ☐ Confirm the latest Total Installed Cost (TIC) for all civil works, structures, utilities, and systems.
- ☐ Validate Independent Cost Estimate (ICE) prepared by qualified estimators or external consultants.
- ☐ Compare TIC and ICE against original engineer's estimate and document variances.
- ☐ Ensure estimates include:
 - ☐ Construction labor, materials, and equipment.
 - ☐ ROW acquisition and utility relocation costs.
 - ☐ Environmental mitigation and permitting costs.
 - ☐ Agency staff time, administrative overhead, and legal expenses for project completion.
- ☐ Review escalation factors, inflation assumptions, and market conditions.
- ☐ Identify cost risks and contingency allocations for unresolved design or scope changes.
- ☐ Confirm alignment of cost estimates with available funding and programmed budgets.

Notes:

13. Contracting and Procurement

- ☐ Evaluate existing Memorandum of Understanding and/or Cooperative Agreements, their status, and determine the need for future agreements as RCTC becomes the Lead Agency.
- ☐ Review existing consultant team and their performance and determine need to reprocur, if necessary.
- ☐ Confirm procurement process followed local/state/federal rules.
- ☐ Identify upcoming procurement needs or contract transitions.
- ☐ Identify/monitor federal, local, state requirements regarding DBE/MBE participation goals and status.
- ☐ Verify contractor bonding, licensing, and insurance

Notes:

14. Governance and Communication Protocols

- ☐ Clarify decision-making hierarchy and roles/responsibilities.
- ☐ Set expectations for reporting, documentation, and approvals.
- ☐ Establish a project contact list with up-to-date information.

Notes:

Key Takeaways from the Local Agency

- ☐ What worked well in the agency's management of the project?
- ☐ What challenges or issues should be avoided?
- ☐ Any recommendations for working with local stakeholders?
- ☐ Identify opportunities for improved coordination or efficiency.

Notes:

AGENDA ITEM 6J

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 9, 2026
TO:	Riverside County Transportation Commission
FROM:	Western Riverside County Programs and Projects Committee John Tarascio, Senior Capital Projects Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Amendment No. 4 with Accenture Infrastructure and Capital Projects, LLC for Construction Management Services for the Interstate 15 Smart Freeway Pilot Project

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve Amendment No. 4 to Agreement No. 22-31-098 with Accenture Infrastructure and Capital Projects, LLC (Accenture) for construction management services for Interstate 15 (I-15) Smart Freeway Pilot Project, increasing the contract by \$510,000, for a total amount not to exceed \$2,789,431;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreement on behalf of the Commission; and
- 3) Authorize the Executive Director to adjust fund sources within the approved total to ensure efficient use of available funding.

BACKGROUND INFORMATION:

Project Scope

The I-15 Smart Freeway Pilot Project is designed to improve traffic flow, reduce congestion, and enhance safety by implementing advanced traffic management technology from the San Diego County line to the I-15 / I-215 interchange in the city of Temecula during a two-year pilot period. The system being tested was developed by Australian company Transmax Pty Ltd (Transmax) and is a first-of-a-kind implementation in California.

The Project includes the following elements:

Construction Improvements

- Improvements to the I-15 northbound on-ramps at Temecula Parkway and Rancho California Road, including pavement widening, barriers, and related improvements;
- Improvements to Winchester Road interchange were included as part of the French Valley Parkway Phase II project and coordinated with the I-15 Smart freeway team;

- Installation of Intelligent Transportation System (ITS) improvements, including traffic detection devices and coordinated ramp metering systems; and
- Implementation of Transmax's STREAMS software platform to monitor and operate the system.

Operations During Pilot Period

- Includes system monitoring, performance checks, and coordination of repairs to ensure continuous system operation 24 hours per day, seven days per week.

Maintenance During Pilot Period

- Includes routine inspections, preventative maintenance, and as-needed repair of system components.

Pilot Evaluation

- At the conclusion of the pilot period, the Commission, in coordination with Caltrans, will evaluate system performance and determine whether to continue operations.

On November 9, 2022, the Commission awarded Agreement No. 22-31-098 to Accenture Infrastructure and Capital Projects, LLC (formerly known as Anser Advisor Management, LLC) to perform construction management, materials testing and surveying during the construction phase of the Project as well as maintenance management services during the two-year pilot period in the amount of \$2,072,210, plus a contingency amount of \$207,221, for a total amount not to exceed \$2,279,431.

Project Status

Construction of the Project began in December 2024. Civil improvements were completed in August 2025, including reconstruction of the Temecula Parkway and Rancho California Road on ramps.

In December 2025, installation of ITS components was completed including traffic detection devices at 23 locations and ramp metering infrastructure. Due to coordination with adjacent ongoing projects including the Caltrans I-15 Auxiliary Lanes Project and the city of Temecula's French Valley Parkway Phase II Project, certain system elements were delayed or installed in temporary configurations.

Testing and system integration were completed in January 2026, despite the ongoing coordination with the adjacent projects.

The system was activated in May 2026, in an interim configuration, initiating the two-year pilot period. Final system configuration is anticipated to be completed by September 2026, once all outstanding coordination items are resolved with the adjacent projects.

DISCUSSION

Accenture has provided construction management services and coordinated activities among multiple concurrent projects within the corridor. These coordination efforts were critical to maintaining project progress. However, the coordination with these adjacent/overlapping on-going projects resulted in the extension of the project's construction activities by approximately nine months beyond the original schedule. This required additional construction management oversight and support beyond the scope originally anticipated for the Project. Many of these activities were driven by factors outside of Accenture's control and could not have been reasonably anticipated at the time the original scope and budget was developed. The primary coordination factors include:

- Coordination with the city of Temecula's French Valley Parkway Phase II Project required additional efforts to address outstanding ramp metering improvements, implement temporary operational solutions while awaiting fabrication of long lead materials, and integration of Smart Freeway system components with infrastructure being delivered under the adjacent project.
- Concurrent construction of Caltrans' I-15 Auxiliary Lanes Project (Auxiliary Lane Project) required extensive coordination of traffic control, lane and ramp closures, construction sequencing, and communications infrastructure to avoid conflicts between the projects and maintain overall project progress. As a result, several Smart Freeway system elements were required to be installed in temporary configurations while awaiting completion of the permanent works by the Auxiliary Lane Project. All remaining coordination items are anticipated to be resolved by September 2026.

These additional efforts expended contract budget originally planned for the remainder of the construction and pilot-period maintenance management services. As a result, the contract amount, including contingency, has been fully allocated to cover these additional coordination tasks. Staff estimates that an additional \$510,000 is required to complete the necessary construction management services and provide maintenance management services during the remainder of the pilot period.

FISCAL IMPACT:

Although the contract has exceeded its original authorized contingency, the overall project remains within its approved budget and there is sufficient construction funding available to cover these additional costs. Table 1 summarizes the funding sources currently allocated to the construction phase of the Project in comparison with the forecasted final construction phase expenditures. The additional \$510,000 will be funded using existing Congestion Mitigation and Air Quality (CMAQ) funds allocated to the project, as shown in Table 2.

Table 1 – Project Funding Breakdown (Construction Phase)

	Fund Source	Dollar Amount	Fund Type
1	Congestion Mitigation and Air Quality (CMAQ)	\$20,478,000	Federal
2	Congressional Earmarks (CPFCDs)	\$5,000,000	Federal
3	State Cash – Caltrans Minor Program (SHOPP)	\$1,200,000	State
4	Repurposed Earmarks (DEMO)	\$186,000	Federal
Total Construction Phase Funding		\$26,864,000	
Total Forecast Construction Phase Expenditures *		\$26,209,000	
Forecast Funding Surplus		\$655,000	

* Total includes Accenture Amendment No. 4 amount of \$510,000.

Table 2 – Amendment No. 4 Funding Source Breakdown

	Fund Source	Dollar Amount	Fund Type
1	CMAQ Funds (Construction Phase)	\$510,000	Federal
Total		\$510,000	

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2026/27+	Amount:	\$510,000
Source of Funds:	CMAQ			Budget Adjustment:	No
GL/Project Accounting No.:	003051 81302 00000 0000 2610 31 81301				
Fiscal Procedures Approved:				Date:	8/11/2026

Attachment: Draft Amendment No. 4 to Agreement No. 22-31-098 with Accenture

*Approved by the Western Riverside County Programs and Projects Committee on
August 24, 2026*

In Favor: 10 Abstain: 0 No: 0

**AMENDMENT NO. 4
TO AGREEMENT FOR
CONSTRUCTION MANAGEMENT SERVICES, MATERIALS TESTING,
AND CONSTRUCTION SURVEYING
FOR THE
INTERSTATE 15 SMART FREEWAY IMPROVEMENTS PROJECT**

1. PARTIES AND DATE

This Amendment No. 4 to Agreement for Construction Management Services, Materials Testing, and Construction Surveying ("Amendment No. 4") is entered into as of this ____ day of _____, 2026 by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("Commission") and ACCENTURE INFRASTRUCTURE AND CAPITAL PROJECTS, LLC ("Consultant"), a California Limited Liability Company (formerly Anser Advisory Management, LLC DBA Anser Advisory).

