

**RCTC**

**RIVERSIDE  
COUNTY  
TRANSPORTATION  
COMMISSION**

I-215 Placentia Avenue Bridge



# COMPREHENSIVE ANNUAL FINANCIAL REPORT

Riverside County Transportation Commission  
Riverside County, California

FISCAL YEAR ENDED JUNE 30, 2021



Pachappa Underpass



Specialized Transit



60 Truck Lanes

**RCTC**

**RIVERSIDE  
COUNTY  
TRANSPORTATION  
COMMISSION**

MCP I-215/Placentia Avenue Interchange



## COMPREHENSIVE ANNUAL FINANCIAL REPORT

Fiscal Year Ended June 30, 2021

Submitted by:

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Santa Ana River Trail

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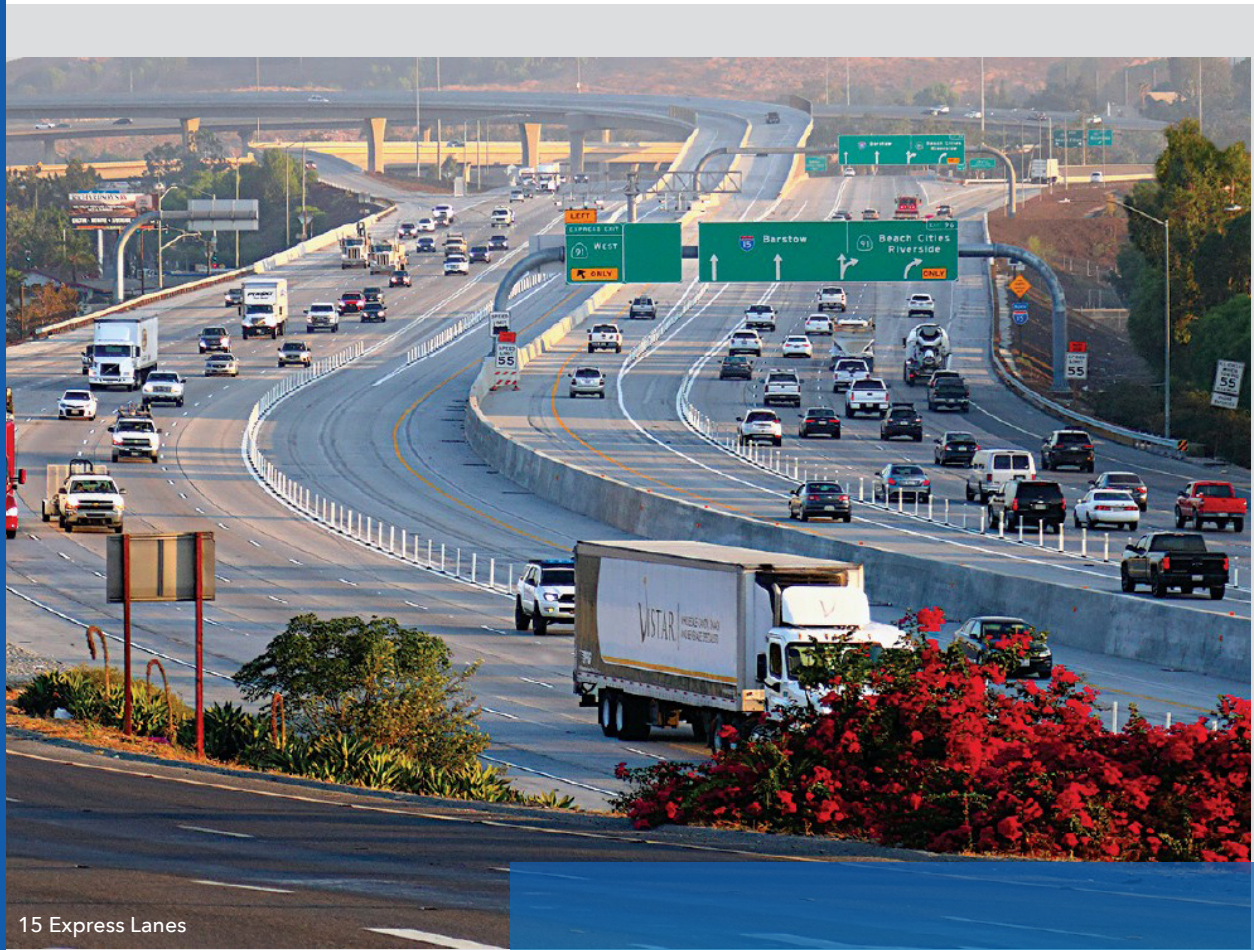
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RIVERSIDE  
COUNTY  
TRANSPORTATION  
COMMISSION



15 Express Lanes

# INTRODUCTORY SECTION





October 29, 2021

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

### **Letter of Transmittal**

State law requires that the Riverside County Transportation Commission (Commission or RCTC) publish within six months of the close of each fiscal year a complete set of financial statements presented in conformity with accounting principles generally accepted in the United States (GAAP) and audited in accordance with generally accepted auditing standards by independent certified public accountants. Pursuant to that requirement, we hereby issue the Comprehensive Annual Financial Report (Annual Report) of the Commission for the fiscal year ended June 30, 2021.

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

Eide Bailly LLP has issued an unmodified opinion on the Commission's financial statements for the year ended June 30, 2021. The independent auditor's report is located at the front of the financial section of this report.

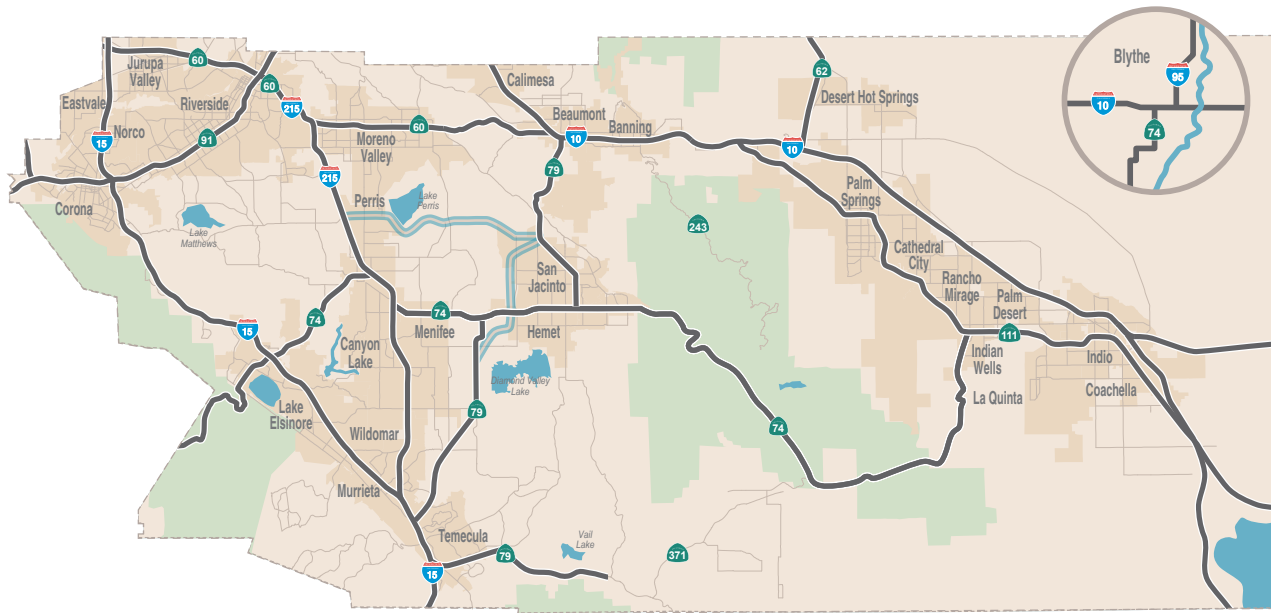
Management's Discussion and Analysis (MD&A) immediately follows the independent auditor's report and provides a narrative introduction, overview, and analysis of the basic financial statements. MD&A complement this letter of transmittal and should be read in conjunction with it.

### **Profile of RCTC's Governance and Responsibilities**

State law established the Commission in 1976 to oversee the funding and coordination of all public transportation services within the county of Riverside (County). The Commission's mission is to assume a leadership role in improving mobility in Riverside County and to maximize the cost effectiveness of transportation dollars in the County. The governing body is the Board of Commissioners (Board), which consists of all five members of the County Board of Supervisors, one elected official from each of the County's 28 cities, and one non-voting member appointed by the Governor. The Commission is responsible for setting policies, establishing priorities, and coordinating activities among the County's various transportation operators and agencies. The Commission also programs and/or reviews the allocation of federal, state, and local funds for highway, transit, rail, non-motorized travel (bicycle and pedestrian), and other transportation activities. The Commission has developed two express lanes projects; the RCTC 91 Express Lanes opened in March 2017, and the 15 Express Lanes opened in April 2021.

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

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



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

Finally, the Commission has been designated as the Congestion Management Agency (CMA) for the County. As the CMA, the Commission coordinates with local jurisdictions in the establishment of congestion mitigation procedures for the County's roadway system.

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

## Local Economy

Any discussion of the local economy must acknowledge the current and future impacts of the COVID-19 pandemic and subsequent Delta variant wave of the virus during 2021. In Riverside County, most virus-related restrictions have been lifted; however, the pandemic continues to impact the economy - mostly on the workforce. In May 2020, Riverside County's unemployment rate hit a high of 16%. Since that time, the situation has improved and unemployment has hovered at or around 7.5% during the first part of 2021. In fact, many employers have found it challenging to hire and retain employees, which should suggest additional job growth in late 2021 and in 2022.

Riverside County has specific competitive advantages over nearby coastal counties (Los Angeles, Orange, and San Diego) including housing that was (and remains) more available and affordable, lower commercial real estate lease and purchase costs, and land available for development at lesser costs. Riverside County's economy has thrived, reflecting those specific competitive advantages over its neighboring counties,



largely as a result of the County's continuing ability to draw jobs, residents, and affordable housing away from the Los Angeles, Orange, and San Diego county areas. As a result, the County's employment and commercial base has become more diversified, and the County's share of the regional economy has increased. So far, housing prices, property values and sales tax revenues in Riverside County remain strong and are improving.

The foundation for continued economic growth during a recovery is certainly in place; although Riverside County, the state of California (State of California), and the entire nation moves forward with some uncertainty after more than a year and a half of COVID-19-related impacts. For the Commission, formidable ongoing challenges remain in terms of providing needed infrastructure enhancements to support a population and an economy that continues to outgrow the capacity of its existing infrastructure.

### **Long-term Financial Planning**

Proactive financial planning is a critical element for the success of the Commission as it builds for the future. Continually reviewing projected revenues, expenditures, and expenses to actual amounts ensures that the Commission's expectations are realistic and goals are achievable. Scarce resources, especially at the state and federal level, can be directed to projects of regional significance, or, with additional funding, project priorities can be expanded to address unfunded project requirements or developing needs.

Local funding, and specifically the Commission's voter-approved sales tax program (Measure A), will continue to serve as RCTC's most significant source of funding. The program funds highway, street and road, public transit, and rail projects and new transportation corridors throughout the County. The program is established in a way to ensure funding for every geographic region within the County including the Palo Verde Valley, Coachella Valley and more heavily populated area of Western Riverside County. Measure A revenues of \$242.9 million exceeded the Commission's approved revised projection for FY 2020/21 in spite of COVID-related closures. For FY 2021/22, the Commission made conservative projections and will be ready to make adjustments based on actual results.

At the state level, transportation funding is a source of continuing debate regarding future priorities. Sustainability has become a statewide priority and will likely impact the direction of state funding for many years. California has established a number of more predictable funding streams such as an increase in the gas tax, a cap and trade program from emissions trading, and encouragement of market-based approaches such as implementation of express lanes and toll facilities.

Along with more predictable state funding, California has also approved transportation policy measures discouraging the expansion of highway capacity in favor of an added focus on public transit and active transportation. This policy direction will likely result in added costs to obtain project approvals and will require a new emphasis in funding for operations of transit services.

The news on federal funding is and will continue to be uncertain until a new infrastructure bill is approved by Congress. The bill is currently in the legislative process, and there remains a great deal of uncertainty in terms of how much investment is eventually approved. In December 2015, the comprehensive transportation bill known as Fixing America's Surface Transportation Act – or FAST Act – superseded Moving Ahead for Progress in the 21st Century which originally expired in June 2014. The federal government continues to be a source of highway funding through the Surface Transportation Block Grant Program (formerly, Surface Transportation Program) and the Congestion Mitigation Air Quality program, since the FAST Act continues these programs at roughly the same funding level.

Tolling is another important local funding source for the Commission, and it has been negatively impacted by the pandemic. Since RCTC's opening of the 91 Express Lanes in Corona in 2017, traffic and revenue along this highly-used corridor exceeded projections. This was disrupted late March and early April 2020, as the Commission experienced a drop in use of the RCTC 91 Express Lanes; however, the current use of the RCTC 91 Express Lanes has rebounded and is starting to meet and exceed previous usage levels in peak periods.

In addition to the RCTC 91 Express Lanes, the Commission opened the 15 Express Lanes in April 2021. This project is publicly known as the Riverside Express, and the new facility is generating more than 450,000 tolled trips per week.

In looking to future funding decisions, providing and ensuring equity to all will be an increasingly important priority and responsibility for every transportation agency. Riverside County is home to a wide array of communities with differing needs. RCTC will place a special emphasis on public outreach and policy direction with equity in mind to serve the entire county, including disadvantaged communities that need targeted transportation investments to serve the public and to grow and thrive.

### ***Capital Project Delivery and Implementation – Critical Workers Delivering Needed Infrastructure***

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

The Commission is currently in the midst of an unprecedented era of transportation investment in Riverside County. The results can be seen with numerous projects under construction, increasingly popular and successful transit service, and promises of more on the way in the near future. There is also a number of notable completed projects – providing tangible examples of the Commission completing promises that were made to voters who approved Measure A. The Commission has developed a track record of success, which is taking shape throughout the County as evidenced in the following project types.

### **Progress Continues**

At the beginning of the pandemic-related shutdowns in California, construction workers were identified as essential workers. Investing in infrastructure can be a critical component in protecting and growing the economy in uncertain jobs. For example, the 60 Truck Lanes project is projected to create as many as 2,490 jobs. Similar investments and resulting job creation can be seen throughout the County as seen in the following highway and rail projects:

**60 Truck Lanes:** In partnership with the California Department of Transportation (Caltrans), the Commission is the lead agency for the 60 Truck Lanes Project. With a total project cost estimated at \$138.4 million, construction of the project began in early 2019. In early 2020, a major construction milestone, which included a significant lane closure in the westbound connection, was completed and traffic was shifted to a newly constructed segment of the highway. The project adds truck climbing and deceleration lanes, wider shoulders, and additional safety improvements to a 4.5-mile segment of the highway and is expected to be completed in 2022.

**Placentia Interchange to link I-215 and future Mid County Parkway:** Construction work began in mid-2020 on the very first component of the Mid County Parkway (MCP), a new 16 mile east-west corridor between the cities of San Jacinto and Perris. This \$42 million project adds a new freeway interchange at Placentia Avenue that will link to the MCP and improve a segment of Placentia Avenue in the city of Perris. The new interchange is expected to open in 2022.



**I-15 Railroad Canyon Interchange:** The Commission serves as the lead agency to expand the I-15 interchange at Railroad Canyon Road in the city of Lake Elsinore. The \$45 million project began construction in May 2020 and widens the street under the freeway and makes a number of needed improvements to increase capacity of the on- and off-ramps and auxiliary lanes. The project is expected to be complete in late 2022.



**91 Freeway Corridor Operations Project:** Another project that launched construction in the latter part of 2020 is the 91 Corridor Operations Project. The project adds an auxiliary lane on westbound SR-91 from the Green River Road on-ramp to the southbound SR-241 connector. The new auxiliary lane, located next to the outside shoulder, will help relieve westbound traffic congestion through this heavily traveled corridor. The project is expected to be complete in late 2021.

**15/91 Express Lanes Connector:** Construction began in early 2021 to build a new direct connection between the RCTC 91 Express Lanes and the 15 Express Lanes. With the design-build contract awarded in March 2020, the design-builder has advanced to construction activities. The new connection will be provided from the eastbound 91 Express Lanes to the northbound 15 Express Lanes and from the southbound 15 Express Lanes to the westbound 91 Express Lanes.

**Commuter Rail Improvements:** The Commission began construction in 2020 to expand the Metrolink train layover facility at the Riverside-Downtown Station. The project will allow more trains to be housed at the station at the end of each night shift, resulting in more efficient service. Construction activities include track improvements north of the train platform, drainage facilities, electrical systems, lighting fixtures, security fencing, access gates, utility relocations, and water and sewer connections.

Another station project currently in the environmental phase is construction of a new platform on the east side of the station. This will allow more trains to serve the Riverside-Downtown Station, which is one of the Metrolink system's most heavily used stations.

## Projects for Future Construction

**I-15 Express Lanes Southern Extension:** Environmental work is already under way to extend the 15 Express Lanes an additional 14.5 miles to the city of Lake Elsinore. A series of public scoping meetings were held in 2020 as part of the comprehensive environmental review process.

**I-15 Interim Corridor Operations Project:** Another future project on I-15 about to enter project development is the I-15 Corridor Operations Project, or 15 COP. This project will add a non-tolled lane on southbound I-15 from the Cajalco Road on-ramp to the Weirick Road off-ramp, a segment slightly less than one mile. It will also widen the existing I-15 median, shift vehicles to this new pavement, and convert the existing outside lane to a new travel lane. Additionally, the 15 COP will widen the Bedford Canyon Wash Bridge and ease southbound traffic congestion on I-15 during peak hours. This project has received needed approvals to proceed and will begin construction in 2022.

**71/91 Interchange:** The Commission has secured funding for a new connector between the eastbound SR-91 and northbound SR-71 in the city of Corona. This \$121 million project has environmental clearance and will begin the construction phase in 2022.

**79 Realignment Remains an Important Priority:** Another large planning effort affecting the Hemet and San Jacinto communities is the realignment of SR-79. This 2009 Measure A project is undergoing early project development partially funded through the TUMF program and federal earmarks. An environmental document was approved in January 2017 to allow the realignment of SR-79 between Domenigoni Parkway, south of SR-74, and Gilman Springs Road, north of San Jacinto. The project will realign the highway to provide a more direct route within the San Jacinto Valley. Current work on this project includes acquisition of right of way needed for mitigation and to protect cultural sites.

**Active Transportation:** Non-motorized transportation options are becoming an increasingly important part of California's transportation infrastructure, and the Commission has taken a leadership role in assisting local jurisdictions by funding and advocating for projects vying for state funding. The Commission is also heading up project development for the Santa Ana River Trail – a multiuse facility that will provide a bike, pedestrian and equestrian trail to link San Bernardino, Riverside and Orange Counties for cyclists, pedestrians and equestrians.

***Toll Connections with Neighboring Counties:*** RCTC has been successful in establishing a successful and productive relationship with the Orange County Transportation Authority (OCTA) regarding the operation of the 91 Express Lanes. The Commission is now faced with two additional connections between toll facilities. The Commission is currently working with the San Bernardino County Transportation Authority (SBCTA) to close a gap between the 15 Express Lanes in Riverside County and a planned express lane facility at the San Bernardino County Line. This project is referred to as the I-15 NEXT. Yet another planned facility is a direct connector between the 241 Toll Road operated by the Transportation Corridor Agencies (TCA) and the 91 Express Lanes. Operational issues for this future facility are currently being addressed among the TCA, OCTA, Caltrans, and RCTC.

### ***TUMF Links Growth with Infrastructure***

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

With the passage of the 2009 Measure A, a TUMF program with participation requirements similar to that in the Coachella Valley is in place in Western County and administered by the Western Riverside Council of Governments. TUMF funds received by the Commission are split evenly between new corridors, including the MCP, and regional arterials, including local projects and the SR-79 realignment project. To date under the regional arterial program, 18 projects have been completed, one project is currently under construction, and one project continues pre-construction work.

### ***Rail Development, Operations and Support***

As one of five funding partners in the Southern California Regional Rail Authority, which operates the Metrolink commuter rail service, the Commission is engaged in a continual exercise of consensus building with its partners to provide effective regional service. Now consisting of seven lines serving six counties, the system typically carried an average of slightly more than 40,000 passengers each weekday prior to COVID-19.

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

- *Riverside Line:* Originates in the Riverside-Downtown station and stops at the Jurupa Valley-Pedley station before proceeding through Ontario, Pomona, Industry, and Montebello to Los Angeles Union Station. Pre-pandemic daily ridership averaged 3,961 riders.
- *Inland Empire Orange County (IEOC) Line:* Begins in nearby San Bernardino with stops at the Riverside-Downtown, Riverside-La Sierra, Corona-North Main, and Corona-West stations before entering Orange County with stops in Anaheim Canyon, Orange, Santa Ana, Tustin, Irvine, Laguna Niguel/Mission Viejo, San Juan Capistrano, San Clemente, and Oceanside. When initiated, this service was described as the first suburb-to-suburb commuter rail service in the nation. Average daily ridership on the IEOC line was 4,784 prior to COVID-19. This line also provides weekend service.
- *91/Perris Valley Line:* Provides service from Perris to Los Angeles with stops in Perris-South, Perris-Downtown, Moreno Valley/March Field, Riverside-Hunter Park/UCR, Riverside-La Sierra, Corona-North Main, Corona-West, Fullerton, Buena Park, Norwalk, and Commerce before terminating at Union Station. Daily patronage on the line prior to COVID-19 averaged 3,731. A part of this line between Riverside and Los Angeles offers weekend service, and new weekend service from Perris started in October 2019.



### **COVID-19 Impact on Metrolink**

The onset of COVID-19 has resulted in a significant drop in Metrolink ridership since mid-March 2020. Up to that point, ridership and use had increased by approximately 3% since the previous year. Today daily ridership on Metrolink lines serving Riverside County is down compared to pre-COVID levels but is steadily increasing as more commuters return to the office.

Metrolink has responded to the challenge with a comprehensive series of strategies. One of Metrolink's first actions was a reduction in train schedules by 30% beginning on March 26, 2020. To address safety concerns, enhanced vehicle and station cleaning and sanitation efforts were implemented along with social distancing efforts. Metrolink conducted a Customer Survey that found 81% of all riders are likely to return to Metrolink and most current riders self-identify as "Essential Workers." Metrolink also is implementing a Recovery Plan to prioritize safety and protect employees and customers while also providing a phased approach to recovery. To assist with ridership recovery, Metrolink has introduced a five-day pass to improve fare flexibility along with Weekends Kids Ride Free, a new Loyalty Program, and an enhanced Corporate Partner Program focused on the healthcare industry.

Metrolink is utilizing Federal Transit Administration Coronavirus Aid, Relief, and Economic Security Act grant funds to address some of the revenue loss due to ridership declines and restore service as demand grows – although it is anticipated to take several years for ridership and revenues to fully recover.

### **Coachella Valley-San Geronimo Pass Rail Service**

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

Providing this level of service will require significant investments in the rail corridor that is heavily used by freight trains. The Commission is close to completing a Tier 1/Program Environmental Impact Statement/Environmental Impact Report (EIS/EIR) and seeks to begin work on a Tier 2 Project Level environmental document and preliminary engineering in 2022. The eventual implementation of this service will provide another important link between the Coachella Valley and Western Riverside County along with the rest of Southern California.

### **Commuter Services**

Acting in its capacity as the regional transportation planning agency (RTPA) and the SAFE for Riverside County, the Commission provides a variety of commuter services to increase mobility, safety, and air quality throughout the region.

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

**Ridematching and Information Services:** The Commission, in partnership with the SBCTA provides commuters and employer partners in the region with access to rideshare resources (IECommuter.org) and information to assist with finding rideshares for car/vanpool arrangements or transit options and to participate in incentives. A call center (866-RIDESHARE) is also available during business hours for commuters or employers who need more personal support.

**Rideshare Incentives:** The most prominent commuter incentive continues to be Rideshare Incentives, a short-term incentive that offers \$2 per day for each day new ride sharers use an alternate mode of transportation in a three-month period. Long-term ride sharers are recognized and rewarded for their continuing commitment to use alternate modes of transportation to and from work with access

to discounts at over 360,000 nationwide merchants through Rideshare Plus and/or opportunities to win monthly prizes for reported rideshare and telework activity through Monthly Rideshare Spotlight.

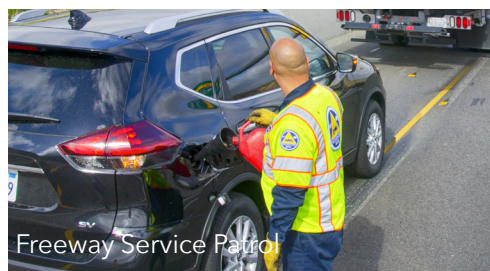
**Vanpool and Buspool Subsidies:** In May 2018, the Commission launched VanClub, which provides ongoing subsidies to eligible vanpools commuting to employer worksites in Western County. In FY 2020/21, VanClub supported an average of 29 vans per month resulting in the reduction of more than an estimated 46,000 trips, 1.7 million miles, and 631 tons of emissions throughout the region. A recovery toward pre-pandemic vanpools levels (80 vanpools) continued to be a challenge throughout the fiscal year; however, the program will be ready to continue as workers return to various work sites. Since 1990, the Commission has also provided ongoing subsidies for commuter organized buspools that commute extended distances, generally in excess of 100 miles per day, and maintain an average of 25 riders on a monthly basis. In FY 2020/21, this program resulted in a reduction of more than 16,000 vehicle trips and 966,000 miles traveled.

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

**Park & Rides:** Working in partnership with Caltrans, the Commission leases excess parking from business and civic institutional partners to facilitate ridesharing and to expand the system's park and ride capacity. There are more than 3,200 park and ride spaces available in Riverside County.

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

**Freeway Service Patrol:** The FSP program is a special team of 26 tow trucks roving along 12 beats on portions of SR-60, SR-91, I-15, and I-215 within the County during peak, weekday commuter hours to assist drivers when their vehicles break down or experience other mechanical problems. Thanks in part to the approval of Senate Bill 1 in April 2017, which provided more funding to FSP programs, the Commission has been able to expand the service to additional areas along the I-15 in southwestern Riverside County.



The purpose of the FSP is to clear debris and remove disabled vehicles from the freeway as quickly as possible to help keep freeway traffic moving during rush hour periods. Another effort augments existing FSP service with additional tow trucks in construction areas as another means of construction-related congestion mitigation. The Riverside County SAFE and the State fund the FSP. During FY 2020/21, the FSP provided approximately 59,700 assists. This includes incremental FSP weekend service, funded by the South Coast Air Quality Management District's Mobile Source Air Pollution Reduction and Review Committee, on segments of SR-91 and SR-60.

**Call Boxes:** In cooperation with the California Highway Patrol and Caltrans, the Commission assists motorists who experience accidents, mechanical breakdowns, or other unforeseen problems by providing access to cellular call boxes with enhanced reception along the County's major highways. In response to the proliferation and continued growth of cell phone usage and declining demand and use of call boxes, the Commission approved a substantial reduction to the call box system in 2017 and 2019. A cost-effective backbone of 158 call box units will remain in place and serve more than 346 centerline miles of highways. The call box program is funded by Riverside County SAFE revenue, an annual \$1 surcharge added to vehicle registrations. In FY 2020/21, call box operators answered approximately 936 calls from motorists.

**Traveler Information:** To further promote mobility, the Commission in partnership with the SBCTA, provides motorists with access to real-time freeway travel information and incident information on Southern California highways through its IE511 Traveler Information system. IE511 is designed to promote mobility by fostering more informed travel decisions to avoid congestion and is available via the telephone by dialing 511 from any landline or cell phone within Riverside or San Bernardino County, online at [www.ie511.org](http://www.ie511.org), or the IE511 mobile app. IE511 is funded with Riverside County SAFE funds in addition to SBCTA reimbursements. In FY 2020/21, IE511 serviced 204,259 web visits and 65,046 phone calls.

### **Specialized Transit**

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

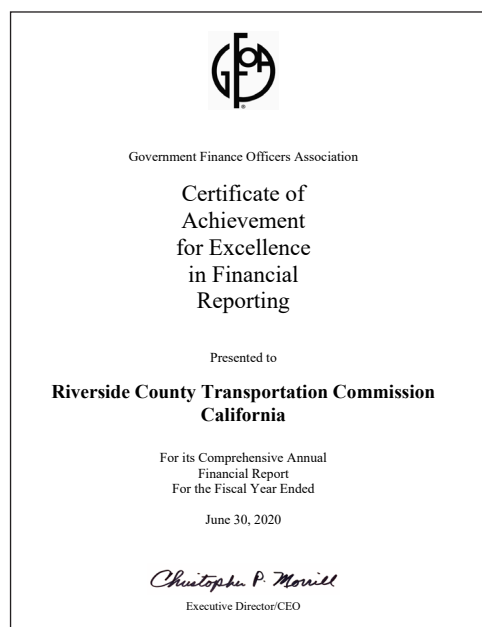
The Commission develops a Public Transit-Human Services Coordinated Plan every four years. This plan assists the Commission in identifying service gaps, additional qualifying populations, and underserved areas of Riverside County in need of transit services. The Commission updated this plan in FY 2020/21. To address some of these transit service needs identified in the Public Transit-Human Services Coordinated Plan, a portion of the Measure A sales tax in Western Riverside County is set aside for a Specialized Transit Call for Projects. This Specialized Transit Call for Projects is held every three years and provides funding awards for public and nonprofit transit operators. The 2018 Specialized Transit Call for Projects awarded approximately \$8.2 million to 18 public and nonprofit transit operators over a three-year period from FY 2018/19 through FY 2020/21. During FY 2020/21, public and nonprofit transit operators provided over 108,000 one-way trips.

In addition to funding and planning, the Commission updated its bylaws and membership requirements for its TDA-required Social Services Transportation Advisory Council in FY 2020/21. The Citizens and Specialized Transit Advisory Committee (CSTAC) consists of 13 members of the public and two Consolidated Transportation Service Agency members, which were appointed by the Commission in March 2020 with terms and bylaws updated in April 2021. The CSTAC meets three times a year and provides Commission staff additional insight into specialized transit needs throughout the County.

### **Awards and Acknowledgements**

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Commission for its Annual Report for the fiscal year ended June 30, 2020. This was the 28th consecutive year the Commission has achieved this prestigious award. In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized Annual Report. This report must satisfy both GAAP and applicable legal requirements.