2. RECITALS

- 2.1 The Commission and Anser Advisory Management, LLC d/b/a Anser Advisory entered into Agreement No. 22-31-098-00, dated January 9, 2023, (the "Master Agreement") for the purpose of providing construction management services, materials testing, and construction surveying for the Interstate 15 SMART Freeway Improvements Project (the "Project").
- 2.2 The Commission and Anser Advisory entered into Amendment No. 1, dated November 7, 2024, to amend the cost proposals for Anser Advisory and its Subconsultants included in Exhibit "C" of the Master Agreement to address modified anticipated hours to align with known schedule changes on the Project, and updated prevailing wage rates.
- 2.3 The Commission and Anser Advisory entered into Amendment No. 2, dated September 23, 2025, to update Consultant's entity name, which was changed with the California Secretary of State to Accenture Infrastructure and Capital Projects, LLC, on December 16, 2024, as shown in Exhibit "A" of Amendment No. 2.
- 2.4 The Commission and Anser Advisory entered into Amendment No. 3, dated March 26, 2026, to extend the term, add additional compensation, and include an additional provision for the prohibition on procurement or operation of covered unmanned aircraft systems.
- 2.5 The Commission and Consultant now desire to amend the Master Agreement in order to add additional compensation.

3. TERMS

- 3.1 The maximum compensation for Services performed pursuant to this Amendment No. 4 shall not exceed Five Hundred and Ten Thousand Dollars (\$510,000) as further detailed, and at the rates set forth in Exhibit "A" attached to this Amendment No. 4 and incorporated herein by reference.
- 3.2 The fixed fee, as set forth in Section 19.2 of the Master Agreement, shall be revised to One Hundred Fifty-Three Thousand, Six Hundred Eight Dollars (\$153,608).
- 3.3 The total compensation of the Master Agreement, as amended by this Amendment No. 4, shall not exceed Two Million, Seven Hundred Eighty-Nine Thousand, Four Hundred Thirty-One Dollars (\$2,789,431).
- 3.4 Except as amended by this Amendment No. 4, 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. 4.
- 3.5 The Recitals set forth in this Amendment No. 4 are true and correct, and are incorporated by reference as though fully set forth in this Amendment No. 4.
- 3.6 This Amendment No. 4 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. 4 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. 3 for all purposes. This Amendment No. 4 may be signed using an electronic signature.
- 3.8 This Amendment No. 4 may be signed in counterparts, each of which shall constitute an original.

[SIGNATURES ON FOLLOWING PAGE]

**SIGNATURE PAGE
TO
AGREEMENT NO. 22-31-098-04**

IN WITNESS WHEREOF, the parties hereto have executed this Amendment No. 4 as of the date first herein above written.

**RIVERSIDE COUNTY
TRANSPORTATION COMMISSION**

By: _____
Aaron Hake, Executive Director

**ACCENTURE INFRASTRUCTURE
AND CAPITAL PROJECTS, LLC**

By: _____
Signature

Name

Title

APPROVED AS TO FORM

By: _____
Best Best & Krieger LLP
General Counsel

ATTEST:

By: _____ N/A

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 10-H1 COST PROPOSAL
ACTUAL COST-PLUS-FIXED FEE OR LUMP SUM (FIRM FIXED PRICE) CONTRACTS
(DESIGN, ENGINEERING AND ENVIRONMENTAL STUDIES)

Note: Mark-ups are Not Allowed

☒ Prime Consultant ☐ Subconsultant ☐ 2nd Tier Subconsultant

Consultant

Anser Advisory Management, LLC

Project No.

3051

Contract No. 22-31-098-04

Date August 6, 2026

Project Description: Construction Management Services, Materials Testing, and Construction Surveying for the Interstate 15 SMART Freeway Improvements Project

DIRECT LABOR

Classification/Title	Name	Hours	Actual Hourly Rate	Total
Resident Engineer	Lucas Rathe	149.0	\$ 104.00	\$ 15,496.00
Assistant Resident Engineer (PW)	Musaab Al Madhadi	4200.0	\$ 82.92	\$ 348,264.00
Inspector (PW)	Derek Aaro	28.0	\$ 75.35	\$ 2,109.83
Inspector (PW)	David Houston	1680.0	\$ 70.32	\$ 118,137.60
Inspector (PW)	Javier Chavez	814.0	\$ 64.78	\$ 52,730.92
Inspector (PW)	Loreto Rios	274.0	\$ 72.63	\$ 19,900.62
Inspector (PW)	Mazen Zukari	2000.0	\$ 71.34	\$ 142,680.00
Inspector (PW)	Michael Chevalier	380.0	\$ 64.78	\$ 24,616.40
Inspector (PW)	Nicholle Davis	60.0	\$ 75.73	\$ 4,543.80
Labor Compliance	Kathryn Keating	50.0	\$ 86.54	\$ 4,327.03
Labor Compliance	Jackie Melton	2.5	\$ 32.96	\$ 82.40
Labor Compliance	Jamie Keating	513.0	\$ 36.06	\$ 18,498.78

**Note Prevailing Wage (PW) bill rates will be submitted using the approved rates per the 10H4 form.

Accenture team will provide continuous support during the 2 years contract maintenance.

LABOR COSTS

a) Subtotal Direct Labor Costs

\$ 751,387.38

b) Anticipated Salary Increases (see page 2 for calculation)

\$15,922.40

c) **TOTAL DIRECT LABOR COSTS [(a) + (b)]** \$ **767,309.78**

INDIRECT COSTS

d) Fringe Benefits

e) Total Fringe Benefits [(c) x (d)] \$ -

f) Overhead Rate 100.19%

g) Overhead [(c) x (f)] \$ 768,767.67

h) General and Administrative

i) Gen & Admin [(c) x (h)] \$ -

j) **TOTAL INDIRECT COSTS [(e) + (g) + (i)]** \$ **768,767.67**

FIXED FEE

k) **TOTAL FIXED FEE [(c) + (j)] x fixed fee** 10.00% \$ **153,607.75**

l) CONSULTANT'S OTHER DIRECT COSTS (ODC) - ITEMIZE (Add Additional pages if necessary)

Description of Item	Quantity	Unit	Unit Cost	Total
				\$ -
				\$ -
				\$ -
				\$ -

l) **TOTAL OTHER DIRECT COSTS** \$ -

m) SUBCONSULTANTS' COSTS (Add additional pages if necessary)

Subconsultant 1:	<u>Leighton - Material Testing</u>	\$ 151,176.62
Subconsultant 2:	<u>Dynamic Engineering Services, Inc (DBE) - Electrical Inspection</u>	\$ 305,277.94
Subconsultant 3:	<u>STC Traffic, Inc. - ITS Inspection/Commissioning</u>	\$ 481,918.23
Subconsultant 4:	<u>CL Survey & Mapping (DBE) - Project Survey</u>	\$ 137,806.25
Subconsultant 5:	<u>Ultrasystems Environmental, Inc. (DBE) - Environmental Compliance</u>	\$ 23,566.49

m) **TOTAL SUBCONSULTANTS' COSTS** \$ **1,099,745.54**

n) **TOTAL OTHER DIRECT COSTS INCLUDING SUBCONSULTANTS [(l)+(m)]** \$ **1,099,745.54**

TOTAL COST [(c) + (j) + (k) + (n)] \$ **2,789,431.00**

NOTES:

1. Key personnel must be marked with an asterisk (*) and employees that are subject to prevailing wage requirements must be marked with two asterisks (**). All costs must comply with the Federal cost principles. Subconsultants will provide their own cost proposals.

2. The cost proposal format shall not be amended. Indirect cost rates shall be updated on an annual basis in accordance with the consultant's annual accounting period and established by a cognizant agency or accepted by Caltrans.

3. Anticipated salary increases calculation (page 2) must accompany.

EXHIBIT 10-H1 COST PROPOSAL
ACTUAL COST-PLUS-FIXED FEE OR LUMP SUM (FIRM FIXED PRICE) CONTRACTS
 (DESIGN, ENGINEERING AND ENVIRONMENTAL STUDIES)

Note: Mark-ups are Not Allowed ☐ Prime Consultant ☒ Subconsultant ☐ 2nd Tier Subconsultant

Consultant Leighton Consulting

Project No. 3051 Contract No. 22-31-098-04 Date July 29, 2026

Project Description: Construction Management Services, Materials Testing, and Construction Surveying for the Interstate 15 SMART Freeway Improvements Project

DIRECT LABOR

Classification/Title	Name	Hours	Actual Hourly Rate	Total
Materials Engineer	Roderick Marcia, PE	80	\$ 98.69	\$ 7,895.20
Sr. Staff Engineer(*)	J. DeLand/ J. Choi/ A. Schwartz	60	\$ 42.17	\$ 2,530.20
Soils/Materials Tester/Inspector (**)	Multiple Testers/Inspectors Prevailing Wage	560	\$ 58.57	\$ 32,799.20
Principal Engineer/PM	Simon I. Saiid, PE, GE	24	\$ 115.94	\$ 2,782.56
Admin Support(*)	Debbie Meggers/ Vika Malu	30	\$ 37.21	\$ 1,116.30

*Note the hourly rates for this classification is an average rate for the 10H1 form. See 10H4 form for actual hourly rates and loaded bill rate

**Note Prevailing Wage (PW) bill rates will be submitted using the approved rates per the 10H4 form.

LABOR COSTS

a) Subtotal Direct Labor Costs	\$ 47,123.46
b) Anticipated Salary Increases (see page 2 for calculation)	\$ 534.98
c) TOTAL DIRECT LABOR COSTS [(a) + (b)]	\$ 47,658.44