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





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

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



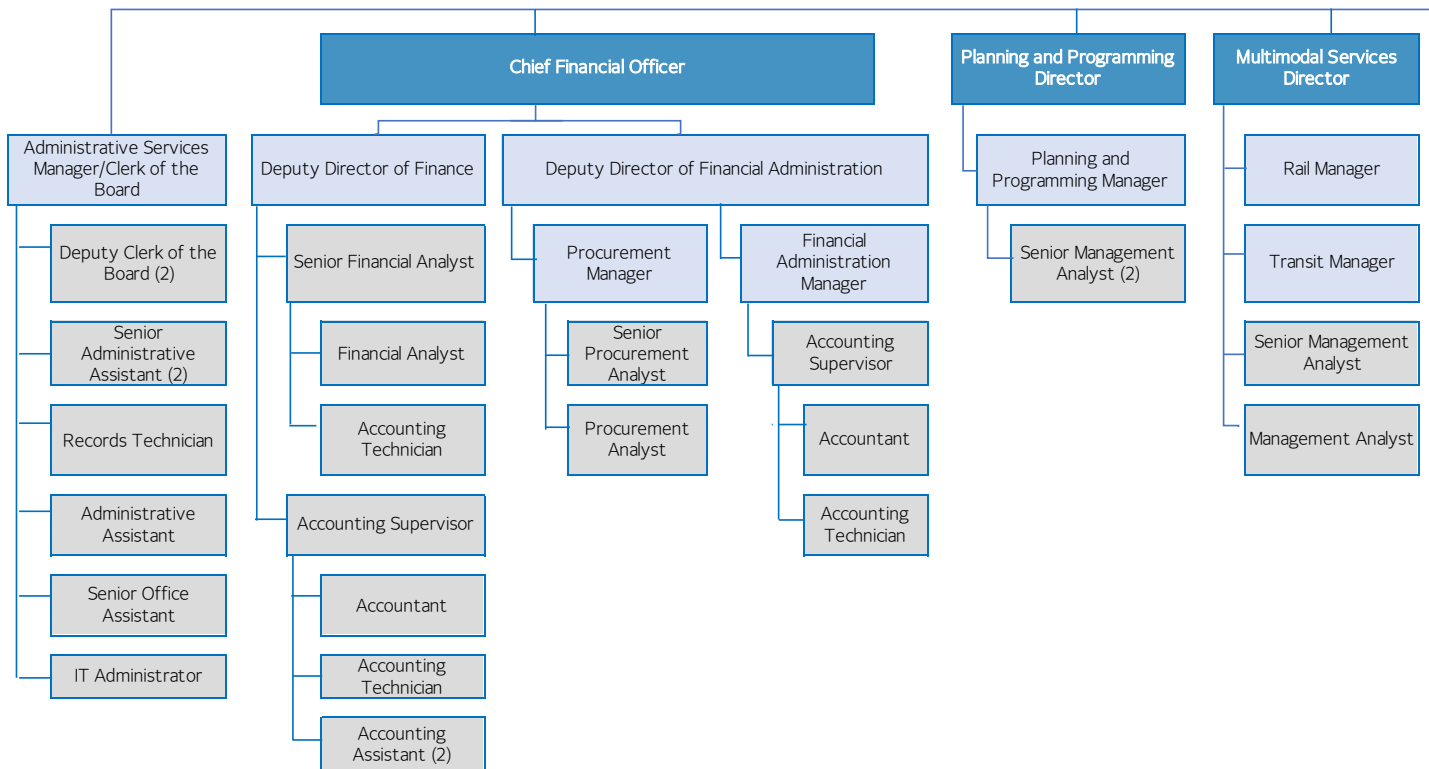
ANNE MAYER  
Executive Director



THERESIA TREVIÑO  
Chief Financial Officer

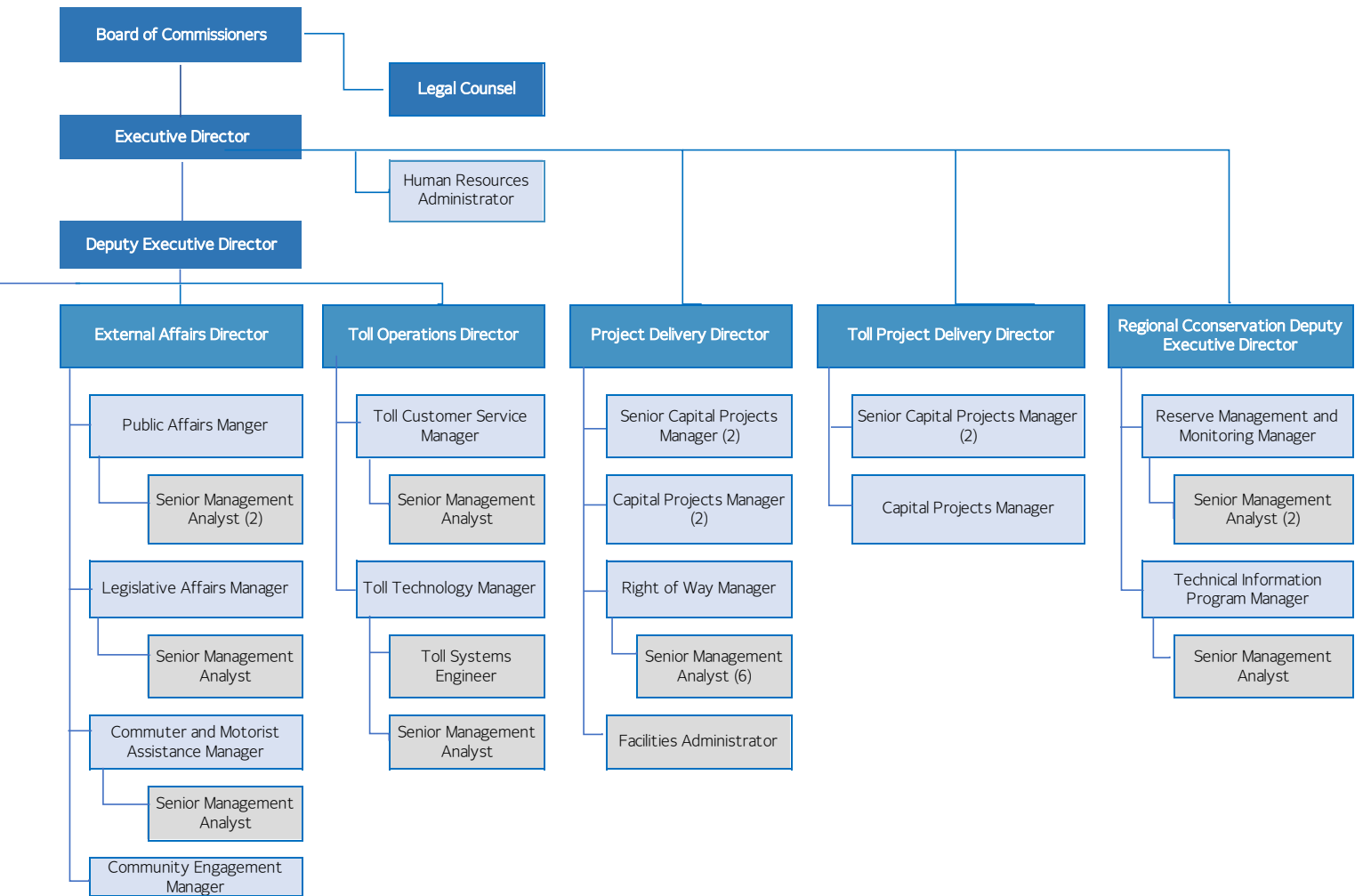


## Riverside County Transportation Commission Organization Chart





## Riverside County Transportation Commission Organization Chart



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

<b>Board of Commissioners</b>		
<b>Name</b>	<b>Title</b>	<b>Agency</b>
Kevin Jeffries	Member	County of Riverside, District 1
Karen Spiegel	Member	County of Riverside, District 2
Chuck Washington	Member	County of Riverside, District 3
V. Manuel Perez	Vice Chair (Commission)	County of Riverside, District 4
Jeff Hewitt	Member	County of Riverside, District 5
David Happe	Member	City of Banning
Lloyd White	Chair (Budget and Implementation Committee), Chair (Toll Policy and Operations Committee)	City of Beaumont
Joseph DeConinck	Member	City of Blythe
Linda Molina	Member	City of Calimesa
Jeremy Smith	Member	City of Canyon Lake
Raymond Gregory	Vice Chair (Budget and Implementation Committee)	City of Cathedral City
Steven Hernandez	Member	City of Coachella
Wes Speake	Member	City of Corona
Scott Matas	Member	City of Desert Hot Springs
Clint Lorimore	Chair (Western Riverside County Programs and Projects Committee)	City of Eastvale
Linda Krupa	Member	City of Hemet
Dana Reed	Member	City of Indian Wells
Waymond Fermon	Member	City of Indio
Brian Berkson	Member	City of Jurupa Valley
Kathleen Fitzpatrick	Member	City of La Quinta
Bob Magee	2nd Vice Chair (Commission)	City of Lake Elsinore
Bill Zimmerman	Member	City of Menifee
Yxstain Gutierrez	Member	City of Moreno Valley
Scott Vinton	Member	City of Murrieta
Ted Hoffman	Member	City of Norco
Jan Harnik	Chair (Commission)	City of Palm Desert
Lisa Middleton	Member	City of Palm Springs
Michael M. Vargas	Member	City of Perris
Ted Weill	Member	City of Rancho Mirage
Chuck Conder	Member	City of Riverside
Alonso Ledezma	Member	City of San Jacinto
Matt Rahn	Member	City of Temecula
Ben Benoit	Vice Chair (Western Riverside County Programs and Projects Committee), Vice Chair (Toll Policy and Operations Committee)	City of Wildomar
Mike Beauchamp	Governor's Appointee	Caltrans, District 8 Director

**Management Staff**

Anne Mayer, Executive Director  
 John Standiford, Deputy Executive Director  
 Jennifer Crosson, Toll Operations Director  
 Marlin Feenstra, Project Delivery Director  
 Jillian Guizado, Planning and Programming Director  
 Aaron Hake, Interim Regional Conservation Deputy Executive Director  
 David Knudsen, Interim External Affairs Director  
 Lorelle Moe-Luna, Multimodal Services Director  
 David Thomas, Toll Project Delivery Director  
 Theresia Treviño, Chief Financial Officer



RIVERSIDE  
COUNTY  
TRANSPORTATION  
COMMISSION



60 Truck Lanes

# FINANCIAL SECTION

FINANCIAL SECTION





## **Independent Auditor's Report**

Board of Commissioners  
Riverside County Transportation Commission  
Riverside, California

### **Report on the Financial Statements**

We have audited the accompanying financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the Riverside County Transportation Commission (Commission) as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements as listed in the table of contents.

### **Management's Responsibility for the Financial Statements**

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

### **Auditor's Responsibility**

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

### **Opinions**

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the Commission, as of June 30, 2021, and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

## Other Matters

### *Required Supplementary Information*

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

### *Other Information*

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Commission's financial statements. The introductory section, combining and individual nonmajor fund financial statements, budgetary comparison schedules, schedules of expenditures, schedule of uses and debt proceeds and fund balance, and statistical section are presented for purposes of additional analysis and are not a required part of the financial statements.

The combining and individual nonmajor fund financial statements, budgetary comparison schedules, schedules of expenditures, and schedule of uses and debt proceeds and fund balances are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the combining and individual nonmajor fund financial statements, budgetary comparison schedules, schedules of expenditures, and schedule of debt proceeds and fund balances are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

The introductory and statistical sections have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on them.

A handwritten signature in cursive script that reads "Esde Bailly LLP".

Rancho Cucamonga, California

October 29, 2021

**Riverside County Transportation Commission**  
**Management's Discussion and Analysis**  
**Year Ended June 30, 2021**

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As management of the Riverside County Transportation Commission (Commission), we offer readers of the Commission's financial statements this narrative overview and analysis of the Commission's financial activities for the fiscal year ended June 30, 2021. We encourage readers to consider the information on financial performance presented here in conjunction with the transmittal letter on pages i-xiv and the Commission's financial statements which begin on page 20.

**Financial Highlights**

- Total net position of the Commission was \$682,459,920 and consisted of net investment in capital assets of \$244,005,200; restricted net position of \$1,032,112,542; and unrestricted net position (deficit) of (\$593,657,822).
- The governmental activities unrestricted net deficit results primarily from the recording of the debt issued for Measure A highway, local streets and roads, and regional arterial projects. As title to substantially most of those assets vests with the State of California (State) Department of Transportation (Caltrans) or local jurisdictions, there is no asset corresponding to the liability. Accordingly, the Commission does not have sufficient current resources on hand to cover current and long-term liabilities; however, future Measure A sales taxes are pledged to cover Measure A debt service payments when made.
- Total net position increased by \$241,883,763 during fiscal 2021. An increase in net position from governmental activities of \$19,916,707 was primarily due to an increase in operating grants and contributions; a decrease in commuter assistance, commuter rail, highways, motorist assistance, planning and programming, transit and specialized transportation program expenses; and offset by an increase in general government, bicycle and pedestrian, Community and Environmental Transportation Acceptability Process (CETAP), local streets and roads, regional arterials, and regional conservation program expenses, as well as interest expense. An increase in net position from business-type activities of \$221,967,056 was primarily due to an increase in internal transfers for the net transfer of capital and intangible assets offset by the toll-supported long-term debt related to the 15 Express Lanes that reached substantial completion on April 10, 2021 and commenced toll operations on April 14, 2021.
- Total capital assets, net of accumulated depreciation and amortization, were \$1,237,455,966 at June 30, 2021, representing an increase of \$49,238,661, or 4%, from June 30, 2020. The increase in capital assets was primarily related to toll infrastructure and toll facility franchise related to substantial completion of the I-15 Express Lanes project.
- The long-term liabilities are comparable to the prior year; however, increases are related to a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan drawn down for the I-15 Express Lanes project and compounded and accreted interest on the TIFIA loans and 2013 Toll Revenue Bonds, respectively, offset by principal payments on sales tax revenue bonds and amortization of sales tax revenue bonds premium.
- The Commission's governmental funds reported combined ending fund balances of \$968,791,700, an increase of \$158,465,519 compared to fiscal 2020 primarily due to increases in sales taxes, intergovernmental revenues for reimbursement of projects costs, and Transportation Uniform Mitigation Fee (TUMF) revenues, offset by a decrease in the TIFIA loan draw downs and a net decrease in program expenditures. Approximately 61% of the governmental fund balances represent amounts available for the Measure A program, including debt service and funding from the issuance of debt, and the TUMF program.



## Overview of the Financial Statements

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

### Government-wide Financial Statements

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

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

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

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

The government-wide financial statements include only the Commission and its blended component unit. The government-wide financial statements can be found on pages 20-21 of this report.

### Fund Financial Statements

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

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

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

The Commission maintains 17 individual governmental funds. Information is presented separately in the governmental fund balance sheet and in the related statement of revenues, expenditures and changes in fund balances for the Commission's major governmental funds comprised of the General fund; Measure A Western County, Measure A Coachella Valley, TUMF, Local Transportation Fund (LTF), State Transit Assistance, and SB 132 Special Revenue funds; Commercial Paper and Bonds Capital Projects funds; and Debt Service

fund. Data from the other seven governmental funds are combined into a single, aggregated presentation. Individual fund data for each of these nonmajor governmental funds is provided in the form of combining statements in the other supplementary information section.

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

The governmental fund financial statements, including the reconciliation between the fund financial statements and the government-wide financial statements, can be found on pages 22-29 of this report.

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

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

The proprietary fund financial statements can be found on pages 30-33 of this report.

### **Notes to the Financial Statements**

The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. The notes to the financial statements can be found on pages 34-74 of this report.

### **Other Information**

Other information is in addition to the basic financial statements and accompanying notes to the financial statements. This report also presents certain required supplementary information concerning the Commission's budgetary results for the General fund and major Special Revenue funds as well as the schedules of proportionate share of net pension liability, pension contributions, changes in the net other post-employment benefits (OPEB) asset and related ratios, and OPEB contributions. Required supplementary information can be found on pages 75-85 of this report.

Other supplementary information is presented immediately following the required supplementary information. Other supplementary information includes the combining statements referred to earlier relating to nonmajor governmental funds; budgetary results for the nonmajor Special Revenue funds, all Capital Projects funds, and the Debt Service fund; schedules of expenditures for local streets and roads and expenditures for transit and specialized transportation; and schedule of uses of debt proceeds and fund balances. This other supplementary information can be found on pages 89-102 of this report.

### **Government-wide Financial Analysis**

As noted previously, net position may serve over time as a useful indicator of a government's financial position. At June 30, 2021, the Commission's assets exceeded liabilities by \$682,459,920, a \$241,883,763 increase from June 30, 2020. Our analysis below focuses on the net position and changes in net position of the Commission's governmental and business-type activities.

#### **Net Position**

Approximately 36%, compared to 53% in 2020, of the Commission's net position reflects its net investment in capital assets (i.e., intangibles consisting of toll facility franchise, construction in progress; land and improvements; toll infrastructure; buildings; construction and rail operating easements; rail stations; rail tracks; building and office improvements; development in progress; transponders; and office furniture, equipment, and vehicles), less any related outstanding debt used to acquire those assets, primarily related

to land and tolled express lane projects. The Commission uses these capital assets to provide transportation services to the residents and business community of the County. Although the Commission's investments in capital assets is reported net of related debt, the resources used to repay this debt must be provided from other sources, since the capital assets themselves cannot be used to liquidate these liabilities. For business-type activities, the related debt for the RCTC 91 Express Lanes exceeded the capital assets, net of accumulated depreciation and amortization, as a portion of the debt financed highway improvements on State Route (SR) 91 for which title vests with Caltrans.

The most significant portion of the Commission's net position represents resources subject to external restrictions on how they may be used. Restricted net position from governmental activities represented approximately 133% and 114% of the total governmental activities net position at June 30, 2021 and 2020, respectively. Restricted net position from governmental activities increased by \$160,861,644, as a result of the increased sales tax and operating and capital contributions, offset by a net decrease in program expenses. Restricted net position from business-type activities increased \$10,937,676 primarily as a result of net revenues from operations.

Unrestricted net position represents the portion of net position that can be used to finance day-to-day operations without constraints established by debt covenants, enabling legislation, or other legal requirements. Unrestricted net position from governmental activities changed from a \$652,279,554 deficit at June 30, 2020 to a \$593,657,822 deficit at June 30, 2021. The governmental activities deficit results primarily from the impact of recording of the Commission's long-term debt, consisting of bonds issued for Measure A highway, local street and road, and regional arterial projects. While a significant portion of the debt has been incurred to build these projects which are capital assets, upon completion most projects except for express lanes projects are transferred to Caltrans or the local jurisdiction. Accordingly, projects other than express lanes are not assets of the Commission that offset the long-term debt in the statement of net position. Upon completion, express lanes projects and related debt are transferred to business-type activities.

The following is condensed financial data related to net position at June 30, 2021 and June 30, 2020:

Net Position	Governmental Activities		Business-Type Activities		Total	
	2021	2020	2021	2020	2021	2020
Current and other assets	\$1,069,643,907	\$ 909,152,049	\$ 193,653,204	\$ 142,589,873	\$1,263,297,111	\$1,051,741,922
Capital assets not being depreciated	350,067,778	644,934,348	28,078,568	29,215,720	378,146,346	674,150,068
Capital assets, net of depreciation and amortization	258,810,011	267,716,233	600,499,609	246,351,004	859,309,620	514,067,237
Total assets	1,678,521,696	1,821,802,630	822,231,381	418,156,597	2,500,753,077	2,239,959,227
Deferred outflows of resources	40,071,578	45,804,298	641,814	937,279	40,713,392	46,741,577
Total assets and deferred outflows of resources	1,718,593,274	1,867,606,928	822,873,195	419,093,876	2,541,466,469	2,286,700,804
Long-term obligations	873,444,721	1,048,799,262	867,315,750	691,714,059	1,740,760,471	1,740,513,321
Other liabilities	102,632,421	101,113,246	9,329,796	3,539,458	111,962,217	104,652,704
Total liabilities	976,077,142	1,149,912,508	876,645,546	695,253,517	1,852,722,688	1,845,166,025
Deferred inflows of resources	5,791,212	886,207	492,649	72,415	6,283,861	958,622
Total liabilities and deferred inflows of resources	981,868,354	1,150,798,715	877,138,195	695,325,932	1,859,006,549	1,846,124,647
Net position:						
Net investment in capital assets	353,189,808	552,756,477	(109,184,608)	(320,213,988)	244,005,200	232,542,489
Restricted	977,192,934	816,331,290	54,919,608	43,981,932	1,032,112,542	860,313,222
Unrestricted (deficit)	(593,657,822)	(652,279,554)	-	-	(593,657,822)	(652,279,554)
Net position at end of year	\$ 736,724,920	\$ 716,808,213	\$ (54,265,000)	\$ (276,232,056)	\$ 682,459,920	\$ 440,576,157

### *Changes in Net Position*

The Commission's total program and general revenues were \$677,607,307, while the total cost of all programs was \$435,723,544. Total revenues increased by 19%, and the total cost of all programs decreased by 7%. Those who directly benefited from the programs or other governments that subsidized certain programs with grants and contributions paid approximately 64% of the costs of the Commission's programs in 2021, compared to 49% of the costs in 2020. Sales taxes ultimately financed a significant portion of the programs' net costs.

Governmental and business-type activities increased the Commission's net position by \$241,883,763 and condensed financial data related to the change in net position is presented in the table below. Key elements of this increase are as follows:

- Charges for services decreased by \$4,609,086, or 8%, due to decreased traffic volumes and changes in toll rates on the RCTC 91 Express Lanes resulting from the COVID-19 pandemic. As a result of the COVID-19 pandemic, the RCTC 91 Express Lanes also temporarily suspended account fees and stopped the escalation of outstanding violations to the collection agency, which resumed October 1, 2020. The reduction in charges for services related to the RCTC 91 Express Lanes was offset by the toll and non-toll revenues charged for services on the 15 Express Lanes, which opened in April 2021;
- Operating grants and contributions increased by \$29,091,997, or 23%, primarily due to state reimbursements related to the Mid County Parkway Interstate (I) 215/Placentia Avenue Interchange, SR-60 Truck Lanes, 91 Corridor Operations, I-15 Express Lanes-Southern Extension, and Pachappa Underpass projects;
- Capital grants and contributions increased by \$26,742,731, or 60%, primarily due to federal reimbursements related to station rehabilitation projects, I-15 Express Lanes project, and I-15 Express Lanes-Southern Extension; and state reimbursements related to 15/91 Express Lanes Connector;
- Measure A sales tax revenues increased by \$47,907,519, or 25%. This increase is primarily as a result of online sales and sales from a diversified economic base that have greatly exceeded expectations considering the COVID-19 pandemic;
- Transportation Development Act (TDA) sales taxes increased by \$18,535,475, or 14%, primarily as a result of online sales and sales from a diversified economic base that have greatly exceeded expectations considering the COVID-19 pandemic;
- Unrestricted investment earnings decreased \$15,784,115, or 86%, due to lower interest rates;
- Other miscellaneous revenues increased \$5,190,768, or 903%, due primarily to the sale of rail and highway properties;
- Gain on sale of capital asset, net increased \$1,100,189, or 100%, related to the sale of excess SR-91 project properties recorded as capital assets.



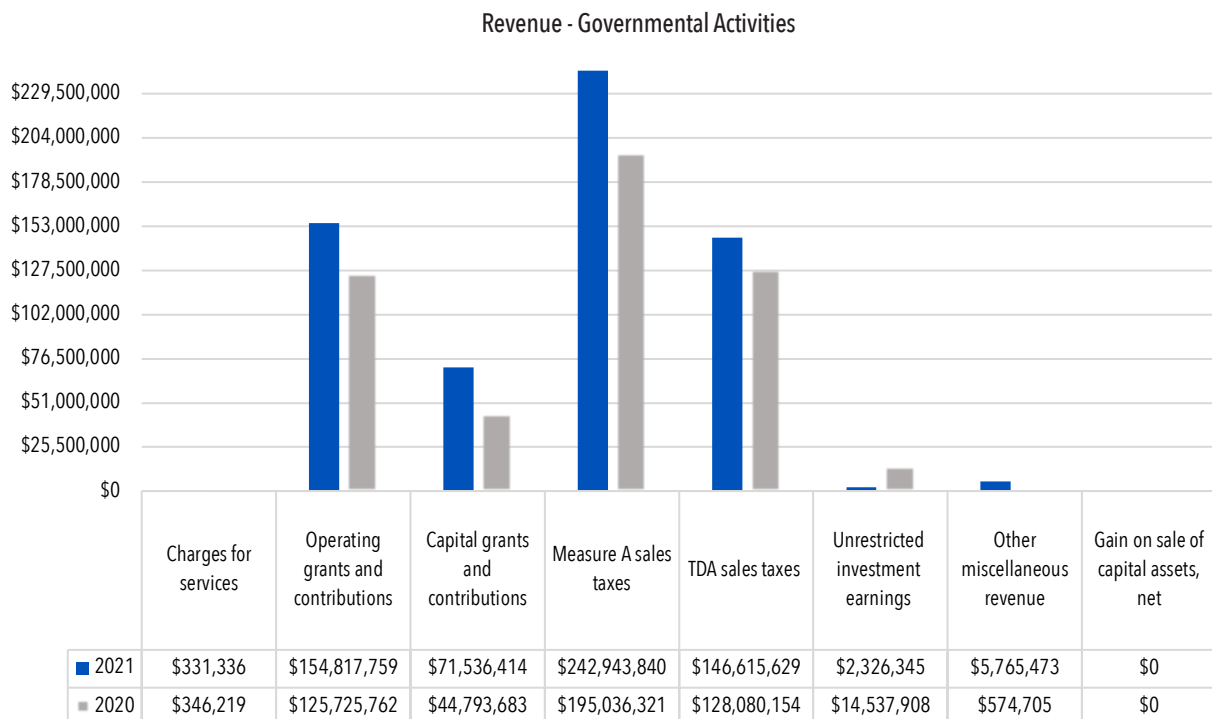


Changes in Net Position	Governmental Activities		Business-Type Activities		Total	
	2021	2020	2021	2020	2021	2020
Revenues						
Program revenues:						
Charges for services	\$ 331,336	\$ 346,219	\$ 51,846,166	\$ 56,440,369	\$ 52,177,502	\$ 56,786,588
Operating grants and contributions	154,817,759	125,725,762	-	-	154,817,759	125,725,762
Capital grants and contributions	71,536,414	44,793,683	-	-	71,536,414	44,793,683
General revenues:						
Measure A sales taxes	242,943,840	195,036,321	-	-	242,943,840	195,036,321
TDA sales taxes	146,615,629	128,080,154	-	-	146,615,629	128,080,154
Unrestricted investment earnings	2,326,345	14,537,908	324,156	3,896,708	2,650,501	18,434,616
Other miscellaneous revenue	5,765,473	574,705	-	-	5,765,473	574,705
Gain on sale of capital assets, net	-	-	1,100,189	-	1,100,189	-
Total revenues	624,336,796	509,094,752	53,270,511	60,337,077	677,607,307	569,431,829
Expenses						
General government	1,127,083	(1,488,917)	-	-	1,127,083	(1,488,917)
Bicycle and pedestrian facilities	3,388,814	1,367,800	-	-	3,388,814	1,367,800
CETAP	5,723,685	1,441,976	-	-	5,723,685	1,441,976
Commuter assistance	3,110,681	3,673,416	-	-	3,110,681	3,673,416
Commuter rail	37,367,041	50,573,511	-	-	37,367,041	50,573,511
Highways	122,407,790	134,815,656	-	-	122,407,790	134,815,656
Local streets and roads	74,082,952	59,474,660	-	-	74,082,952	59,474,660
Motorist assistance	4,498,883	4,818,036	-	-	4,498,883	4,818,036
Planning and programming	3,730,032	7,798,197	-	-	3,730,032	7,798,197
Regional arterials	30,985,584	11,918,666	-	-	30,985,584	11,918,666
Regional conservation	1,832,340	-	-	-	1,832,340	-
Toll operations	-	-	61,852,151	59,962,158	61,852,151	59,962,158
Transit and specialized transportation	50,535,684	99,413,296	-	-	50,535,684	99,413,296
Interest expense	35,080,824	34,633,146	-	-	35,080,824	34,633,146
Total expenses	373,871,393	408,439,443	61,852,151	59,962,158	435,723,544	468,401,601
Excess (deficiency) of revenues over (under) expenses	350,465,403	100,655,309	(8,582,640)	374,919	241,883,763	101,030,228
Transfers	(230,548,696)	2,010,675	230,548,696	(2,010,675)	-	-
Increase (decrease) in net position	19,916,707	102,665,984	221,967,056	(1,635,756)	241,883,763	101,030,228
Net position at beginning of year	716,808,213	614,142,229	(276,232,056)	(274,596,300)	440,576,157	339,545,929
Net position at end of year	\$ 736,724,920	\$ 716,808,213	\$ (54,265,000)	\$ (276,232,056)	\$ 682,459,920	\$ 440,576,157

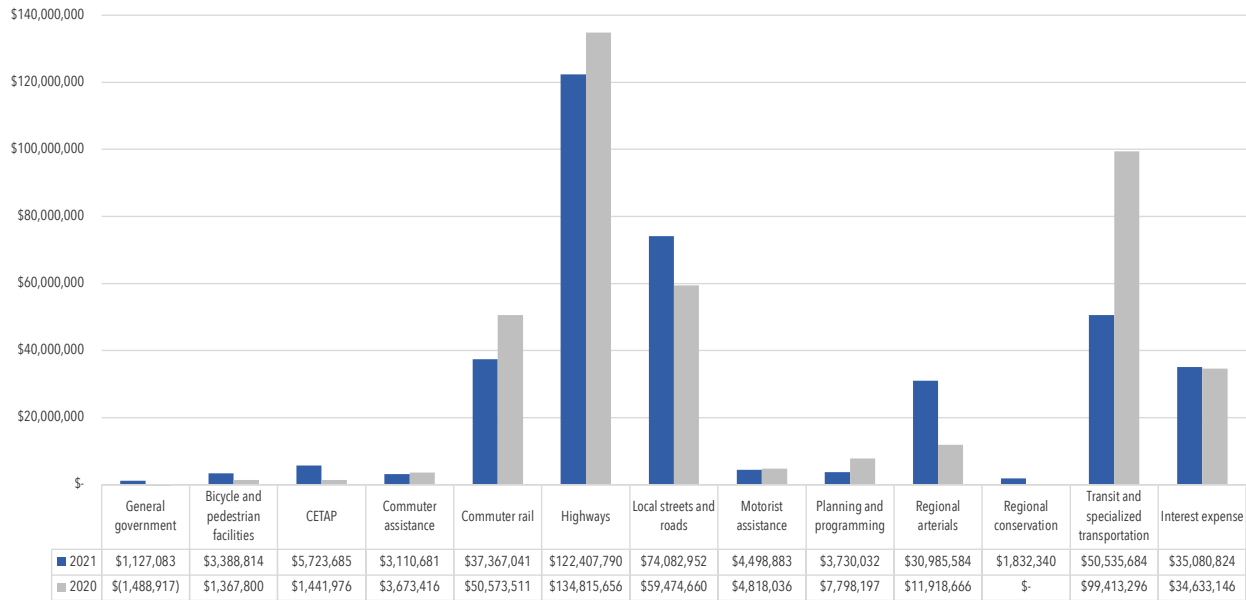
- General government expenses increased by \$2,616,000, or 176%, primarily due to the payoff of the pension unfunded actuarial liability that is recognized as a deferred outflow of pension contributions subsequent to the measurement date in the previous year;
- Bicycle and pedestrian facilities expenses increased by \$2,021,014, or 148%, due to an increase in claims submitted for approved projects;
- CETAP expenses increased \$4,281,709, or 297%, due to Mid County Parkway project right of way acquisition support services;
- Commuter assistance expenses decreased \$562,735, or 15%, primarily due to a decrease in professional services and the payoff of the pension unfunded actuarial liability that is recognized as a deferred outflow of pension contributions subsequent to the measurement date in the previous year;
- Commuter rail expenses decreased by \$13,206,470, or 26%, as a result decreased operating contributions to the Southern California Regional Rail Authority (SCRRA) due to COVID-19 impacts and availability of federal COVID-19 relief funds to SCRRA;
- Highway expenses decreased by \$12,407,866, or 9%, due to substantial completion of the I-15 Express Lanes project and higher project costs for the SR-60 Truck Lanes and grade separation projects in the previous year;

- Local streets and roads expenses increased by \$14,608,292 or 25%, because of an increase in the overall Measure A sales tax revenue which affects the local streets and road distributions to local jurisdictions;
- Motorist assistance expenses decreased by \$319,153, or 7%, due primarily to one-time expenses for interactive voice response platforms and upgrade of all call boxes to 4G in the previous year;
- Planning and programming expenses decreased by \$4,068,165, or 52%, due to signal synchronization projects and public outreach efforts in the previous year;
- Regional arterial expenses increased by \$19,066,918, or 160%, as a result of a net increase in reimbursements to local jurisdictions for approved regional arterial projects;
- Regional conservation expenses increased by \$1,832,340, or 100%, as a result of the Commission becoming the managing agency for the Western Riverside County Regional Conservation Authority in January 2021;
- Toll operations expenses increased by \$1,889,993, or 3%, due primarily to the substantial completion of the I-15 Express Lanes project and commencement of 15 Express Lanes toll operations in April 2021;
- Transit and specialized transportation expenses decreased by \$48,877,612, or 49%, due to a decrease in bus transit operating and capital claims in Western County and Coachella Valley geographic areas resulting from the availability of federal COVID-19 relief funds for transit operators; and
- Interest expense related to governmental activities increased by \$447,678, or 1%, primarily as a result of the net impacts of the current year's interest payments, amortization of the loss on refunding bonds, and amortization of sales tax bond premiums; and
- Internal transfers increased \$228,538,021, or 11366%, due to the transfer of capital and intangible assets offset by the transfer of toll-supported long-term debt from governmental activities to the 15 Express Lanes Enterprise fund as a result of the I-15 Express Lanes project substantial completion in April 2021.

The graphs below present the program and general revenues by source and program expenses for the Commission's governmental activities for the fiscal years ended June 30, 2021 and June 30, 2020:

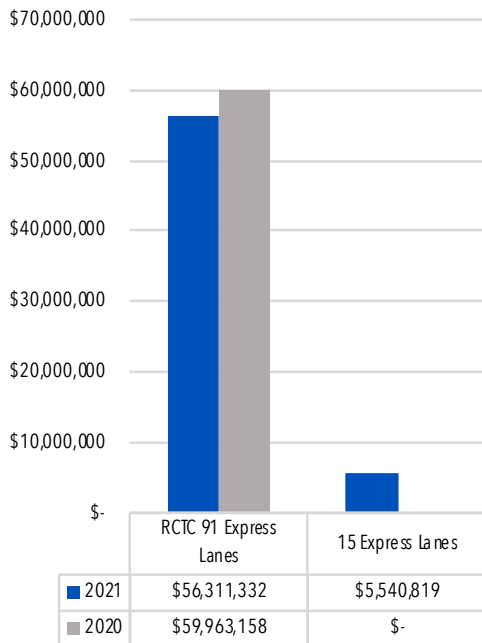


### Expenses - Governmental Activities

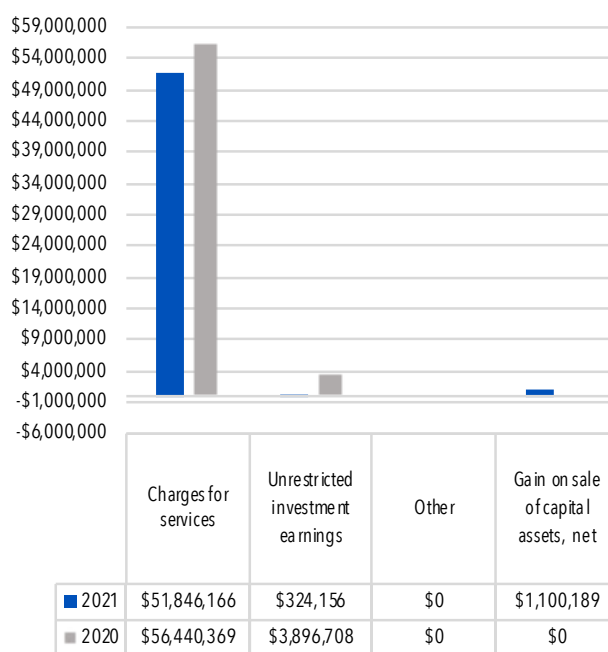


The graphs below present the program and general revenues by source and program expenses for the Commission's business-type activities for the fiscal years ended June 30, 2021 and June 30, 2020:

### Expenses - Business-Type Activities



### Revenue - Business-Type Activities



## Financial Analysis of the Commission's Funds

### Governmental Funds

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

As of June 30, 2021, the Commission's governmental funds reported combined ending fund balances of \$968,791,700, an increase of \$158,465,519 compared to 2020. Less than 1%, or \$3,558,411, is nonspendable fund balance related to prepaid amounts; \$3,606,250 is assigned fund balance for general government administration activities; an unassigned deficit of \$143,114 is related to a deficit fund balance in the SB 132 Special Revenue fund. The remainder of the fund balance is restricted to indicate the following externally enforceable legal restrictions:

- \$7,091,609 in TDA funds that have been allocated to jurisdictions within the County for bicycle and pedestrian projects;
- \$61,978,642 of TUMF funds for new CETAP corridors in Western County;
- \$17,360,071 for Western County commuter assistance activities such as expansion of park-and-ride facilities and other projects and programs that encourage commuters to use alternative modes of transportation under the 2009 Measure A program;
- \$74,940,566 in TDA, Measure A, and Proposition 1B funds for commuter rail operations and capital projects and \$2,637,515 in TDA and Proposition 1B funds for the Coachella Valley/San Geronio Pass rail corridor;
- \$11,529,992 in 2009 Measure A funds available to pay sales tax revenue bonds debt service over the next year;
- \$305,112,992 for highway, economic development, and new corridor projects related to the 1989 Measure A and 2009 Measure A programs;
- \$1,211 for local streets and roads programs that are returned to the jurisdictions within the County for maintenance and construction of their roads and local arterials under the 2009 Measure A program;
- \$11,844,679 in state funds for motorist assistance services;
- \$3,543,506 of TDA funds for planning and programming activities;
- \$69,324,305 and \$61,085,503 for regional arterial projects in Western County related to the 2009 Measure A and TUMF programs, respectively;
- \$205 for regional conservation activities;
- \$15,390,028 of Measure A funds for transit and specialized transportation in the Western County and \$3,434,944 for specialized transportation in the Coachella Valley; and
- \$316,494,384 in TDA funds available to the commuter rail and bus transit operations and capital in the County, including state of good repair.