INDIRECT COSTS

d) Fringe Benefits	48.34%	e) Total Fringe Benefits [(c) x (d)]	\$ 23,038.09
f) Overhead Rate	0.00%	g) Overhead [(c) x (f)]	\$ -
h) General and Administrative	107.73%	i) Gen & Admin [(c) x (h)]	\$ 51,342.44
j) TOTAL INDIRECT COSTS [(e) + (g) + (i)]			\$ 74,380.53
FIXED FEE		k) TOTAL FIXED FEE [(c) + (j)] x fixed fee	\$ 12,203.90

l) CONSULTANT'S OTHER DIRECT COSTS (ODC) - ITEMIZE (Add Additional pages if necessary)

Description of Item	Quantity	Unit	Unit Cost	Total
Mileage Costs	2822	Miles	\$0.63	\$ 1,763.75
Lab Testing - Sieve (AB/Concrete/HMA)	27	EA	\$135.00	\$ 3,645.00
Lab Testing - Relative compaction	20	EA	\$250.00	\$ 5,000.00
Lab Testing - Concrete Strength Cylinder	60	EA	\$35.00	\$ 2,100.00
Lab Testing - HMA Stabilometer, S-Value	6	EA	\$265.00	\$ 1,590.00
Lab Testing - CV	9	EA	\$210.00	\$ 1,890.00
Lab Testing - SE	9	EA	\$105.00	\$ 945.00

l) TOTAL OTHER DIRECT COSTS \$ 16,933.75

m) SUBCONSULTANTS' COSTS (Add additional pages if necessary)

Subconsultant 1:		
Subconsultant 2:		
Subconsultant 3:		
Subconsultant 4:		
m) TOTAL SUBCONSULTANTS' COSTS	\$	-

n) TOTAL OTHER DIRECT COSTS INCLUDING SUBCONSULTANTS [(l)+(m)] \$ 16,933.75
TOTAL COST [(c) + (j) + (k) + (n)] \$ 151,176.62

NOTES:

- Key personnel must be marked with an asterisk (*) and employees that are subject to prevailing wage requirements must be marked with two asterisks (**). All costs must comply with the Federal cost principles. Subconsultants will provide their own cost proposals.
- The cost proposal format shall not be amended. Indirect cost rates shall be updated on an annual basis in accordance with the consultant's annual accounting period and established by a cognizant agency or accepted by Caltrans.
- Anticipated salary increases calculation (page 2) must accompany.

EXHIBIT 10-H1 COST PROPOSAL
ACTUAL COST-PLUS-FIXED FEE OR LUMP SUM (FIRM FIXED PRICE) CONTRACTS
(DESIGN, ENGINEERING AND ENVIRONMENTAL STUDIES)

Note: Mark-ups are Not Allowed

☐ Prime Consultant ☒ Subconsultant ☐ 2nd Tier Subconsultant

Consultant Dynamic Engineering Services, Inc

Project No. 3051 Contract No. 22-31-098-04 Date July 29, 2026

Project Description: Construction Management Services, Materials Testing, and Construction Surveying for the Interstate 15 SMART Freeway Improvements Project

DIRECT LABOR

Classification/Title	Name	Hours	Actual Hourly Rate	Total
Electrical Inspector	Michael Roush	1670	\$ 71.60	\$ 119,572.00
Electrical Inspector	Steven Brown	0	\$ 63.00	\$ -
		0		\$ -
		0		\$ -

LABOR COSTS

a) Subtotal Direct Labor Costs	\$ 119,572.00
b) Anticipated Salary Increases (see page 2 for calculation)	\$ 1,268.75
c) TOTAL DIRECT LABOR COSTS [(a) + (b)]	\$ 120,840.75

INDIRECT COSTS

d) Fringe Benefits 34.61%	e) Total Fringe Benefits [(c) x (d)]	\$ 41,822.98
f) Overhead Rate 89.88%	g) Overhead [(c) x (f)]	\$ 108,611.67
h) General and Administrative 0.00%	i) Gen & Admin [(c) x (h)]	\$ -
j) TOTAL INDIRECT COSTS [(e) + (g) + (i)]	\$	150,434.65

FIXED FEE	k) TOTAL FIXED FEE [(c) + (j)] x fixed fee	<u>10.00%</u>	\$ 27,127.54
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l) CONSULTANT'S OTHER DIRECT COSTS (ODC) - ITEMIZE (Add Additional pages if necessary)

Description of Item	Quantity	Unit	Unit Cost	Total
Mileage Costs	11000	Miles	\$0.63	\$ 6,875.00
				\$ -
				\$ -
				\$ -

l) TOTAL OTHER DIRECT COSTS \$ 6,875.00

m) SUBCONSULTANTS' COSTS (Add additional pages if necessary)

Subconsultant 1:		
Subconsultant 2:		
Subconsultant 3:		
Subconsultant 4:		

m) TOTAL SUBCONSULTANTS' COSTS \$ -

n) TOTAL OTHER DIRECT COSTS INCLUDING SUBCONSULTANTS [(l)+(m)]	\$ 6,875.00
TOTAL COST [(c) + (j) + (k) + (n)]	\$ 305,277.94

NOTES:

- Key personnel must be marked with an asterisk (*) and employees that are subject to prevailing wage requirements must be marked with two asterisks (**). All costs must comply with the Federal cost principles. Subconsultants will provide their own cost proposals.
- The cost proposal format shall not be amended. Indirect cost rates shall be updated on an annual basis in accordance with the consultant's annual accounting period and established by a cognizant agency or accepted by Caltrans.
- Anticipated salary increases calculation (page 2) must accompany.

EXHIBIT 10-H1 COST PROPOSAL
ACTUAL COST-PLUS-FIXED FEE OR LUMP SUM (FIRM FIXED PRICE) CONTRACTS
 (DESIGN, ENGINEERING AND ENVIRONMENTAL STUDIES)

Note: Mark-ups are Not Allowed

☐ Prime Consultant ☒ Subconsultant ☐ 2nd Tier Subconsultant

Consultant STC Traffic, Inc.

Project No. 3051 Contract No. 22-31-098-04 Date July 29, 2026

Project Description: Construction Management Services, Materials Testing, and Construction Surveying for the Interstate 15 SMART Freeway Improvements Project

DIRECT LABOR

Classification/Title	Name	Hours	Actual Hourly Rate	Total
Principal Manager	Jason Stack	120	\$ 125.24	\$ 15,028.80
Traffic System Management Inspector	Adam Lemberg/Duncan Hughes	580	\$ 88.18	\$ 51,144.40
Traffic Signal Inspector	Kevin Stone	200	\$ 50.48	\$ 10,096.00
Systems Construction Manager	Brett Hansen	500	\$ 62.59	\$ 31,295.00
Technical Specialist	Alain Hungerford	500	\$ 48.08	\$ 24,040.00
Technical Specialist	Jim Sahagun	500	\$ 53.94	\$ 26,970.00
		0		\$ -

LABOR COSTS

a) Subtotal Direct Labor Costs

\$ 158,574.20

b) Anticipated Salary Increases (see page 2 for calculation)

\$1,585.74

c) **TOTAL DIRECT LABOR COSTS [(a) + (b)]** \$ **160,159.94**

INDIRECT COSTS

d) Fringe Benefits 73.31%

e) Total Fringe Benefits [(c) x (d)] \$ 117,413.25

f) Overhead Rate 91.01%

g) Overhead [(c) x (f)] \$ 145,761.56

h) General and Administrative 0.00%

i) Gen & Admin [(c) x (h)] \$ -

j) **TOTAL INDERECT COSTS [(e) + (g) + (i)]** \$ **263,174.82**

FIXED FEE

k) **TOTAL FIXED FEE [(c) + (j)] x fixed fee** 10.00% \$ **42,333.48**

l) CONSULTANT'S OTHER DIRECT COSTS (ODC) - ITEMIZE (Add Additional pages if necessary)

Description of Item	Quantity	Unit	Unit Cost	Total
Mileage Costs	26000	Miles	\$0.63	\$ 16,250.00
				\$ -
				\$ -
				\$ -

l) **TOTAL OTHER DIRECT COSTS** \$ **16,250.00**

m) **SUBCONSULTANTS' COSTS (Add additional pages if necessary)**

Subconsultant 1:		
Subconsultant 2:		
Subconsultant 3:		
Subconsultant 4:		

m) **TOTAL SUBCONSULTANTS' COSTS** \$ **-**

n) **TOTAL OTHER DIRECT COSTS INCLUDING SUBCONSULTANTS [(l)+(m)]** \$ **16,250.00**

TOTAL COST [(c) + (j) + (k) + (n)] \$ **481,918.23**

NOTES:

- Key personnel must be marked with an asterisk (*) and employees that are subject to prevailing wage requirements must be marked with two asterisks (**). All costs must comply with the Federal cost principles. Subconsultants will provide their own cost proposals.
- The cost proposal format shall not be amended. Indirect cost rates shall be updated on an annual basis in accordance with the consultant's annual accounting period and established by a cognizant agency or accepted by Caltrans.
- Anticipated salary increases calculation (page 2) must accompany.