The following table presents the changes in fund balances for the governmental funds for the fiscal years ended June 30, 2021 and 2020:

	Fund Balances Year Ended June 30		% Change
	2021	2020	
General fund	\$ 37,918,031	\$ 25,862,291	47%
Special Revenue major funds:			
Measure A Western County	323,627,591	263,779,809	23%
Measure A Coachella Valley	78,416,512	63,573,136	23%
Transportation Uniform Mitigation Fee	123,065,220	117,537,108	5%
Local Transportation Fund	184,546,422	97,108,303	90%
State Transit Assistance	128,582,178	119,712,384	7%
SB 132	(143,114)	28,746	(598)%
Capital Projects major funds:			
Commercial Paper	16,623,510	18,123,165	(8)%
Bonds	38,756,608	70,028,781	(45)%
Debt Service fund	11,529,992	11,652,316	(1)%
Nonmajor governmental funds	25,868,750	22,920,142	13%

Key elements for the changes in fund balances are as follows:

- The 47% increase in the General fund resulted from decreased general government, commuter rail, planning and programming, and transit and specialized transportation expenditures, offset by increased intergovernmental reimbursements;
- The 23% increase in the Measure A Western County Special Revenue fund was attributed to excess 2009 Measure A revenues and increased intergovernmental reimbursements, offset by decreased general government, commuter assistance, highways, regional arterials, transit and specialized transportation expenditures and debt issuance;
- The 23% increase in the Measure A Coachella Valley Special Revenue fund was attributed to excess 2009 Measure A revenues over expenditures for Coachella Valley highway and regional arterial projects;
- The 5% increase in the TUMF Special Revenue fund was attributable to excess TUMF revenues over CETAP and regional arterial projects;
- The 90% increase in the Local Transportation Fund resulted from the excess of sales tax revenues over claims of allocations for transit operations and capital projects and for bicycle and pedestrian facility projects;
- The 7% increase in the State Transit Assistance fund resulted from less claims for allocations for transit operations over sales tax revenues;
- The 598% decrease in the SB 132 fund resulted from project costs not yet reimbursed by Caltrans;
- The 8% decrease in the Commercial Paper Capital Projects fund was attributed to the use of excess funds for the repayment of debt service;
- The 45% decrease in the Bonds Capital Projects fund was attributed to transfers out to the Measure A Western County Special Revenue fund and 15 Express Lanes Enterprise fund for project costs and ramp-up reserves, respectively;
- The 1% decrease in the Debt Service fund was attributable to decreased investment income; and
- The 13% increase in nonmajor governmental funds resulted primarily from the excess of sales tax revenues over claims of allocations for transit capital projects and an increase in motorist assistance revenues for freeway service patrol services.



## Proprietary Fund

The Commission's proprietary fund provides the same type of information found in the government-wide financial statements. The net position of the proprietary fund totaled a deficit of \$54,265,000 at June 30, 2021. The deficit is related to the RCTC 91 Express Lanes toll-supported debt in excess of capital and intangible assets.

## General Fund Budgetary Highlights

The \$367,500 increase in General Fund expenditure appropriations between the original budget and the final amended budget for the General fund was related to the following changes:

- \$435,800 increase to general government for various operations support services;
- \$62,200 decrease to the commuter rail program for support costs;
- \$15,600 increase to the planning and programming activities support costs;
- \$37,500 decrease to transit and specialized transportation support costs; and
- \$15,800 increase for debt service for capital lease payments.

During the year, General fund revenues were lower than budgetary estimates by \$12,044,144; expenditures were less than budgetary estimates by \$41,603,628. General fund budgetary variances between the final amended budget and actual amounts are as follows:

General Fund Budgetary Variances	Year Ended June 30, 2021			
	Original Budget	Final Amended Budget	Actual	% Variance
Revenues				
Intergovernmental	\$ 25,581,400	\$ 25,581,400	\$ 13,736,424	(46)%
Investment income	131,600	131,600	32,926	(75)%
Other	1,700	101,700	1,206	(99)%
Total revenues	25,714,700	25,814,700	13,770,556	(47)%
Expenditures				
Current				
General government	9,781,600	10,217,400	-	100%
Commuter rail	37,672,800	37,610,600	11,479,901	69%
Planning and programming	5,947,800	5,963,400	2,381,807	60%
Transit and specialized transportation	1,155,600	1,118,100	732,994	34%
Debt service	-	15,800	15,762	-
Capital outlay	1,318,300	1,318,300	29,508	98%
Total expenditures	55,876,100	56,243,600	14,639,972	74%
Other financing sources (uses)				
Transfers in	25,579,100	27,129,200	12,925,156	(52)%
Transfers out	(2,247,200)	(2,077,900)	-	100%
Total other financing sources (uses)	\$ 23,331,900	\$ 25,051,300	\$ 12,925,156	(48)%

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

- \$11,844,976 negative variance for intergovernmental revenues primarily related to lower intergovernmental reimbursements for commuter rail expenditures;
- \$98,674 negative variance for investment income includes lower investment yields and unrealized losses;
- \$100,494 negative variance for other revenues related to reimbursable executive management costs;
- \$10,217,400 positive variance for general government expenditures primarily related to the administrative cost allocations process;
- \$26,130,699 positive variance for commuter rail expenditures related to lower station maintenance and repairs and Metrolink operations costs due to COVID-19 impacts and the availability of federal COVID-19 relief funds to SCRRA;
- \$3,581,593 positive variance for planning and programming expenditures related to lower professional services, special studies, and advertising;
- \$385,106 positive variance for transit and specialized transportation expenditures related to lower professional services, special studies, and other expenditures such as staff support;
- \$1,288,792 positive variance for capital outlay expenditures related to delay in implementation of replacement of finance enterprise resource planning system;
- \$14,204,044 negative variance for transfers in related to the administrative cost allocations and lower commuter rail activities than anticipated; and
- \$2,077,900 positive variance for transfers out related to the administrative cost allocations process that affected commuter rail, planning and programming, and transit and specialized transportation activities.

### Capital Assets

As of June 30, 2021, the Commission had \$1,237,455,966, net of accumulated depreciation and amortization, invested in a broad range of capital assets including development and construction in progress and easements; land and land improvements; construction rail operating easements, stations, and tracks; buildings; toll infrastructure; transponders; toll facility franchise; and office improvements, furniture, equipment, and vehicles. The total increase in the Commission's total capital assets, net for FY 2020/21 was 4% and primarily attributable to substantial completion of the I-15 Express Lanes project on April 10, 2021.

Major capital asset additions during 2021 included buildings; toll infrastructure; toll facility franchise; and office improvements, furniture, equipment, and vehicles primarily related to the substantial completion of the I-15 Express Lanes project in April 2021.



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

	Governmental Activities		Business-Type Activities		Total	
	2021	2020	2021	2020	2021	2020
Capital assets not being depreciated:						
Land and land improvements	\$ 170,315,513	\$ 179,433,422	\$ 25,608,011	\$ 29,215,720	\$ 195,923,524	\$ 208,649,142
Construction easements	4,167,671	4,221,021	53,350	-	4,221,021	4,221,021
Rail operating easements	63,846,199	63,846,199	-	-	63,846,199	63,846,199
Construction in progress	111,489,211	397,206,440	-	-	111,489,211	397,206,440
Development in progress	249,184	227,266	2,417,207	-	2,666,391	227,266
Total capital assets not being depreciated	350,067,778	644,934,348	28,078,568	29,215,720	378,146,346	674,150,068
Capital assets being depreciated and amortized, net of accumulated depreciation and amortization:						
Rail stations	129,369,739	129,708,580	-	-	129,369,739	129,708,580
Rail tracks	129,060,954	134,240,658	-	-	129,060,954	134,240,658
Temporary construction easements	39,573	57,815	-	-	39,573	57,815
Buildings and building improvements	-	3,148,989	6,854,220	1,124,381	6,854,220	4,273,370
Toll infrastructure	-	-	17,007,976	10,247,830	17,007,976	10,247,830
Transponders	-	-	87,888	178,652	87,888	178,652
Toll facility franchise	-	-	576,442,794	234,779,131	576,442,794	234,779,131
Office improvements, furniture, equipment, and vehicles	339,745	560,191	106,731	21,010	446,476	581,201
Total capital assets, net of accumulated depreciation and amortization	258,810,011	267,716,233	600,499,609	246,351,004	859,309,620	514,067,237
Total capital assets	\$ 608,877,789	\$ 912,650,581	\$ 628,578,177	\$ 275,566,724	\$ 1,237,455,966	\$ 1,188,217,305

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

More detailed information about the Commission's capital assets is presented in Note 4 to the financial statements.

## Debt Administration

As of June 30, 2021, the Commission had \$1,738,721,046 outstanding in sales tax and toll revenue bonds and TIFIA loans. The total debt increased from the \$1,730,325,877 outstanding as of June 30, 2020, primarily due to the following:

- Toll revenue bonds capital appreciation bonds accretion of \$5,495,251;
- TIFIA loan draws of \$21,640,547 and compounded interest of \$3,872,954 related to the I-15 Express Lanes project and 15 Express Lanes;
- TIFIA compounded interest of \$16,998,855 related to the RCTC 91 Express Lanes;
- Sales tax revenue bonds principal payments of \$28,495,000;
- Sales tax revenue bonds premium amortization of \$11,190,511; and
- Toll revenue bonds discount amortization of \$73,073.

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

In March 2005 the Commission established a commercial paper program, currently authorized at \$60,000,000 to provide advance funding for 2009 Measure A capital projects. The commercial paper notes are rated "A1" by S&P and "P1" by Moody's. As of June 30, 2021, the Commission had \$0 in commercial paper notes outstanding.

The sales tax revenue debt limitation for the Commission under the 2009 Measure A program is \$975,000,000 which exceeds the total outstanding debt of \$777,315,000. The Commission has authorized the issuance of toll revenue bonds, including a TIFIA loan, for the 91 Project not to exceed \$900,000,000, which is in excess of the total outstanding debt of \$713,554,311. The Commission also authorized the issuance of a TIFIA loan, for the I-15 Express Lanes project not to exceed \$165,000,000, which is in excess of the total outstanding debt of \$153,605,519. In March 2020, the Commission authorized the sale and issuance of not to exceed \$725 million of toll revenue refunding bonds related to the RCTC 91 Express Lanes; subsequent to June 30, 2021, the Commission issued the refunding bonds in October 2021. TIFIA loans provided federal funding up to \$421,054,409 for the 91 Project and \$152,214,260 for the I-15 Express Lanes project on a subordinate lien basis and a senior lien basis, respectively.

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

### **Economic Factors and Other Factors**

During its March 2021 Commission meeting, the Commission adopted guiding principles for use in the preparation of the FY 2021/22 Budget. These principles have been incorporated in goals of the Commission and will continue to be updated annually in response to the ever-changing social, political, and economic environment. The principles are a business planning tool designed to assist the Commission in implementing its strategic goals and objectives and lays the foundation for future financial planning for the annual budget process.

The Commission adopted the FY 2021/22 annual budget on June 9, 2021. Approximately 33% of the \$1,391,188,100 balanced budget is related to capital project expenditures, including:

- \$14,869,000 for completion of right of way acquisition, construction, and design-build activities related to the 91 Project consisting of tolled express and general purpose lanes and interchange improvements;
- \$13,493,000 for repair and rehabilitation of the 91 Express Lanes;
- \$16,396,000 for construction, design-build and right of way activities related to the 91 Corridor Operations project;
- \$16,914,000 for completion of construction and design-build activities related to the I-15 Express Lanes project;
- \$90,537,000 for construction and design-build activities related to the 15/91 Express Lanes Connector project;
- \$6,500,000 for preliminary engineering related to the I-15 Express Lanes-Southern Extension project;
- \$4,300,000 for preliminary engineering related to the I-15 Corridor Operations project;
- \$13,125,500 for right of way support services, final design, and construction related to the I-15/ Railroad Canyon Interchange project;
- \$8,269,000 for preliminary engineering, right of way acquisition/support services, and construction related to the 71/91 Connector project;
- \$117,248,500 for right of way acquisition/support services and construction related to the Western County SB 132 projects for which the Commission is not the lead agency;



- \$45,170,000 for preliminary engineering, construction and right of way related to the SR-60 Truck Lanes project;
- \$6,239,000 for right of way acquisition/support services and construction related to the Pachappa Underpass project;
- \$17,770,500 for various Western County Measure A and TUMF regional arterial projects;
- \$63,246,600 for preliminary engineering, construction, and right of way acquisition/support services for the Mid County Parkway project; and
- \$16,414,500 for preliminary engineering, construction, and right of way acquisition/support services for various rail station upgrades.

Distributions to the local jurisdictions for local streets and roads are budgeted at \$63,702,300. Budgeted expenditures related to funding of public bus transit operations and capital projects in the County aggregate \$155,500,400. Debt service costs are \$578,722,200, or 42% of the budget.

The Commission considered the COVID-19 impacts on revenue projections in preparing its 2022 fiscal year budget.

There are obvious variables in terms of project financing available from federal and state funds. There is continuing uncertainty regarding long-term federal transportation funding for the Commission's capital projects and programs. The Commission continues to study alternative financing alternatives such as tolled express lane facilities and federal financing programs to support the delivery of 2009 Measure A projects.

### Contacting the Commission's Management

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







15/91 Express Lanes Connector



# Basic Financial Statements

**Riverside County Transportation Commission**  
**Statement of Net Position**  
**June 30, 2021**

	Governmental Activities	Business-type Activities	Total
<b>Assets</b>			
Cash and investments	\$ 795,711,827	\$ 81,631,791	\$ 877,343,618
Receivables:			
Accounts	197,993,356	3,794,894	201,788,250
Advances to other governments	19,373,425	-	19,373,425
Interest	1,237,662	220,526	1,458,188
Internal balances	9,108,048	(9,108,048)	-
Due from other governments	234,345	-	234,345
Prepaid expenses and other assets	3,558,411	806,979	4,365,390
Restricted cash and investments	41,745,586	116,249,109	157,994,695
Net other post-employment benefits assets	681,247	57,953	739,200
Capital assets not being depreciated	350,067,778	28,078,568	378,146,346
Capital assets, net of accumulated depreciation and amortization	258,810,011	600,499,609	859,309,620
<b>Total assets</b>	<b>1,678,521,696</b>	<b>822,231,381</b>	<b>2,500,753,077</b>
<b>Deferred outflows of resources</b>			
Loss on refunding of bonds	32,526,898	-	32,526,898
Pension related	6,782,239	576,955	7,359,194
Other post-employment benefits related	762,441	64,859	827,300
<b>Total deferred outflows of resources</b>	<b>40,071,578</b>	<b>641,814</b>	<b>40,713,392</b>
<b>Total assets and deferred outflows of resources</b>	<b>1,718,593,274</b>	<b>822,873,195</b>	<b>2,541,466,469</b>
<b>Liabilities</b>			
Accounts payable	96,914,158	6,263,890	103,178,048
Interest payable	3,299,941	2,909,985	6,209,926
Other liabilities	2,418,322	155,921	2,574,243
Long-term liabilities:			
Due within one year - bonds, leases, and compensated absences	41,423,624	3,869,448	45,293,072
Due in more than one year			
Net pension liabilities	482,921	41,082	524,003
Bonds, loans, leases, and compensated absences	831,538,176	863,405,220	1,694,943,396
<b>Total liabilities</b>	<b>976,077,142</b>	<b>876,645,546</b>	<b>1,852,722,688</b>
<b>Deferred inflows of resources</b>			
Pension related	5,322,577	452,784	5,775,361
Other post-employment benefits related	468,635	39,865	508,500
<b>Total deferred inflows of resources</b>	<b>5,791,212</b>	<b>492,649</b>	<b>6,283,861</b>
<b>Total liabilities and deferred inflows of resources</b>	<b>981,868,354</b>	<b>877,138,195</b>	<b>1,859,006,549</b>
<b>Net position</b>			
Net investment (deficit) in capital assets	353,189,808	(109,184,608)	244,005,200
Restricted for:			
Bicycle and pedestrian facilities	7,091,610	-	7,091,610
CETAP	61,978,642	-	61,978,642
Commuter assistance	17,360,071	-	17,360,071
Commuter rail	77,660,489	-	77,660,489
Debt service	11,529,992	-	11,529,992
Highways	320,452,091	-	320,452,091
Local streets and roads	1,211	-	1,211
Motorist assistance	11,844,878	-	11,844,878
Express lanes	-	54,919,608	54,919,608
Planning and programming	3,543,506	-	3,543,506
Regional arterials	130,410,883	-	130,410,883
Regional conservation	205	-	205
Transit and specialized transportation	335,319,356	-	335,319,356
Unrestricted (deficit)	(593,657,822)	-	(593,657,822)
<b>Total net position</b>	<b>\$ 736,724,920</b>	<b>\$ (54,265,000)</b>	<b>\$ 682,459,920</b>

See notes to basic financial statements

**Riverside County Transportation Commission**  
**Statement of Activities**  
**Year Ended June 30, 2021**

		Program Revenues			Net (Expense) Revenue and Changes in Net Position		
Functions/Programs	Expenses	Charges for Services	Operating Grants and Contributions	Capital Grants and Contributions	Governmental Activities	Business-type Activities	Total
Primary Government							
Governmental Activities:							
General government	\$ 1,127,083	\$ 8	\$ 380,389	\$ -	\$ (746,686)	\$ -	\$ (746,686)
Bicycle and pedestrian facilities	3,388,814	-	-	-	(3,388,814)	-	(3,388,814)
CETAP	5,723,685	-	13,915,072	-	8,191,387	-	8,191,387
Commuter assistance	3,110,681	-	1,562,836	-	(1,547,845)	-	(1,547,845)
Commuter rail	37,367,041	249,825	10,876,863	10,888,339	(15,352,014)	-	(15,352,014)
Highways	122,407,790	81,503	79,934,086	60,648,075	18,255,874	-	18,255,874
Local streets and roads	74,082,952	-	-	-	(74,082,952)	-	(74,082,952)
Motorist assistance	4,498,883	-	5,418,749	-	919,866	-	919,866
Planning and programming	3,730,032	-	727,454	-	(3,002,578)	-	(3,002,578)
Regional arterials	30,985,584	-	26,674,841	-	(4,310,743)	-	(4,310,743)
Regional conservation	1,832,340	-	1,721,498	-	(110,842)	-	(110,842)
Transit and specialized transportation	50,535,684	-	13,605,971	-	(36,929,713)	-	(36,929,713)
Interest expense	35,080,824	-	-	-	(35,080,824)	-	(35,080,824)
Total governmental activities	373,871,393	331,336	154,817,759	71,536,414	(147,185,884)	-	(147,185,884)
Business-type Activities:							
RCTC 91 Express Lanes	56,311,332	46,302,018	-	-	-	(10,009,314)	(10,009,314)
15 Express Lanes	5,540,819	5,544,148	-	-	-	3,329	3,329
Total Business-type activities	61,852,151	51,846,166	-	-	-	(10,005,985)	(10,005,985)
Total Primary Government	435,723,544	52,177,502	154,817,759	71,536,414	(147,185,884)	(10,005,985)	(157,191,869)
General Revenues:							
Measure A sales taxes					242,943,840	-	242,943,840
Transportation Development Act sales taxes					146,615,629	-	146,615,629
Unrestricted investment earnings					2,326,345	324,156	2,650,501
Other miscellaneous revenue					5,765,473	-	5,765,473
Gain on sale of capital assets, net					-	1,100,189	1,100,189
Transfers					(230,548,696)	230,548,696	-
Total general revenues and transfers					167,102,591	231,973,041	399,075,632
Change in net position					19,916,707	221,967,056	241,883,763
Net position (deficit) at beginning of year					716,808,213	(276,232,056)	440,576,157
Net position (deficit) at end of year					736,724,920	54,265,000	682,459,920

See notes to basic financial statements

**Riverside County Transportation Commission**  
**Balance Sheet - Governmental Funds**  
**June 30, 2021**

	Major Funds						
	Special Revenue						
		Measure A	Measure A	Transportation		State	
	General	Western	Coachella	Uniform	Local	Transit	
		County	Valley	Mitigation	Transportation	Assistance	SB 132
				Fee	Fund		
Assets							
Cash and investments	\$ 20,618,186	\$ 268,205,111	\$ 76,963,684	\$ 119,282,689	\$ 155,133,435	\$ 125,310,375	\$ -
Receivables							
Accounts	13,547,683	89,536,148	10,733,822	12,363,564	33,291,546	5,025,373	27,109,814
Advances	-	-	-	-	-	-	-
Interest	19,228	708,919	58,053	91,979	92,855	101,090	16,960
Due from other funds	13,442,898	2,075,365	131,713	19,891	-	-	-
Advances to other funds	-	9,000,000	-	-	-	-	-
Prepaid expenditures and other assets	164,621	3,392,516	-	1,075	-	-	-
Restricted cash and investments	-	-	-	-	-	-	-
Total assets	\$ 47,792,616	\$ 372,918,059	\$ 87,887,272	\$ 131,759,198	\$ 188,517,836	\$ 130,436,838	\$ 27,126,774
Liabilities, deferred inflows of resources, and fund balances							
Liabilities							
Accounts payable	\$ 9,605,285	\$ 46,414,125	\$ 8,871,821	\$ 8,447,502	\$ 1,790,024	\$ 1,822,360	\$ 18,663,456
Due to other funds	-	2,045,151	598,939	217,879	2,181,390	32,300	8,606,432
Other liabilities	269,300	831,192	-	28,597	-	-	-
Total liabilities	9,874,585	49,290,468	9,470,760	8,693,978	3,971,414	1,854,660	27,269,888
Deferred inflows of resources - unavailable revenue	-	-	-	-	-	-	-
Fund balances							
Nonspendable-prepaid amounts	164,621	3,392,516	-	1,075	-	-	-
Restricted for							
Bicycle and pedestrian facilities	-	-	-	-	7,091,610	-	-
CETAP	-	-	-	61,978,642	-	-	-
Commuter assistance	-	17,360,071	-	-	-	-	-
Commuter rail	30,626,065	43,408,171	-	-	-	-	-
Debt service	-	-	-	-	-	-	-
Highways	-	174,751,604	74,981,270	-	-	-	-
Local streets and roads	-	896	298	-	-	-	-
Motorist assistance	-	-	-	-	-	-	-
Planning and programming	3,521,095	-	-	-	-	-	-
Regional arterials	-	69,324,305	-	61,085,503	-	-	-
Regional conservation	-	-	-	-	-	-	-
Transit and specialized transportation	-	15,390,028	3,434,944	-	177,454,812	128,582,178	-
Assigned							
General government	3,606,250	-	-	-	-	-	-
Unassigned	-	-	-	-	-	-	(143,114)
Total fund balances	37,918,031	323,627,591	78,416,512	123,065,220	184,546,422	128,582,178	(143,114)
Total liabilities, deferred inflows of resources, and fund balances	\$ 47,792,616	\$ 372,918,059	\$ 87,887,272	\$ 131,759,198	\$ 188,517,836	\$ 130,436,838	\$ 27,126,774

See notes to basic financial statements



**Riverside County Transportation Commission**  
**Balance Sheet - Governmental Funds, Continued**  
**June 30, 2021**

	Major Funds				
	Capital Projects			Other Nonmajor Governmental Funds	Total
	Commercial Paper	Bonds	Debt Service		
Assets					
Cash and investments	\$ 435,637	\$ 1,130,984	\$ 4,827,469	\$ 23,804,257	\$ 795,711,827
Receivables					
Accounts	-	-	1,406,066	4,979,340	197,993,356
Advances	16,724,396	2,649,029	-	-	19,373,425
Interest	972	128,589	3,296	15,721	1,237,662
Due from other funds	434,145	67,894	-	-	16,171,906
Advances to other funds	-	-	-	-	9,000,000
Prepaid expenditures and other assets	-	-	-	199	3,558,411
Restricted cash and investments	-	34,914,646	6,830,940	-	41,745,586
Total assets	\$ 17,595,150	\$ 38,891,142	\$ 13,067,771	\$ 28,799,517	\$1,084,792,173
Liabilities, deferred inflows of resources, and fund balances					
Liabilities					
Accounts payable	\$ -	\$ -	\$ -	\$ 1,299,585	\$ 96,914,158
Due to other funds	-	-	1,537,779	843,988	16,063,858
Other liabilities	434,145	67,894	-	787,194	2,418,322
Total liabilities	434,145	67,894	1,537,779	2,930,767	115,396,338
Deferred inflows of resources - unavailable revenue	537,495	66,640	-	-	604,135
Fund balances					
Nonspendable-prepaid amounts	-	-	-	199	3,558,411
Restricted for					
Bicycle and pedestrian facilities	-	-	-	-	7,091,610
CETAP	-	-	-	-	61,978,642
Commuter assistance	-	-	-	-	17,360,071
Commuter rail	-	-	-	3,543,845	77,578,081
Debt service	-	-	11,529,992	-	11,529,992
Highways	16,623,510	38,756,608	-	-	305,112,992
Local streets and roads	-	-	-	17	1,211
Motorist assistance	-	-	-	11,844,679	11,844,679
Planning and programming	-	-	-	22,411	3,543,506
Regional arterials	-	-	-	-	130,409,808
Regional conservation	-	-	-	205	205
Transit and specialized transportation	-	-	-	10,457,394	335,319,356
Assigned					
General government	-	-	-	-	3,606,250
Unassigned	-	-	-	-	(143,114)
Total fund balances	16,623,510	38,756,608	11,529,992	25,868,750	968,791,700
Total liabilities, deferred inflows of resources, and fund balances	\$ 17,595,150	\$ 38,891,142	\$ 13,067,771	\$ 28,799,517	\$1,084,792,173

See notes to basic financial statements



**Riverside County Transportation Commission**  
**Reconciliation of the Balance Sheet of Governmental Funds to the Statement of Net Position**  
**June 30, 2021**

**Total fund balances - Governmental funds page 23** **\$ 968,791,700**

Amounts reported for governmental activities in the statement of net position page 21 are different because:

Amounts due from other governments are not an available resource and therefore, are not reported in the funds. 234,345

Deferred outflows of pension resources are not available to pay for current-period expenditures and, therefore, are not reported in the funds. 6,782,239

Deferred inflows of pension resources are not due and payable in the current period and, therefore, are not reported in the funds. (5,322,577)

Deferred outflows of other post-employment benefits resources are not available to pay for current-period expenditures and, therefore, are not reported in the funds. 762,441

Deferred inflows of other post-employment benefits resources are not due and payable in the current period and, therefore, are not reported in the funds. (468,635)

Capital assets, less related accumulated depreciation, used in governmental activities are not financial resources and therefore are not reported in the funds. 608,877,789

Certain revenues are not available to pay for current period expenditures and, therefore, are reported as deferred inflows of resources in the funds. 604,135

Interest payable on bonds outstanding is not due and payable in the current period and therefore is not reported in the funds. (3,299,941)

Net other post-employment asset is not reported in the funds. 681,247

Long-term liabilities are not due and payable in the current period and therefore are not reported in the funds. Those liabilities consist of:

Net pension liability (482,921)

Compensated absences (1,368,862)

Capital lease obligation (31,722)

Sales tax bonds payable (777,315,000)

Loss on refunding of sales tax bonds 32,526,898

Premium on sales tax revenue bonds payable (94,246,216)

Net adjustment (840,917,823)

**Net position of governmental activities page 21** **\$ 736,724,920**

*See notes to basic financial statements*



**Riverside County Transportation Commission**  
**Statement of Revenues, Expenditures and Changes in Fund Balances - Governmental Funds**  
**Year Ended June 30, 2021**

	Major Funds						
	Special Revenue						SB 132
	General	Measure A Western County	Measure A Coachella Valley	Transportation Uniform Mitigation Fee	Local Transportation Fund	State Transit Assistance	
Revenues							
Sales taxes	\$ -	\$ 189,843,732	\$ 52,036,378	\$ -	\$ 123,038,694	\$ 19,494,903	\$ -
Transportation Uniform Mitigation Fee	-	-	-	28,301,547	-	-	-
Intergovernmental	13,736,424	80,589,452	-	12,288,366	13,605,971	-	72,455,269
Investment income	32,926	492,874	67,218	78,308	119,528	112,456	36,446
Other	1,206	5,746,267	-	18,000	-	-	-
Total revenues	13,770,556	276,672,325	52,103,596	40,686,221	136,764,193	19,607,359	72,491,715
Expenditures							
Current:							
General government	-	398,552	-	-	12,000	-	-
Bicycle and pedestrian facilities	-	-	-	-	3,388,814	-	-
CETAP	-	-	-	2,016,814	-	-	-
Commuter assistance	-	3,071,831	-	-	-	-	-
Commuter rail	11,479,901	16,871,212	-	-	-	-	-
Highways	-	110,056,239	13,098,016	-	-	-	74,663,575
Local streets and roads	-	54,806,078	18,212,734	-	-	-	-
Motorist assistance	-	-	-	-	-	-	-
Planning and programming	2,381,807	-	-	-	856,000	-	-
Regional arterials	-	1,249,823	-	29,722,972	-	-	-
Regional conservation	-	-	-	-	-	-	-
Transit and specialized transportation	732,994	2,476,822	6,081,183	-	30,144,104	10,065,565	-
Total programs	14,594,702	188,930,557	37,391,933	31,739,786	34,400,918	10,065,565	74,663,575
Debt service:							
Principal	10,099	-	-	-	-	-	-
Interest	5,663	-	-	-	-	-	-
Total debt service	15,762	-	-	-	-	-	-
Capital outlay	29,508	4,720,834	-	-	-	-	-
Total expenditures	14,639,972	193,651,391	37,391,933	31,739,786	34,400,918	10,065,565	74,663,575
Excess (deficiency) of revenues over (under)							
expenditures	(869,416)	83,020,934	14,711,663	8,946,435	102,363,275	9,541,794	(2,171,860)
Other financing sources (uses):							
Debt issuance	-	15,660,996	-	-	-	-	-
Transfers in	12,925,156	28,664,670	131,713	104,776	-	-	2,000,000
Transfers out	-	(67,498,818)	-	(3,523,099)	(14,925,156)	(672,000)	-
Total other financing sources (uses)	12,925,156	(23,173,152)	131,713	(3,418,323)	(14,925,156)	(672,000)	2,000,000
Net change in fund balances	12,055,740	59,847,782	14,843,376	5,528,112	87,438,119	8,869,794	(171,860)
Fund balances at beginning of year	25,862,291	263,779,809	63,573,136	117,537,108	97,108,303	119,712,384	28,746
Fund balances at end of year	\$ 37,918,031	\$ 323,627,591	\$ 78,416,512	\$ 123,065,220	\$ 184,546,422	\$ 128,582,178	\$ (143,114)

See notes to basic financial statements

**Riverside County Transportation Commission**  
**Statement of Revenues, Expenditures and Changes in Fund Balances - Governmental Funds, Continued**  
**Year Ended June 30, 2021**

	<b>Major Funds</b>					
	<b>Capital Projects</b>			<b>Other Nonmajor Governmental Funds</b>	<b>Total</b>	
	<b>Commercial Paper</b>	<b>Bonds</b>	<b>Debt Service</b>			
Revenues						
Sales taxes	\$ -	\$ -	\$ -	\$ 5,145,762	\$	389,559,469
Transportation Uniform Mitigation Fee	-	-	-	-		28,301,547
Intergovernmental	-	-	2,818,319	7,535,789		203,029,590
Investment income	1,127,140	302,875	3,118	14,200		2,387,089
Other	-	-	-	98,174		5,863,647
Total revenues	1,127,140	302,875	2,821,437	12,793,925		629,141,342
Expenditures						
Current:						
General government	-	-	-	-		410,552
Bicycle and pedestrian facilities	-	-	-	-		3,388,814
CETAP	-	-	-	-		2,016,814
Commuter assistance	-	-	-	-		3,071,831
Commuter rail	-	-	-	1,028,692		29,379,805
Highways	-	-	-	-		197,817,830
Local streets and roads	-	-	-	1,064,140		74,082,952
Motorist assistance	-	-	-	4,486,182		4,486,182
Planning and programming	-	-	-	403,151		3,640,958
Regional arterials	-	-	-	-		30,972,795
Regional conservation	-	-	-	1,721,498		1,721,498
Transit and specialized transportation	-	-	-	988,451		50,489,119
Total programs	-	-	-	9,692,114		401,479,150
Debt service:						
Principal	-	-	28,495,000	-		28,505,099
Interest	-	225,946	41,024,038	-		41,255,647
Total debt service	-	225,946	69,519,038	-		69,760,746
Capital outlay	-	-	-	-		4,750,342
Total expenditures	-	225,946	69,519,038	9,692,114		475,990,238
Excess (deficiency) of revenues over (under) expenditures	1,127,140	76,929	(66,697,601)	3,101,811		153,151,104
Other financing sources (uses):						
Debt issuance	-	-	-	-		15,660,996
Transfers in	-	437,750	69,525,309	2,637,900		116,427,274
Transfers out	(2,626,795)	(31,786,852)	(2,950,032)	(2,791,103)		(126,773,855)
Total other financing sources (uses)	(2,626,795)	(31,349,102)	66,575,277	(153,203)		5,314,415
Net change in fund balances	(1,499,655)	(31,272,173)	(122,324)	2,948,608		158,465,519
Fund balances at beginning of year	18,123,165	70,028,781	11,652,316	22,920,142		810,326,181
Fund balances at end of year	\$ 16,623,510	\$ 38,756,608	\$ 11,529,992	\$ 25,868,750	\$	968,791,700