EXHIBIT 10-H1 COST PROPOSAL
ACTUAL COST-PLUS-FIXED FEE OR LUMP SUM (FIRM FIXED PRICE) CONTRACTS
(DESIGN, ENGINEERING AND ENVIRONMENTAL STUDIES)

Note: Mark-ups are Not Allowed

☐ Prime Consultant ☒ Subconsultant ☐ 2nd Tier Subconsultant

Consultant CL Survey & Mapping

Project No. 3051 Contract No. 22-31-098-04 Date July 29, 2026

Project Description: Construction Management Services, Materials Testing, and Construction Surveying for the Interstate 15 SMART Freeway Improvements Project

DIRECT LABOR

Classification/Title	Name	Hours	Actual Hourly Rate	Total
Project Manager	Daniel Calvillo	110	\$ 75.00	\$ 8,250.00
Project Supervisor	Bernardo Padilla	100	\$ 50.00	\$ 5,000.00
Party Chief	Joshua Draper	400	\$ 55.26	\$ 22,104.00
Chainman	TBD	333	\$ 46.27	\$ 15,407.91

LABOR COSTS

a) Subtotal Direct Labor Costs \$ 50,761.91
b) Anticipated Salary Increases (see page 2 for calculation) \$508.16
c) **TOTAL DIRECT LABOR COSTS [(a) + (b)]** \$ **51,270.07**

INDIRECT COSTS

d) Fringe Benefits 80.01% e) Total Fringe Benefits [(c) x (d)] \$ 41,021.18
f) Overhead Rate 32.17% g) Overhead [(c) x (f)] \$ 16,493.58
h) General and Administrative 32.17% i) Gen & Admin [(c) x (h)] \$ 16,493.58
j) **TOTAL INDIRECT COSTS [(e) + (g) + (i)]** \$ **74,008.34**

FIXED FEE k) **TOTAL FIXED FEE [(c) + (j)] x fixed fee** 10.00% \$ **12,527.84**

l) CONSULTANT'S OTHER DIRECT COSTS (ODC) - ITEMIZE (Add Additional pages if necessary)

Description of Item	Quantity	Unit	Unit Cost	Total
				\$ -
				\$ -
				\$ -
				\$ -

l) TOTAL OTHER DIRECT COSTS \$ **-**

m) SUBCONSULTANTS' COSTS (Add additional pages if necessary)

Subconsultant 1: _____
Subconsultant 2: _____
Subconsultant 3: _____
Subconsultant 4: _____

m) TOTAL SUBCONSULTANTS' COSTS \$ **-**

n) **TOTAL OTHER DIRECT COSTS INCLUDING SUBCONSULTANTS [(l)+(m)]** \$ **-**
TOTAL COST [(c) + (j) + (k) + (n)] \$ **137,806.25**

NOTES:

- Key personnel must be marked with an asterisk (*) and employees that are subject to prevailing wage requirements must be marked with two asterisks (**). All costs must comply with the Federal cost principles. Subconsultants will provide their own cost proposals.
- The cost proposal format shall not be amended. Indirect cost rates shall be updated on an annual basis in accordance with the consultant's annual accounting period and established by a cognizant agency or accepted by Caltrans.
- Anticipated salary increases calculation (page 2) must accompany.

EXHIBIT 10-H1 COST PROPOSAL Page
ACTUAL COST-PLUS-FIXED FEE OR LUMP SUM (FIRM FIXED PRICE) CONTRACTS
(DESIGN, ENGINEERING AND ENVIRONMENTAL STUDIES)

Note: Mark-ups are Not Allowed

☐ Prime Consultant ☒ Subconsultant ☐ 2nd Tier Subconsultant

Consultant Ultrasystems Environmental, Inc.

Project No. 3051 Contract No. 22-31-098-04 Date July 29, 2026

Project Description: Construction Management Services, Materials Testing, and Construction Surveying for the Interstate 15 SMART Freeway Improvements Project

DIRECT LABOR

Classification/Title	Name	Hours	Actual Hourly Rate	Total
Staff Biologist	Matthew Sutton	180	\$ 34.38	\$ 6,188.40
Staff Biologist	Audrey McNamara	136	\$ 25.00	\$ 3,400.00
		0		\$ -
		0		\$ -

LABOR COSTS

a) Subtotal Direct Labor Costs

\$ 9,588.40

b) Anticipated Salary Increases (see page 2 for calculation)

\$95.88

c) **TOTAL DIRECT LABOR COSTS [(a) + (b)]** \$ **9,684.28**

INDIRECT COSTS

d) Fringe Benefits 16.63%

e) Total Fringe Benefits [(c) x (d)] \$ 1,610.50

f) Overhead Rate 75.26%

g) Overhead [(c) x (f)] \$ 7,288.39

h) General and Administrative 0.00%

i) Gen & Admin [(c) x (h)] \$ -

j) **TOTAL INDIRECT COSTS [(e) + (g) + (i)]** \$ **8,898.89**

FIXED FEE

k) **TOTAL FIXED FEE [(c) + (j)] x fixed fee 10.00%** \$ **1,858.32**

l) **CONSULTANT'S OTHER DIRECT COSTS (ODC) - ITEMIZE (Add Additional pages if necessary)**

Description of Item	Quantity	Unit	Unit Cost	Total
Mileage Costs (IRS Rate)	5000	Miles	\$0.63	\$ 3,125.00
				\$ -
				\$ -
				\$ -

l) **TOTAL OTHER DIRECT COSTS** \$ **3,125.00**

m) **SUBCONSULTANTS' COSTS (Add additional pages if necessary)**

Subconsultant 1: _____

Subconsultant 2: _____

Subconsultant 3: _____

Subconsultant 4: _____

m) **TOTAL SUBCONSULTANTS' COSTS** \$ **-**

n) **TOTAL OTHER DIRECT COSTS INCLUDING SUBCONSULTANTS [(l)+(m)]** \$ **3,125.00**

TOTAL COST [(c) + (j) + (k) + (n)] \$ **23,566.49**

NOTES:

1. Key personnel must be marked with an asterisk (*) and employees that are subject to prevailing wage requirements must be marked with two asterisks (**). All costs must comply with the Federal cost principles. Subconsultants will provide their own cost proposals.
2. The cost proposal format shall not be amended. Indirect cost rates shall be updated on an annual basis in accordance with the consultant's annual accounting period and established by a cognizant agency or accepted by Caltrans.
3. Anticipated salary increases calculation (page 2) must accompany.

AGENDA ITEM 7

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 9, 2026
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Sheldon Peterson, Rail Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Metrolink Fiscal Year 2026/27 Operating Budget - Second Quarter Funding

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve Amendment No. 2 to Agreement No. 25-25-097-00 with the Southern California Regional Rail Authority (SCRRA) for Fiscal Year (FY) 2026/27 Second Quarter Funding for an additional amount of \$7,522,832, with a contingency of \$477,168, for a total amount not to exceed \$8,000,000;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute Amendment No. 25-25-097-02 on behalf of the Commission; and
- 3) Authorize the Executive Director, or designee, to approve the use of the contingency amount as may be required for the service.

BACKGROUND AND DISCUSSION:

Metrolink is the brand name for the services operated by SCRRA. The Commission is one of the five member agencies that comprises the SCRRA joint powers authority (JPA). All member agencies must formally commit to fund their proportionate shares of commuter rail operating and capital costs on an annual basis. Typically, each member agency must approve the budget before adoption of a final budget by the SCRRA Board of Directors, no later than June 30. Per the JPA, SCRRA is required to submit the budget request transmittal by May 1; however, due to lower-than-expected revenues and cost increases, Metrolink required more time to develop the FY 2026/27 Budget and requested a three-month extension. During the extension period, the SCRRA Board of Directors put forward a continuing apportionments resolution to member agencies to fund Metrolink operations and services for the first quarter of the FY 2026/27. On June 10, 2026, the Commission approved the continuing apportionments resolution as the first amendment to the SCRRA FY26 funding agreement to extend the agreement for the first quarter from July 1 to September 30 at the prior year fiscal funding levels.

Member agencies have been working with Metrolink to identify a budget path for the current fiscal year. These discussions have not yet resulted in a final budget and additional time is needed to resolve the budget challenges. As a result, on July 24, 2026, the Metrolink Board of Directors approved a three-month extension of the continuing apportionments resolution for the second quarter of their FY 2026/27 operating budget.

To continue Metrolink service at current levels from October 1, 2026, through December 31, 2026, staff recommends the Commission's approval of Amendment No. 2 to Agreement No. 25-25-097-00 (Attachment 1) with the SCRRRA for FY 2026/27 Second Quarter Funding. This will extend the term of the current memorandum of understanding (MOU) funding agreement. In addition, it will increase the contract amount by \$7,522,832, with a contingency of \$477,168, for a total amount not to exceed \$8,000,000.

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

Staff will continue to work closely with Metrolink to develop a fiscally responsible budget that provides the most train service possible for Riverside County residents. Staff expects to return to the Commission before the end of second quarter with Metrolink's full FY 2026/27 operating and capital budget request.

FISCAL IMPACT:

There is sufficient appropriation in the FY 2026/27 Budget for this. Specifically, funding for SCRRRA operations is included in the Commission's proposed FY 2026/27 Budget and will come from Local Transportation Funds (LTF), as shown in Table 1 below.

Table 1. FY 2026/27 SCRRRA Operating Subsidy by Revenue Source, Quarter 2

Revenue Source	Amount
Local Transportation Fund (LTF)*	\$ 7,522,832
RCTC Subsidy Total	\$ 7,522,832
Added Contingency – LTF Funds	\$477,168
Revised Total	\$8,000,000

*Funding for LTF is generated from the state ¼ cent sales tax

Approval of second-quarter funding will bring total funding for July through December 2026 to \$18,000,000.