See notes to basic financial statements





91 Express Lanes

**Riverside County Transportation Commission**  
**Reconciliation of the Statement of Revenues, Expenditures and Changes in**  
**Fund Balances of Governmental Funds to the Statement of Activities**  
**Year Ended June 30, 2021**

**Net change in fund balances - Total governmental funds page 27** **\$ 158,465,519**

Amounts reported for governmental activities in the statement of activities page 21 are different because:

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

Capital outlay	80,853,943
Loss on sale of assets	(4,373,568)
Depreciation expense	(12,671,671)
Net adjustments	63,808,704

Revenues in the statement of activities that do not provide current financial resources are not reported as revenues in the funds. (60,248)

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

Principal payments for sales tax revenue refunding bonds	10,335,000
Principal payment for sales tax revenue bonds	18,160,000
TIFIA loan proceeds	(15,660,996)
Change in TIFIA loan accrued interest	(3,626,367)
Amortization of sales tax revenue bonds premium	11,190,511
Amortization of loss on 2017B Refunding Bonds	(1,807,050)
Capital lease payments	10,099
Change in accrued interest	417,729
Net pension liability	7,764,296
Pension change in deferred outflows of resources	(4,164,867)
Pension change in deferred inflows of resources	(4,920,787)
Net other post-employment benefits asset	149,683
Other post-employment benefits change in deferred outflows of resources	239,197
Other post-employment benefits change in deferred inflows of resources	15,782
Net adjustments	18,102,230

Some expenses reported in the statement of activities do not require the use of current financial resources and therefore are not reported as expenditures in governmental funds. The adjustment combines the net changes of the compensated absences. (197,383)

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

Transfer of TIFIA loan long-term debt	143,753,014
Transfer of TIFIA loan compounded interest	3,626,367
Transfer of capital assets	(367,581,496)
Net adjustments	(220,202,115)

**Change in net position of governmental activities page 21** **\$ 19,916,707**

*See notes to basic financial statements*

**Riverside County Transportation Commission**

**Statement of Net Position**

**Proprietary Fund**

**June 30, 2021**

	<b>Business-Type Activities</b>		
	<b>RCTC 91 Express</b>		
	<b>Lanes</b>	<b>15 Express Lanes</b>	
	<b>Enterprise Fund</b>	<b>Enterprise Fund</b>	<b>Total</b>
Assets			
Current assets:			
Cash and investments	\$ 80,976,283	\$ 655,508	\$ 81,631,791
Receivables			
Accounts	1,664,719	2,130,175	3,794,894
Interest	220,297	229	220,526
Due from Commission funds	891,711	-	891,711
Prepaid expenses	188,727	618,252	806,979
Total current assets	<u>83,941,737</u>	<u>3,404,164</u>	<u>87,345,901</u>
Noncurrent assets:			
Restricted cash and investments	88,696,432	27,552,677	116,249,109
Other post-employment benefits assets	52,342	5,611	57,953
Capital assets, net:			
Nondepreciable	27,466,813	611,755	28,078,568
Depreciable and amortizable	235,249,631	365,249,978	600,499,609
Total noncurrent assets	<u>351,465,218</u>	<u>393,420,021</u>	<u>744,885,239</u>
Total assets	<u>435,406,955</u>	<u>396,824,185</u>	<u>832,231,140</u>
Deferred outflows of resources			
Pension benefits	521,094	55,861	576,955
Other post-employment benefits	58,580	6,279	64,859
Total deferred outflows of resources	<u>579,674</u>	<u>62,140</u>	<u>641,814</u>
Total assets and deferred outflows of resources	<u>435,986,629</u>	<u>396,886,325</u>	<u>832,872,954</u>
Liabilities			
Current liabilities:			
Accounts payable	4,360,386	1,903,504	6,263,890
Interest payable	2,028,876	881,109	2,909,985
Due to Commission funds	918,608	81,151	999,759
Other liabilities	537	155,384	155,921
Compensated absences liability	44,784	4,664	49,448
Bonds payable - due in less than one year	3,820,000	-	3,820,000
Total current liabilities	<u>11,173,191</u>	<u>3,025,812</u>	<u>14,199,003</u>
Noncurrent liabilities:			
Net pension liabilities	37,104	3,978	41,082
Compensated absences liability	59,223	6,167	65,390
Advance from other Commission fund	-	9,000,000	9,000,000
Bonds payable - due in more than one year	709,734,311	153,605,519	863,339,830
Total noncurrent liabilities	<u>709,830,638</u>	<u>162,615,664</u>	<u>872,446,302</u>
Total liabilities	<u>721,003,829</u>	<u>165,641,476</u>	<u>886,645,305</u>
Deferred inflows of resources			
Pension benefits	408,946	43,838	452,784
Other post-employment benefits	36,006	3,859	39,865
Total deferred inflows of resources	<u>444,952</u>	<u>47,697</u>	<u>492,649</u>
Total liabilities and deferred inflows of resources	<u>721,448,781</u>	<u>165,689,173</u>	<u>887,137,954</u>
Net position			
Net investment (deficit) in capital assets	(333,137,341)	223,952,733	(109,184,608)
Restricted for toll operations	47,675,189	7,244,419	54,919,608
Total net position (deficit)	<u>\$ (285,462,152)</u>	<u>\$ 231,197,152</u>	<u>\$ (54,265,000)</u>

*See notes to basic financial statements*



**Riverside County Transportation Commission**  
**Statement of Revenues, Expenses and Changes in Fund Net Position**  
**Proprietary Fund**  
**For the Year Ended June 30, 2021**

	<b>Business-Type Activities</b>		
	<b>RCTC 91 Express Lanes Enterprise Fund</b>	<b>15 Express Lanes Enterprise Fund</b>	<b>Total</b>
Operating revenues			
Tolls, penalties, and fees	\$ 46,302,018	\$ 5,544,148	\$ 51,846,166
Operating expenses			
Management and operational services	10,527,308	2,018,801	12,546,109
Administrative overhead	875,400	53,500	928,900
Other operating expenses	2,176,684	25,193	2,201,877
Professional services	1,349,767	70,071	1,419,838
General and administrative expenses	874,718	71,834	946,552
Depreciation and amortization	10,768,067	2,611,474	13,379,541
Total operating expenses	26,571,944	4,850,873	31,422,817
Operating income	19,730,074	693,275	20,423,349
Nonoperating revenues (expenses)			
Investment earnings	323,792	364	324,156
Interest expense	(29,739,388)	(689,946)	(30,429,334)
Gain on sale of capital assets, net	1,100,189	-	1,100,189
Total nonoperating revenues (expenses)	(28,315,407)	(689,582)	(29,004,989)
Income before transfers	(8,585,333)	3,693	(8,581,640)
Transfers in from other governmental funds	891,711	384,098,430	384,990,141
Transfers in from other Enterprise funds	-	891,711	891,711
Transfers out to other Enterprise funds	(891,711)	-	(891,711)
Transfers out to other governmental funds	(644,763)	(153,796,682)	(154,441,445)
Total Transfers	(644,763)	231,193,459	230,548,696
Change in net position	(9,230,096)	231,197,152	221,967,056
Net position (deficit) at beginning of year	(276,232,056)	-	(276,232,056)
Net position (deficit) at end of year	\$ (285,462,152)	\$ 231,197,152	\$ (54,265,000)

*See notes to basic financial statements*

**Riverside County Transportation Commission**  
**Statement of Cash Flows**  
**Proprietary Fund**  
**For the Year Ended June 30, 2021**

	RCTC 91 Express Lanes Enterprise Fund	15 Express Lanes Enterprise Fund	Total
Cash flows from operating activities			
Receipts from customers and users	\$ 45,309,382	\$ 3,598,880	\$ 48,908,262
Payments to vendors	(11,516,936)	(845,971)	(12,362,907)
Payments to employees	(733,081)	(72,665)	(805,746)
Payments for RCTC interfund services used	(677,200)	(1,300)	(678,500)
Reimbursements received for shared costs	200,494	-	200,494
Reimbursements received for lease costs	-	12,172	12,172
Net cash provided by operating activities	<u>32,582,659</u>	<u>2,691,116</u>	<u>35,273,775</u>
Cash flows from noncapital financing activities			
Transfers of surplus funds to governmental activities	(515,538)	-	(515,538)
Transfers from governmental activities for operations and maintenance	-	16,500,946	16,500,946
Net cash used for noncapital financing activities	<u>(515,538)</u>	<u>16,500,946</u>	<u>15,985,408</u>
Cash flows from capital and related financing activities			
Interest paid on long-term debt	(7,119,938)	-	(7,119,938)
Reimbursements from other government for acquisition of capital assets	(2,417,207)	-	(2,417,207)
Proceeds from sale of capital assets	4,707,897	-	4,707,897
Advance from other Commission fund, including accumulated interest earnings	-	9,015,989	9,015,989
Net cash used for capital and related financing activities	<u>(4,829,248)</u>	<u>9,015,989</u>	<u>4,186,741</u>
Cash flows from investing activities			
Interest received	703,370	-	703,370
Net cash provided by investing activities	<u>703,370</u>	<u>-</u>	<u>703,370</u>
Net increase in cash and cash equivalents	27,941,243	28,208,051	56,149,294
Cash and cash equivalents at beginning of year	141,715,370	-	141,715,370
Cash and cash equivalents at end of year	<u><u>\$ 169,656,613</u></u>	<u><u>\$ 28,208,051</u></u>	<u><u>\$ 197,864,664</u></u>
Reconciliation of cash and cash equivalents to statement of net position			
Cash and investments	\$ 80,976,283	\$ 655,508	\$ 81,631,791
Less: fair value adjustment	(16,102)	(134)	(16,236)
	<u>80,960,181</u>	<u>655,374</u>	<u>81,615,555</u>
Restricted cash and investments	88,696,432	27,552,677	116,249,109
Total cash and cash equivalents	<u><u>\$ 169,656,613</u></u>	<u><u>\$ 28,208,051</u></u>	<u><u>\$ 197,864,664</u></u>

*See notes to basic financial statements*



**Riverside County Transportation Commission**  
**Statement of Cash Flows, Continued**  
**Proprietary Fund**  
**For the Year Ended June 30, 2021**

	<b>RCTC 91 Express Lanes Enterprise Fund</b>	<b>15 Express Lanes Enterprise Fund</b>	<b>Total</b>
Reconciliation of operating income to net cash provided by (used for) operating activities			
Operating income	\$ 19,730,074	\$ 693,275	\$ 20,423,349
Adjustments to reconcile operating income to net cash provided by (used for) operating activities			
Depreciation and amortization expense	10,768,067	2,611,474	13,379,541
(Increase) Decrease in violations receivables	19,607,950	-	19,607,950
(Increase) Decrease in other receivables, net	(1,037,882)	(2,130,175)	(3,168,057)
(Increase) Decrease due in from other funds	6,084	-	6,084
(Increase) Decrease in prepaid assets	(21,490)	(618,252)	(639,742)
Increase (Decrease) in pension and other post employment benefits liabilities, net of deferred items	84,434	(16,076)	68,358
Increase (Decrease) in accounts payable	2,797,968	1,903,504	4,701,472
Increase (Decrease) in due to other funds	204,315	81,151	285,466
Increase (Decrease) in unearned revenue	(19,607,949)	-	(19,607,949)
Increase (Decrease) in compensated absences liability	50,986	10,831	61,817
Increase (Decrease) in other liabilities	103	155,384	155,487
Total adjustments	12,852,585	1,997,841	14,850,426
Net cash provided by operating activities	<u>\$ 32,582,659</u>	<u>\$ 2,691,116</u>	<u>\$ 35,273,775</u>
Noncash capital, financing and investing activities			
Amortization of bond discount	\$ 73,073	\$ -	\$ 73,073
Accreted and compounded interest on TIFIA Loan	22,494,107	545,584	23,039,691
Compounded interest on advance from other Commission fund	-	84,806	84,806
Net increase (decrease) in the fair value of investments	(204,403)	134	(204,269)
Transfer in of capital and intangible assets from governmental activities	-	367,581,496	367,581,496
Transfer in of toll revenue debt from governmental activities	-	147,379,381	147,379,381
Transfer in (out) of capital assets	(891,711)	891,711	-

*See notes to basic financial statements*

**Riverside County Transportation Commission**  
**Notes to Basic Financial Statements**  
**June 30, 2021**

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**Note 1. Summary of Significant Accounting Policies**

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

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

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

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

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

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

**Riverside County Transportation Commission**  
**Notes to Basic Financial Statements**  
**June 30, 2021**

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**Note 1. Summary of Significant Accounting Policies, Continued**

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

During the year ended June 30, 2021, the Commission adopted Governmental Accounting Standards Board (GASB) Statement No. 84, Fiduciary Activities, and certain provisions of GASB Statement No. 97, *Certain Component Unit Criteria, and Accounting and Financial Reporting for Internal Revenue Code Section 457 Deferred Compensation Plans – an amendment of GASB Statements No. 14 and No. 84, and a supersession of GASB Statement No. 32.*

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

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

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

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

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

**Riverside County Transportation Commission**  
**Notes to Basic Financial Statements**  
**June 30, 2021**

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**Note 1. Summary of Significant Accounting Policies, Continued**

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The Commission reports the following major governmental funds:

**General Fund:** The General Fund is the general operating fund of the Commission and accounts for financial resources not required to be accounted for in another fund.

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

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

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

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

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

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

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

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

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

The Commission reports the following major proprietary fund:

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

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

**Measurement focus and basis of accounting:** The government-wide financial statements and proprietary fund financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned, and expenses are recorded when a liability is

**Riverside County Transportation Commission**  
**Notes to Basic Financial Statements**  
**June 30, 2021**

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**Note 1. Summary of Significant Accounting Policies, Continued**

incurred, regardless of the timing of related cash flows. Toll revenues are recognized when customers utilize the toll road facility and payment is collected. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

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

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

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

**Violations:** Violations that the Commission anticipates to collect consist of uncollected violation tolls and penalties. Unpaid violations of the RCTC 91 Express Lanes and 15 Express Lanes in the amounts of \$95,201,255 and \$2,996,419, respectively, as of June 30, 2021 are not recognized as revenue until payment is received. Unpaid violations will remain recorded for a period of four years in accordance with the statute of limitations, at which time, they will be deemed uncollectible.

**Cash and investments:** The Commission maintains cash and investments in accordance with an investment policy adopted initially by the Board in September 1995, and most recently amended in August 2020. The investment policy complies with, or is more restrictive than, applicable state statutes. This investment policy requires the Commission's investment program to meet three criteria in the order of their importance: safety, liquidity, and return on investments. Investments of bond and commercial paper proceeds as permitted by the applicable debt documents are maintained by U.S. Bank, as trustee or custodial bank, and the earnings for each bond and commercial paper issue are accounted for separately. Cash from other Commission revenue sources is commingled for investment purposes, with investment earnings allocated to the different funds based on average monthly dollar balances in the funds.

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



**Riverside County Transportation Commission**  
**Notes to Basic Financial Statements**  
**June 30, 2021**

**Note 1. Summary of Significant Accounting Policies, Continued**

Authorized Investment Type	Maximum Effective Maturity	Maximum Percentage of Portfolio	Maximum Investment in One Issuer	Minimum Ratings
United States (U.S.) Treasury obligations	5 years	None	None	Not applicable
Federal agency securities	5 years	None	None	Not applicable
State/Municipal obligations	5 years	25%	10%	A1/A+
Mortgage and asset-backed securities	5 years	10%	10%	A3/A-/A-
Repurchase agreements	30 days	None	10%	A
U.S. corporate debt	5 years	25%	10%	A1/A+
Commercial paper notes	270 days	25%	10%	A
Banker's acceptances	180 days	40%	30%	Not applicable
Money market mutual funds	Not applicable	20%	10%	Not applicable
Riverside County Pooled Investment Fund (RCPIF)	Not applicable	None	Set by RCPIF	Not applicable
Local Agency Investment Fund (LAIF)	Not applicable	N/A	Set by LAIF	Not applicable
Negotiable certificates of deposit	1 year	30%	10%	P-1/A-1/F-1
Federally insured certificates of deposit	1 year	20%	10%	Not applicable
Collateralized certificates of deposit	1 year	15%	10%	Not applicable
Time deposits	5 years	None	10%	Not applicable

LAIF is regulated by Code Section 16429 and is under the management of the State Treasurer with oversight provided by the Local Agency Investment Advisory Board. There is a \$65 million deposit limit on regular LAIF accounts. Oversight of the RCPIF is conducted by the County Treasury Oversight Committee. All investments, except for those related to bond reserve funds, are subject to a maximum maturity of five years unless specific direction to exceed the limit is given by the Board. LTF moneys are legally required to be deposited in the RCPIF.