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2026/27	Amount:	FY27 Ops \$ 8,000,000
Source of Funds:	Operating: LTF - Western County Rail			Budget Adjustment:	No
GL/Project Accounting No.:	254199 86101 00000 0000 1030 25 86101			\$ 8,000,000	
Fiscal Procedures Approved:				Date:	08/12/2026

Attachment: Draft MOU No. 25-25-097-02 for FY 2026/27 SCRRRA Second Quarter Funding

Approved by the Budget and Implementation Committee on August 24, 2026

In Favor: 15 Abstain: 0 No: 0

**SECOND AMENDMENT TO
MEMORANDUM OF UNDERSTANDING NO. 25-25-097-00
BETWEEN THE
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
AND THE
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FOR
FY 2026-27 SECOND QUARTER FUNDING**

This Second Amendment to Memorandum of Understanding No. 25-25-097-00 ("Second Amendment") is entered into effective October 1, 2026, by and between the Riverside County Transportation Commission ("RCTC") and the Southern California Regional Rail Authority ("SCRRA"), collectively referred to herein as the "PARTIES."

RECITALS

A. The PARTIES entered into Memorandum of Understanding No. 25-25-097-00 ("MOU") for FY 2025-26 annual funding for SCRRA operating and capital costs.

B. The MOU provides that it may be amended in writing by mutual consent of the PARTIES.

C. The PARTIES desire to extend certain funding provisions of the MOU for the second quarter of FY 2026-27, covering the period from October 1, 2026 through December 31, 2026, while SCRRA finalizes and provides updated operating and capital budget information for FY 2026-27.

D. The PARTIES desire to provide interim funding in an amount not to exceed Eight Million Dollars (\$8,000,000) to ensure continuity of commuter rail operations and related services benefiting Riverside County pending approval of a subsequent annual funding agreement.

NOW, THEREFORE, in consideration of the mutual covenants contained herein, the PARTIES agree as follows:

1. Extension of Funding

The terms and conditions of MOU No. 25-25-097-00 are hereby extended solely for the period of October 1, 2026 through December 31, 2026 ("Extension Period"), unless otherwise modified herein.

2. Interim Funding Amount

During the Extension Period, RCTC shall provide SCRRA interim funding for operating and related eligible costs in an amount not to exceed Eight Million Dollars (\$8,000,000), inclusive of contingency funding, pursuant to the invoicing, reimbursement, and budget procedures set forth in the MOU.

SCRRA shall continue to provide quarterly invoices and supporting documentation consistent with the requirements of the MOU.

3. Purpose of Amendment

The PARTIES acknowledge that this Second Amendment is intended to provide interim funding continuity while SCRRA finalizes updated FY 2026-27 budget information and while the PARTIES negotiate and consider a subsequent annual funding agreement.

4. Continuing Effect

Except as expressly modified by this Second Amendment, all terms and conditions of MOU No. 25-25-097-00 shall remain unchanged and in full force and effect.

5. Authority

The persons executing this Second Amendment represent and warrant that they are authorized to execute this Second Amendment on behalf of their respective PARTY.

6. Counterparts; Electronic Signatures

This Second Amendment may be executed in counterparts and by electronic signature, each of which shall be deemed an original and together shall constitute one instrument.

SIGNATURES

IN WITNESS WHEREOF, the PARTIES have caused this Second Amendment to MOU No. 25-25-097-00 to be executed by their duly authorized representatives.

SOUTHERN CALIFORNIA
REGIONAL RAIL AUTHORITY

RIVERSIDE COUNTY TRANSPORTATION
COMMISSION

Chief Executive Officer

Executive Director

Date: _____

Date: _____

Reviewed and Approved as to Form:

Reviewed and Approved as to Form:

SCRRA General Legal Counsel

RCTC General Legal Counsel

AGENDA ITEM 8

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 9, 2026
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Andrew Sall, Senior Management Analyst, Legislative Affairs Tyler Madary, Legislative Affairs Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	State and Federal Legislative Update

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

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

BACKGROUND INFORMATION:

State Update

Fiscal Year 2026-27 Budget Update

As the conclusion of the 2026 Legislative Session approaches, RCTC is advocating for the Legislature and Governor to utilize state general funds to fully fund the commitments to Tier III Cap-and-Invest programs pursuant to Senate Bill (SB) 840 (2025). California's Cap-and-Invest program was reauthorized in 2025, extending the program until 2045 and altering the programs that are funded by Greenhouse Gas Reduction Fund (GGRF) revenues. This program authorizes up to \$400 million annually for the Transit and Intercity Rail Capital Program (TIRCP) and up to \$200 million annually for the Low Carbon Transit Operations Program. However, recent declines in GGRF revenues and state policy changes are expected to reduce funding available for these programs and the approved state budget in June did not address these projected shortfalls.

Currently, RCTC receives approximately \$6 million in Low Carbon Transit Operations Program (LCTOP) formula funds annually, which are directed to transit agencies in Riverside County to fund discounted fares for youth, free rider days, service expansion, and the purchase of zero-emission infrastructure. TIRCP is a competitive grant program, under which RCTC has received awards of \$15.5 million for the Metrolink Double Track Project: Moreno Valley to Perris in 2023 and \$40.5 million for the Mead Valley Metrolink Station/Mobility Hub in 2024.

Similarly, the budget approved in June did not include the anticipated allocation of \$230 million in Zero Emission Transit Capital (ZETCP) funds, which was established under SB 125 in 2023.

RCTC anticipates receiving a combined \$25 million in FY 2026-27 and FY 2027-28 to help transit operators purchase zero-emission buses and infrastructure to meet state regulatory goals.

On August 10, RCTC submitted a letter to the Governor and Legislature urging their support to fully fund the LCTOP, TIRCP, and ZETCP programs before the end of the legislative session on August 31. RCTC staff will keep the Committee informed of these efforts as negotiations unfold.

Senate Bill 1087 (Cabaldon) – Update

As previously reported, SB 1087 by Senator Christopher Cabaldon (Yolo) was amended on June 25 to address RCTC's concerns regarding unintended impacts to SB 1 gas tax programs and the Commission's competitiveness for these funding programs administered by the California Transportation Commission (CTC). RCTC maintains a Support if Amended position on the bill, as it modernizes the development and approval of Regional Transportation Plans (RTP)/Sustainable Communities Strategies (SCS) in a manner that makes the goals of SB 375 (Steinberg, 2008) achievable. While bill sponsors anticipate additional amendments, they are not in print as of the publish date of this staff report. RCTC staff will review any forthcoming amendments and keep the Committee informed of their potential impact. SB 1087 passed out of the Assembly Appropriations Committee on August 13.

Assembly Bill 2560 (Schultz) – Update

As previously reported, RCTC opposes Assembly Bill (AB) 2560 by Assemblymember Nick Schultz, as it seeks to codify the goals of the Climate Action Plan for Transportation Infrastructure into state law. This bill reduces the flexibility of future state administrations to implement transportation policies and funding decisions to effectively respond to the timely and diverse needs of regions across California. AB 2560 was held in the Senate Appropriations Committee on August 13 and will not move forward this year.

Federal Update

Fiscal Year 2027 Budget Update

On July 21, the House approved a Continuing Resolution (CR) to extend government funding at Fiscal Year (FY) 2026 levels until December 4. Congress is required to approve FY 2027 appropriations legislation or a CR by September 30 to avoid a government shutdown.

On August 8, the Senate approved a separate CR that extends government funding until December 11. Notably, the Senate's CR also includes an extension of surface transportation programs, which are set to expire on September 30. The House-passed CR does not include an extension of surface transportation programs, which will be considered when the House reconvenes on August 31.

Meeting with USDOT Assistant Secretary Michael Rutherford

As a follow up to RCTC's advocacy trip to Washington, D.C. earlier this year, staff met with Michael Rutherford, the new Assistant Secretary for Multimodal Freight Infrastructure and Policy at the U.S. Department of Transportation (USDOT) on July 22 to discuss multimodal projects in Riverside County that support the movement of people and goods. RCTC staff discussed the status of the Coachella Valley Rail Project and grade separation projects along the planned corridor, including at Pennsylvania Avenue and Hargrave Street, among others, that will support the county's growing population and role in national goods movement. RCTC will continue to engage USDOT to advocate for projects and funding that enhance mobility in Riverside County.

FISCAL IMPACT:

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

Attachments:

- 1) Legislative Matrix – September 2026
- 2) Cap-and-Invest/SB 125 Funding Support Letter

RIVERSIDE COUNTY TRANSPORTATION COMMISSION - STATE AND FEDERAL LEGISLATIVE MATRIX– SEPTEMBER 2026

RCTC Active Positions

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
AB 334 (Petrie- Norris)	Current state law limits the sharing of toll customer data necessary for interoperability with other states, limiting toll operators' ability to collect toll revenue from out-of-state drivers in an efficient manner. The existing process is cumbersome, requires significant staff time, and may lead to penalties on customers that may otherwise be avoided. AB 334 enables toll operators in California, such as RCTC, to participate in a future national interoperability program, enhancing service to customers and streamlining the transaction process.	Ordered to Senate Inactive File on 9/13/2025. Two-year bill.	<i>Support</i>	4/9/2025
AB 1145 (Gonzalez)	Requires Caltrans, in reviewing a proposed ordinance or resolution submitted by a local authority to regulate traffic on a state highway, to consider the cost compared to an alternative solution. As a result, AB 1145 seeks to improve safety on highways, including on State Route 74 in Riverside County.	On the Assembly Floor pending concurrence. 8/11/2026.	<i>Support</i>	7/11/2025
AB 2059 (Wilson)	Provides direct relief from vehicle miles traveled (VMT) mitigation requirements if at least 80 percent of a transportation project lies within one or more nonmetropolitan counties. Addition of one or more general lanes on the state highway system are excepted from this relief unless there is a demonstrated safety or evacuation need for the project.	Passed out of the Senate Appropriations Committee on 8/13/2026. Pending on the Senate Floor.	<i>Support if Amended Based on Platform</i>	4/14/2026
SB 1087 (Cabaldon)	Modernizes the development and approval of Regional Transportation Plans (RTP)/Sustainable Communities Strategies (SCS) with intention to make the goals of SB 375 (Steinberg, 2008) achievable.	Passed out of the Assembly Appropriations Committee on 8/13/2026. Pending on the Assembly Floor.	<i>Support if Amended Based on Platform</i>	4/15/2026

RCTC Prior Positions

Legislation/ Author	Description	Bill Status	Position	Date of Original Board Adoption
AB 1740 (Chavez Zbur)	Prior to amendments, granted priority to the City of Santa Monica's Active Transportation Program applications above all others in the state.	Passed out of the Senate Appropriations Committee on 8/13/2026. Pending on the Senate Floor.	<i>Oppose Unless Amended Based on Platform Prior to Amendments on 7/2/2026</i>	6/24/2026
AB 1678 (Harabedian)	Reduced the San Bernardino County Transportation Authority's oversight and discretion on a project within its own jurisdiction, setting a concerning precedent for self-help counties such as Riverside County that have an obligation to deliver promised transportation improvements.	Failed deadline. 4/24/2026.	<i>Oppose Based on Platform</i>	4/10/2026
AB 1855 (Gonzalez)	Expanded California Environmental Quality Act (CEQA) exemptions for certain passenger rail projects, including the Coachella Valley Rail Project.	Failed deadline. 4/24/2026.	<i>Sponsor</i>	3/11/2026
AB 2168 (Wicks)	Prior to amendments, directed the California Transportation Commission on or after January 1, 2028, to develop Active Transportation Program (ATP) guidelines with recommendations to maximize commitments of State Transportation Improvement Program (STIP) formula funds to ATP projects. AB 2168 also requires point reductions for applicants who failed to use previously awarded funds in a timely manner.	Pending on the Senate Floor. 8/4/2026.	<i>Oppose Unless Amended Based on Platform Prior to Amendments on 6/22/2026</i>	4/17/2026
AB 2560 (Schultz)	Codified the goals of the Climate Action Plan for Transportation Infrastructure into state law, reducing the flexibility of future state administrations to implement transportation policies and funding decisions.	Held in the Senate Appropriations Committee on 8/13/2026.	<i>Oppose Based on Platform</i>	4/10/2026
SB 512 (Pérez)	Provided statutory clarity confirming that transportation agencies with existing sales tax authority may administer a voter-approved transactions and use tax as determined by a citizens' initiative.	Vetoed by Governor on 10/13/2025.	<i>Support Based on Platform</i>	7/9/2025

Legislation/ Author	Description	Bill Status	Position	Date of Original Board Adoption
SB 1423 (Stern)	Prior to amendments, removed local control and discretion by changing how Interregional Transportation Improvement Program and Regional Transportation Improvement Program funds can be allocated, requiring 50 percent of funds to be programmed on safe streets projects.	Passed out of the Assembly Appropriations Committee on 8/13/2026. Pending on the Assembly Floor.	<i>Opposed Based on Platform Prior to Amendments on 4/23/2026</i>	4/15/2026



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August 10, 2026

The Honorable Gavin Newsom
 Governor, State of California
 1021 O Street, Suite 9000
 Sacramento, CA 95814

The Honorable Monique Limón
 Senate President Pro Tempore
 1021 O Street, Suite 8518
 Sacramento, CA 95814

The Honorable Robert Rivas
 Speaker of the Assembly
 1021 O Street, Suite 8330
 Sacramento, CA 95814

Subject: RCTC Support for Protecting Cap-and-Invest and SB 125 Funding Commitments

Dear Governor Newsom, Pro Tem Limón, and Speaker Rivas:

On behalf of the Riverside County Transportation Commission (RCTC), I write to request your support to utilize state general funds as needed to fully fund the commitments to Tier III Cap-and-Invest programs pursuant to Senate Bill (SB) 840 (2025) and the Zero Emission Transit Capital Program (ZETCP) established under SB 125 (2023).

RCTC appreciates your leadership to reauthorize the Cap-and-Invest program in 2025 and establish consistent, stable funding for vital transportation programs funded by the Greenhouse Gas Reduction Fund (GGRF), including the Low Carbon Transit Operations Program (LCTOP) and Transit and Intercity Rail Capital Program (TIRCP). However, declines in GGRF revenues and recent administrative policy changes have significantly reduced funding available for these key programs.

Notably, RCTC receives more than \$6 million annually through the LCTOP program, which RCTC directs to transit agencies to fund discounted fares for youth, free rider days, service expansion, and the purchase of zero-emission infrastructure. TIRCP funding supports passenger rail investments across the state, including two projects in rapidly growing areas of Riverside County that were collectively awarded \$56 million in 2023 and 2024.

The Fiscal Year 2026-27 budget approved in June did not include the anticipated allocation of \$230 million in ZETCP funds and calls into question the status of funding next year. RCTC anticipates receiving \$25 million in ZETCP funding over both fiscal years to fund the acquisition of zero-emission buses and infrastructure transit operators need to meet state climate and Innovative Clean Transit regulation goals.

Communities across Riverside County depend on the transit projects and programs made possible with LCTOP, TIRCP, and ZETCP – and these are at risk unless immediate action is taken before the end of the legislative session. For these reasons, RCTC urges the Legislature and Administration to honor the commitments made when SB 840 and SB 125 were approved. Should you have any questions, please contact Legislative Affairs Manager Tyler Madary at tmadary@rctc.org or (951) 787-7141.

Sincerely,

A handwritten signature in blue ink, appearing to read "Aaron Hake".

Aaron Hake
 Executive Director

CC: Riverside County Legislative Delegation

AGENDA ITEM 9

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 9, 2026
TO:	Riverside County Transportation Commission
FROM:	David Thomas, Toll Project Delivery Director
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Interstate 15 Corridor Project Development

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive a presentation on transportation project development along the Interstate 15 (I-15) corridor within Riverside County.

SUMMARY:

This presentation is to bring awareness to the Commission and the public of the significant transportation projects that are under development in Riverside County along the I-15 corridor.

BACKGROUND INFORMATION:

State and federal laws require Metropolitan Planning Organizations (MPOs) to develop a long-range regional transportation plan (RTP) every four years. RCTC is within the Southern California Association of Governments (SCAG) MPO region. The current RTP, called Connect SoCal 2024, was adopted by the SCAG Regional Council in April 2024. It has been amended once and has a second amendment pending. Preparation of the next RTP is already underway as it requires in-depth technical analysis and stakeholder engagement to develop the plan. The next RTP is scheduled to be adopted in 2028. All regionally significant transportation projects envisioned for the next 20 years must be analyzed for their impacts on the region and included in the RTP.

Projects are sponsored by a lead agency (Caltrans, RCTC, County, or City) and typically go through project development phases which include the:

1. Project Initiation Document (PID), also known as a Project Study Report (PSR);
2. Project Approval and Environmental Document (PA/ED), also known as the Preliminary Engineering Phase;
3. Project Specifications and Estimate (PS&E), also known as the Design Phase; and
4. Construction.

RCTC's toll program also includes a toll feasibility study phase prior to the PID phase and has used alternative delivery models such as Design-Build and Progressive Design-Build which combine the Design and Construction phases.

DISCUSSION:

Staff will be presenting the significant transportation projects from the RTP that are under development in Riverside County along the I-15 corridor from the San Bernardino County Line south to the San Diego County Line. Staff will provide a brief status on where each project is in project development, and the potential year of implementation should funding become available.

AGENDA ITEM 10

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 9, 2026
TO:	Riverside County Transportation Commission
FROM:	Western Riverside County Programs and Projects Committee Italia Garcia, Community Engagement Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	State Route 79 Realignment Project Renaming – Phase II

WESTERN RIVERSIDE COUNTY PROGRAMS AND PROJECTS COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Adopt “San Jacinto Valley Expressway Project” as the new name for the State Route 79 Realignment Project.

BACKGROUND INFORMATION:

The State Route 79 (SR-79) Realignment Project proposes to build a new 12-mile limited access expressway extending from south of Domenigoni Parkway north to Gilman Springs Road. The project was initially envisioned as a state freeway-type facility but faced challenges moving forward due to funding constraints and state policy changes. In 2023, following the Commission's directive, staff conducted a Corridor Analysis to evaluate the possibility of converting the project from a State Route to a County Expressway. In 2024, following the Commission's approval, the project was able to move forward with designing the facility as a County of Riverside facility instead of a Caltrans state highway facility. As a result, the original project name, SR-79, is no longer applicable and a new name is required to be established.



Figure 1. SR-79 Project Map and Segmentation

Discussion

The Commission's External Affairs staff launched multiple public input phases to help identify a new name for the future county expressway. These community driven efforts were designed to raise awareness, celebrate community identity, and give residents of Hemet, San Jacinto, Winchester, and surrounding unincorporated areas a meaningful voice in shaping the project's legacy. This effort included a renaming panel and multiphase digital public engagement.

Renaming Panel

To further guide the renaming process, staff assembled a SR-79 Realignment Project Renaming Panel comprised of elected officials and community representatives from jurisdictions directly impacted by the project. The panel was intended to:

- Provide representation from key corridor communities most directly impacted by the project;
- Evaluate community-submitted names using consistent criteria; and
- Support a collaborative recommendation process prior to Committee and Commission action.

The panel comprised of representatives from key corridor communities, including:

- Supervisor Chuck Washington – District 3
- Supervisor Yxstian Gutierrez – District 5
- City of Hemet – Mayor Linda Krupa

- City of San Jacinto – Councilmember Valerie Vandever
- Soboba Band of Luiseño Indians – Vice-Chairwoman Geneva Mojado

To support a balanced, transparent, and community-informed recommendation, staff convened with the SR-79 Realignment Project Renaming Panel following the close of each public input phase.

Phase I (October 2025)

During the first phase of public input in October 2025, residents were invited to propose names and provide a justification for their submission through an online process. During this submission period, staff conducted a digital outreach effort—including social media posts, digital ads, and toolkits—to encourage regional participation. A webpage and online form were created to collect name submissions from the public. Each submission required the proposed name and a short narrative to provide context and justification for the suggestion.

During the submission period, the Commission received a total of **416** name suggestions. The list was narrowed down to the seven names that received the highest number of similar submissions and cleared the Riverside County Surveyor’s road name criteria, to support future consideration of naming the new county expressway. The top seven proposed names (accounting for minor spelling and formatting variations) are outlined in the table below. The justification summaries for each name are included in an attachment to this report.

Proposed Name	No. of Submissions	% of Total Submissions
San Jacinto Valley Expressway	50	12%
Hemecinto Expressway	16	4%
Mastodon Expressway	4	1%
Heritage Expressway	3	1%
Pleasant Valley Expressway	3	1%
Tri-City Expressway	3	1%
Valley Wide Expressway	3	1%

The survey webpage received more than 3,000 visits during the submission period. The heatmap below (Figure 2) highlights engagement by city with the digital renaming campaign. Engagement was concentrated along the SR-79 corridor and in adjacent communities. The high level of engagement demonstrates strong regional interest in shaping the identity of the future expressway.

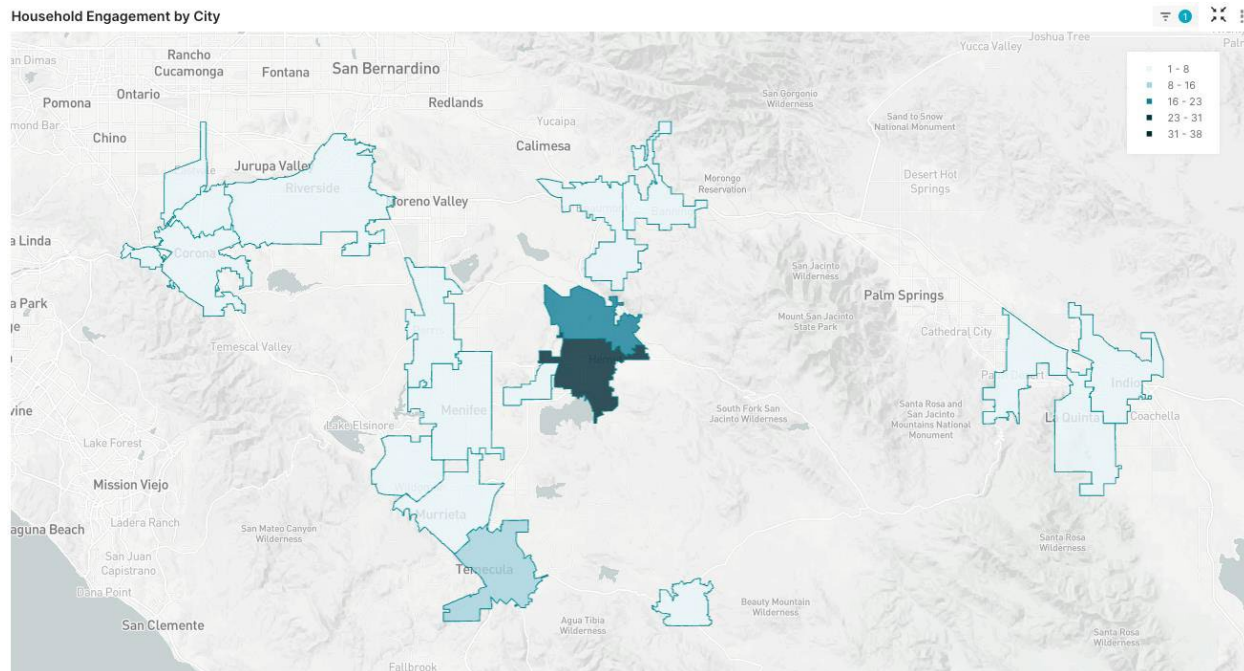


Figure 2. Household Engagement by City (see attachment for high-resolution image)

Following the closing of the first phase of public input, the renaming panel convened to review the top community-submitted name options and provide a recommendation on a final project name. The panel evaluated the proposed names based on community relevance, regional identity, clarity, and long-term suitability for the future county expressway. During this meeting, participating panel members reviewed name submissions and associated community justifications and recommended the SR-79 Realignment Project be renamed the “San Jacinto Valley Expressway Project,” with the intent that the name be carried forward as the future county expressway.

Phase II (July – August 2026)

External Affairs staff presented the panel’s recommendation to the Western Riverside County Programs and Projects Committee during its April 2026 meeting. The Committee directed staff to solicit additional public feedback about the proposed project names. Based on this direction, staff reconvened with the renaming panel to finalize a list of names to put forth to a public vote. The top seven names from Phase I were to be included in a poll with a minor update to Mastodon Expressway as requested by the panel, with the name being changed to “Mastodon Valley Expressway.” Staff created an online poll that gave the public an opportunity to select their preferred option from the final list of seven names. Mirroring the efforts from Phase I, staff developed social media posts, digital ads, flyers, blog posts, and toolkits to encourage regional participation with residents and stakeholders. The survey was shared across social media by residents, stakeholders, and the cities of Hemet and San Jacinto, along with features in publications like *The Patch*.

During the second phase of public input, the Commission received **3,072** votes from residents along the SR-79 corridor and adjacent communities (represented by the heatmap in Figure 3). Across all votes cast, San Jacinto Valley Expressway received the highest share of votes, with 33% of the vote (1,002 votes), followed by Mastodon at 20% and Hemecinto at 13%. The remaining four options — Tri-City, Valley Wide, Heritage, and Pleasant Valley — each drew between 6% and 11% of the vote. The final survey results are presented in the table below.

Proposed Name	No. of Votes	% of Total Votes
San Jacinto Valley Expressway	1,002	33%
Mastodon Valley Expressway	612	20%
Hemecinto Expressway	410	13%
Tri-City Expressway	344	11%
Valley Wide Expressway	333	11%
Heritage Expressway	186	6%
Pleasant Valley Expressway	185	6%
TOTAL	3,072	100%

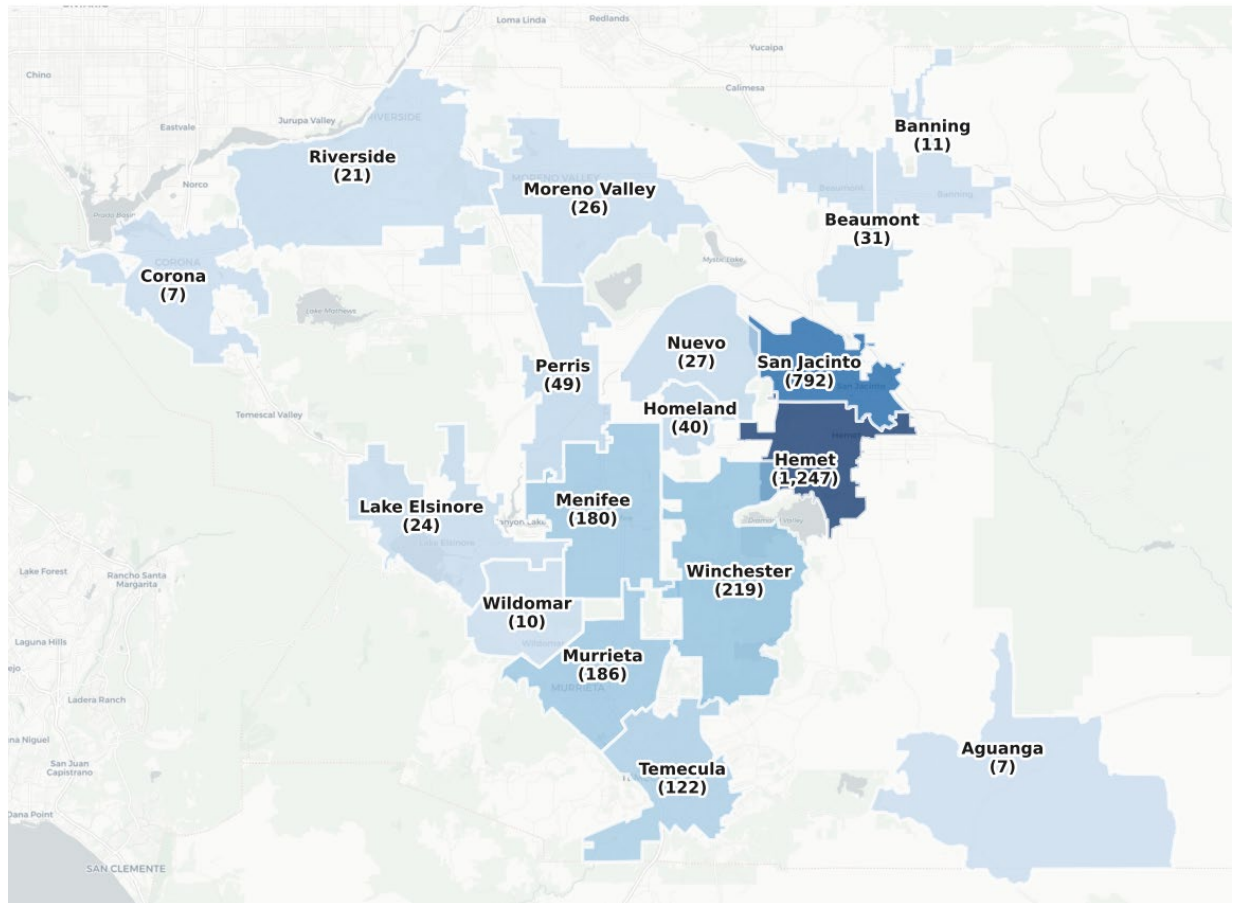


Figure 3. Votes by City (see attachment for high-resolution image)

Following the closing of the voting period, staff reconvened with the renaming panel to review the results of the survey and receive an updated recommendation on the final project name. During this discussion, participating panel members once again recommended the SR-79 Realignment Project be renamed the “San Jacinto Valley Expressway Project” based on the name’s regional significance and total number of votes received, with the intent that the name be carried forward as the future county expressway.

County of Riverside Approval

Commission staff coordinated with the County of Riverside – County Surveyor’s Office to review applicable technical guidelines and existing roadway names to avoid potential conflicts. This coordination ensures that the proposed names are consistent, feasible, and suitable for future implementation.

Following adoption of the project name by the Commission, staff will continue coordination with the County of Riverside – County Surveyor’s Office to support the future implementation and adoption of the name for the county expressway.

FISCAL IMPACT:

None

Attachments:

- 1) Justification Summaries of Top Name Submissions from Phase I
- 2) High-Resolution Engagement Heatmap of Phase I
- 3) High-Resolution Engagement Heatmap of Phase II

*Approved by the Western Riverside County Programs and Projects Committee on
August 24, 2026*

In Favor: 10 Abstain: 0 No: 0

SR-79 Realignment Project Renaming Campaign

Justification Summaries

Phase I (October 2025)

During the first phase of public input in October 2025, residents were invited to propose names and provide a justification for their submission through an online process. A webpage and online form were created to collect name submissions from the public. Each submission required the proposed name and a short narrative to provide context and justification for the suggestion.

The top seven proposed names (accounting for minor spelling and formatting variations) and their justification summaries are outlined below.

1. *San Jacinto Valley Expressway*

The “San Jacinto Valley” name reflects regional pride and clarity. Participants consistently described it as inclusive of the entire San Jacinto Valley and easy for the public to identify with. It strikes a balance between civic identity and straightforward communication—a strong, recognizable anchor for future signage and outreach.

2. *Hemecinto Expressway*

The “Hemecinto Expressway” proposed name honors both Hemet and San Jacinto by reflecting their shared identity within the valley—highlighting continuity, collaboration, and long-standing local usage that blends the twin cities’ names. Supporters highlighted that this name captures the regional link and community character.

3. *Mastodon Expressway*

The proposed name honors the region’s significant prehistoric heritage. Mastodon fossils—particularly Columbian mastodons—were uncovered during the Diamond Valley Lake excavation, one of California’s most important paleontological sites. These discoveries highlight how mastodons roamed the San Jacinto Valley long before human settlement. Naming the project after them recognizes this unique natural history and provides a unifying identity for Hemet, San Jacinto, nearby communities, and the Soboba Tribe by celebrating a shared ancient past rooted in the land.

4. *Heritage Expressway*

The name “Heritage Expressway” reflects the deep history, pride, and long-standing community identity of the Hemet and San Jacinto Valley. It honors the generations who built and shaped the region while also symbolizing ongoing growth and progress. By connecting the northern and southern parts of the community, the project would strengthen commuter access, support future development, and celebrate the shared heritage that defines the Valley’s roots and modern evolution.

5. *Pleasant Valley Expressway*

The name honors the historic name of Winchester, which was originally known as Pleasant Valley in the late 1800s. Using this name would acknowledge and preserve the community's early identity.

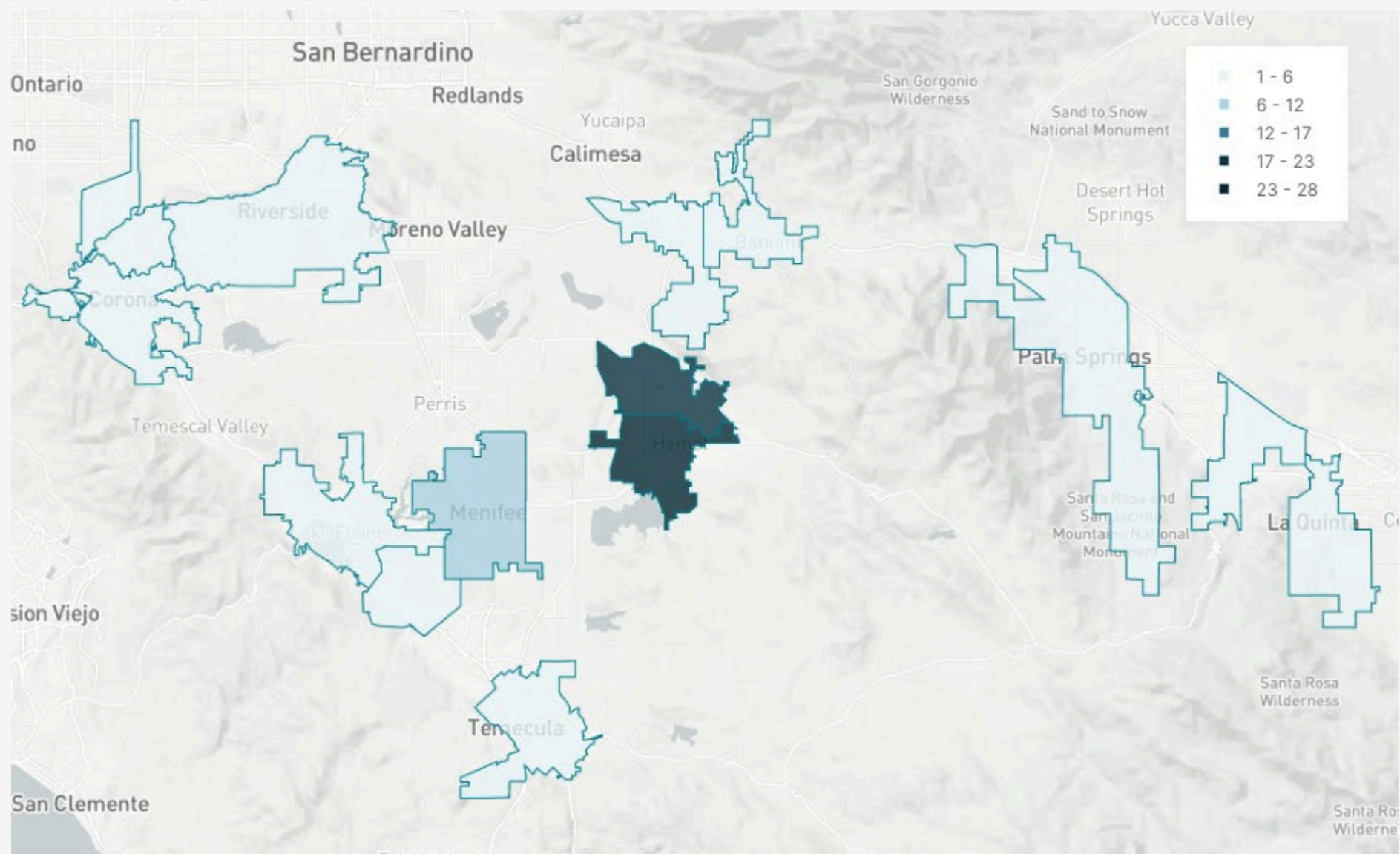
6. *Tri-City Expressway*

The proposed name highlights the project's role in connecting the three major communities it will serve—Perris, Hemet, and San Jacinto. The name emphasizes this unified regional link and reflects the project's purpose: strengthening connectivity and representing the shared identity of the three cities it brings together.

7. *Valley Wide Expressway*

The name "Valley Wide Expressway" reflects a term already deeply rooted in the identity of the Hemet, San Jacinto, and Winchester communities. "Valley Wide" is widely recognized through local landmarks—such as Valley Wide Regional Park and Valley Wide Diamond Valley Lake Community Park—and is associated with the long-standing contributions of the Valley Wide Recreation and Park District, which has provided parks, sports facilities, and recreation spaces to residents for decades. Naming the project "Valley Wide" honors this regional legacy, represents the entire valley it traverses, and aligns with existing community names, making it both meaningful and intuitive.

Household Engagement by City



79 Expressway Station Renaming — Submissions by City July 23 - August 10, 2026 | 3,072 total votes