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

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

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

**Accounts receivable:** Accounts receivable consist primarily of Measure A and LTF sales tax revenues from the California Department of Tax and Fee Administration on all taxable sales within the County of Riverside, California through June 30, 2021.

**Interfund transactions:** During the course of operations, numerous transactions occur between individual funds involving goods provided or services rendered. There are also transfers of revenues from funds authorized to receive the revenue to funds authorized to expend it. Outstanding interfund balances are

Riverside County Transportation Commission  
Notes to Basic Financial Statements  
June 30, 2021

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**Note 1. Summary of Significant Accounting Policies, Continued**

reported as due from/to other funds; internal financing balances are reported as advances to/from other funds. Any residual balances outstanding between the governmental activities and business-type activities are reported in the government wide financial statements as "internal balances".

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

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

**Capital assets:** Capital assets consisting of land and land improvements; construction in progress; construction and rail easements; buildings; rail stations; rail tracks; office improvements; office furniture, equipment, and vehicles; development in progress; toll infrastructure; intangible assets, including a toll facility franchise; and transponders are reported in applicable governmental or business-type activities in the government-wide financial statements. Capital assets are defined by the Commission as assets with an initial, individual cost of more than \$5,000 and an estimated useful life in excess of three years and are primarily included within the function of current expenditures in the governmental fund financial statements. Such assets are recorded at historical costs or estimated historical costs if purchased or constructed. Donated capital assets are recorded at acquisition value at the date of donation.

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

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

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

**Riverside County Transportation Commission**  
**Notes to Basic Financial Statements**  
**June 30, 2021**

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**Note 1. Summary of Significant Accounting Policies, Continued**

Project costs that have been incurred for the tolled express lanes projects, consisting of the 91 Project and the I-15 Express Lanes project, and are expected to remain the Commission's assets, are capitalized upon completion as intangible assets that will be amortized over the life of the toll facility franchise with Caltrans. These capitalizable costs have been accumulated in the capital assets as land and land improvements and construction in progress. The costs of the tolled express lanes projects that are not capitalized are expensed as incurred based on management's estimation which is generally based upon the allocation of Measure A and other funding sources, including toll-supported debt. As of June 30, 2021, the estimated project costs incurred but not capitalized related to the 91 Project is primarily right of way, or approximately \$113.5 million. All costs related to the I-15 Express Lanes project are considered capitalizable.

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

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

**Compensated absences:** Vacation hours accumulated and not taken at year-end is reported as a long-term liability in the government-wide and proprietary fund financial statements. Sick leave is recorded as an expenditure or expense when taken by the employee. Employees with continuous five years of service have the option of being paid for sick leave accumulated in excess of 240 hours at a rate of 50% (i.e., one hour's pay for every two hours in excess of 240). Any sick leave in excess of 240 hours is accrued at fiscal year-end, and a liability is reported in the government-wide and proprietary fund financial statements. Sick leave that is due and payable at year-end is reported as an expenditure and a fund liability of the General fund.

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

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

**Risk management:** The Commission is exposed to various risks of loss related to workers' compensation; torts; theft of, damage to, or destruction of assets; and errors or omissions. The Commission protects itself against such losses by a balanced program of risk retention, risk transfers, and the purchase of commercial insurance. Loss exposures retained by the Commission are treated as normal expenditures and include any

**Riverside County Transportation Commission**  
**Notes to Basic Financial Statements**  
**June 30, 2021**

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**Note 1. Summary of Significant Accounting Policies, Continued**

loss contingency not covered by the Commission's purchased insurance policies. Construction projects and rail properties are protected through a combination of commercial insurance, insurance required of Commission consultants, and a self-insurance fund established by the Southern California Regional Rail Authority (SCRRA). Settled claims have not exceeded insurance coverage in any of the past three fiscal years. The RCTC 91 Express Lanes and 15 Express Lanes Enterprise funds have purchased commercial property insurance, including business interruption, earthquake and flood coverage related to the RCTC 91 Express Lanes and 15 Express Lanes.

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

**Deferred inflows of resources:** In addition to liabilities, the statement of net position reports a separate section for deferred inflows of resources. This separate financial statement element represents an acquisition of net position that applies to a future period and will not be recognized as an inflow of resources, or revenue, until then. The Commission has five items – changes in pension assumptions, pension changes in Commission's proportion, changes in OPEB assumptions, differences between expected and actual OPEB experiences, and net differences between projected and actual earnings on OPEB plan investments – which qualify for reporting in this category in the applicable governmental and business-type activities on the statement of net position. At the fund level, the Commission has deferred inflows of resources related to interest earned but not available.

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

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

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

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

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

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

**Riverside County Transportation Commission**  
**Notes to Basic Financial Statements**  
**June 30, 2021**

**Note 1. Summary of Significant Accounting Policies, Continued**

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

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

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

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

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

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

**Administration expenditures:** The Commission's staff and resources are used in the performance of its responsibilities relating to the activities of the Commission and its component unit. Accordingly, the Commission allocates salaries and benefits to each applicable fund on the basis of actual hours spent by activity, and other indirect overhead is allocated based on a systematic basis. Administrative salaries and benefits, net of administrative cost allocations of \$1,830,801 allocated to Measure A in 2021 were less than 1% of revenues and in compliance with the law.

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

**Note 2. Cash and Investments**

Cash and investments at June 30, 2021 consist of the following:

	Unrestricted			Restricted			Total
	Cash	Investments	Total	Cash	Investments	Total	
Cash in bank	\$ 10,647,120	\$ -	\$ 10,647,120	\$ 214,948	\$ -	\$ 214,948	\$ 10,862,068
Petty cash	1,018	-	1,018	-	-	-	1,018
RCPIF	-	807,125,002	807,125,002	-	-	-	807,125,002
Operations pooled investments	-	55,647,092	55,647,092	-	-	-	55,647,092
LAIF	-	3,923,386	3,923,386	-	-	-	3,923,386
Investments with fiscal agents	-	-	-	-	157,779,747	157,779,747	157,779,747
Total cash and investments	\$ 10,648,138	\$ 866,695,480	\$ 877,343,618	\$ 214,948	\$ 157,779,747	\$ 157,994,695	\$ 1,035,338,313



**Riverside County Transportation Commission**  
**Notes to Basic Financial Statements**  
**June 30, 2021**

**Note 2. Cash and Investments, Continued**

Total cash and investments are reported in the following funds:

Unrestricted cash and investments	
Governmental funds	\$ 795,711,827
Enterprise fund	81,631,791
Subtotal	877,343,618
Restricted cash and investments	
Governmental funds	41,745,586
Enterprise fund	116,249,109
Subtotal	157,994,695
Total cash and investments	\$ 1,035,338,313

Restricted cash and investments at June 30, 2021 represent investments held by bond trustees for project costs and debt service and for cash held by a bank for the 15 Express Lanes toll customer deposits.

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

The following is a summary of the fair value hierarchy of the fair value of investments of the Commission as of June 30, 2021:

Investments by fair value level:		Fair Value Measurements Using	
		Quoted Prices in Active Markets for Identical Assets (Level 1)	Significant Other Observable Inputs (Level 2)
June 30, 2021			
Investments subject to fair value hierarchy:			
U.S. Treasury obligations	\$ 64,985,948	64,985,948	-
Mortgage and asset-backed securities	48,505,955	-	48,505,955
Corporate notes	24,665,888	-	24,665,888
Money market mutual funds	42,318,271	42,318,271	-
U.S. agency securities	7,338,883	-	7,338,883
Municipal bonds	16,486,408	-	16,486,408
Commercial paper notes	4,924,730	-	4,924,730
Negotiable certificates of deposit	4,200,756	-	4,200,756
Total investments measured at fair value	213,426,839	107,304,219	106,122,620
Investments not subject to fair value hierarchy:			
LAIF	3,923,386		
RCPIF	807,125,002		
Total investments	\$ 1,024,475,227		

Investments classified in Level 1 of the value hierarchy, valued at \$107,304,219 are valued using quoted prices in active markets.

**Riverside County Transportation Commission**  
**Notes to Basic Financial Statements**  
**June 30, 2021**

**Note 2. Cash and Investments, Continued**

Mortgage and asset-backed securities totaling \$48,505,955, corporate notes totaling \$24,665,888, U.S. agency securities totaling \$7,338,883, municipal bonds totaling \$16,486,408, commercial paper totaling \$4,924,730, and negotiable certificates of deposit totaling \$4,200,756 in 2021, classified in Level 2 of the fair value hierarchy, are valued using matrix pricing techniques maintained by various pricing vendors. Matrix pricing is used to value securities based on the securities' relationship to benchmark quoted prices. Fair value is defined as the quoted market value on the last trading day of the period. These prices are obtained from various pricing sources by the custodian bank.

As of June 30, 2021, the Commission had the following investments:

Investments	Fair Value	Principal	Interest Rate Range	Maturity Range	Weighted Average Maturity (Year)
Unrestricted:					
RCPIF	\$ 807,125,002	806,964,148	0.010% - 3.29%	7/1/21 - 6/30/26	1.148
LAIF	3,923,386	3,923,061	0.840% - 0.330%	291 days	291 days or 0.797
Operations pooled investments:					
Corporate notes	9,141,683	9,068,711	0.000% - 3.614%	9/15/21 - 5/30/25	1.420
Money market mutual funds	599,467	599,467	0.010%	N/A	27 days or 0.74
Mortgage and asset-backed securities	4,976,738	4,937,080	0.000% - 3.559%	9/25/21 - 7/15/25	2.459
Municipal bonds	9,666,988	9,546,994	0.373% - 6.429%	8/1/21 - 3/15/25	1.404
U.S. agency securities	951,664	959,608	0.450% - 2.570%	8/1/21 - 2/12/26	3.766
U.S. Treasury obligations	30,310,552	30,373,514	0.125% - 0.251%	12/31/22 - 5/15/24	2.036
Total unrestricted investments	<u>\$ 866,695,480</u>	<u>\$ 866,372,583</u>			
			Unrestricted investment portfolio weighted average		1.721
Restricted:					
Negotiable certificates of deposit	4,200,756	4,200,087	0.072% - 0.097%	8/6/21 - 10/25/21	0.165
Commercial paper notes	4,924,730	4,924,582	0.000% - 0.103%	7/1/21 - 8/10/21	0.055
Corporate notes	15,524,205	15,516,811	0.151% - 0.891%	7/1/21 - 6/9/25	1.875
Money market mutual funds	41,718,804	41,718,804	0.010%	N/A	27 days or 0.74
Mortgage and asset-backed securities	43,529,217	43,158,196	(1.053%) - 1.979%	7/25/21 - 9/16/55	4.006
Municipal bonds	6,819,420	6,812,160	0.050% - 0.910%	8/18/21 - 10/1/51	13.451
U.S. agency securities	6,387,219	6,366,689	0.091% - 1.313%	1/13/22 - 11/16/28	1.398
U.S. Treasury obligations	34,675,396	34,466,682	(1.114%) - 1.426%	7/31/21 - 8/15/30	0.979
Total restricted investments	<u>\$ 157,779,747</u>	<u>\$ 157,164,011</u>			
			Restricted investment portfolio weighted average		2.834

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

As of June 30, 2021, mortgage and asset-backed securities totaled \$48,505,955. The underlying assets are consumer receivables that include credit cards, auto/equipment, and home loans. The securities have a fixed interest rate and are rated AAA/Aaa by at least two of the three nationally recognized statistical rating organizations, except \$600,000 which is rated P-1 by Moody's.

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

**Riverside County Transportation Commission**  
**Notes to Basic Financial Statements**  
**June 30, 2021**

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**Note 2. Cash and Investments, Continued**

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

The Commission has deposits with a bank balance of \$10,862,068 with a financial institution; bank balances over \$5,000,000 are swept daily into a money market account. Of the bank balance, up to \$250,000 is federally insured under the Federal Depository Insurance Corporation with balances in excess of \$250,000 collateralized in accordance with the Code; however, the collateralized securities are not held in the name of the Commission.

**Credit risk:** The Commission's investment policy as well as the specific bond indentures set minimum acceptable credit ratings for investments from any of the three nationally recognized statistical rating organizations. The following is a summary of the credit quality distribution and concentration of credit risk by investment type as a percentage of each category's fair value at June 30, 2021; securities denoted as NR are not rated by one of the nationally recognized statistical rating organizations.



RTA at La Sierra Metrolink Station

**Riverside County Transportation Commission**  
**Notes to Basic Financial Statements**  
**June 30, 2021**

**Note 2. Cash and Investments, Continued**

<b>Investments</b>	<b>Moody's</b>	<b>S&amp;P</b>	<b>% of Portfolio</b>
RCPIF	Aaa-bf	AAAf/S1	78.78%
LAIF	NR	NR	0.38%
Negotiable certificates of deposit			
Deposit	P-1	A-1	0.31%
Deposit	P-1	NR	0.10%
Commercial paper notes			
Various	P-1	A-1	0.18%
Various	P-1	A-2	0.16%
Various	P-1	NR	0.09%
Various	NR	A-2	0.05%
Corporate			
Notes	A	A1	0.06%
Notes	A	A2	0.06%
Notes	A	AA3	0.05%
Notes	A-	A2	0.13%
Notes	A+	A2	0.02%
Notes	A+	A3	0.06%
Notes	A+	AA2	0.16%
Notes	A1	A	0.02%
Notes	A1	A-	0.02%
Notes	A1	A+	0.07%
Notes	A1	BBB+	0.04%
Notes	A2	A	0.21%
Notes	A2	A-	0.31%
Notes	A2	BBB+	0.25%
Notes	A3	A-	0.11%
Notes	A3	BBB+	0.27%
Notes	AA-	A1	0.14%
Notes	AA-	AA2	0.09%
Notes	AA+	AA1	0.07%
Notes	Aa2	NA	0.01%
Notes	Aa3	A+	0.09%
Notes	Baa1	A-	0.02%
Notes	Baa1	BBB+	0.10%
Notes	BBB+	A1	0.05%
Money market mutual funds			
Funds	Aaa	AAA	4.14%
Mortgage and asset-backed securities			
Securities	AA	AAA	0.02%
Securities	Aa1	NR	0.01%
Securities	Aaa	AA+	3.81%
Securities	AAA	AAA	0.23%
Securities	Aaa	NA	0.21%
Securities	NA	AAA	0.25%
Securities	NR	NR	0.20%

**Riverside County Transportation Commission**  
**Notes to Basic Financial Statements**  
**June 30, 2021**

**Note 2. Cash and Investments, Continued**

Investments	Moody's	S&P	% of Portfolio
Municipal bonds			
Alameda County Joint Powers Authority Lease	AA+	AA1	0.01%
Bay Area Toll Authority	AA	AA3	0.07%
Bay Area Toll Authority	A1	AA-	0.01%
Beverly Hills Financing Authority	AA+	NR	0.03%
California State University	AA-	AA2	0.01%
California Community College District	NR	SP-1+	0.01%
Collin County, Texas	Aaa	AAA	0.02%
Colorado Housing and Finance Authority, Inc.	Aaa	AAA	0.16%
Contra Costa Community College District	AA1	AA+	0.03%
Dallas Fort Worth Finance Authority	P-1	A-1	0.04%
El Dorado Irrigation District	Aa3	AA-	0.02%
Garden Grove Unified School District	Aa2	AA-	0.03%
Glendale Unified School District	NR	AA1	0.03%
Los Altos School District	AA+	NR	0.05%
Los Angeles Municipal Impact Corporation Lease	AA-	NR	0.05%
Mountain View Whisman School District	AA+	AAA	0.02%
Monmouth County Improvement Authority	NR	SP-1+	0.01%
New York City Transitional Finance Authority	Aa1	AAA	0.02%
Riverside County Pension	AA	A2	0.02%
San Bernardino Community College District	AA	AA1	0.06%
Sacramento County Sanitation District	AA	AA2	0.03%
San Diego Public Facilities Financing Authority	AA-	NR	0.02%
San Diego Redevelopment Agency	AA	NR	0.03%
San Francisco Redevelopment Agency	AA-	NR	0.04%
Santa Ana Redevelopment Agency	AA	A1	0.01%
Santa Ana Redevelopment Agency	AA	NR	0.02%
Santa Clara Valley Joint Powers	AA	NR	0.03%
Santa Clara Valley Joint Powers	NR	AA	0.02%
Sonoma County Junior College District	AA	AA2	0.04%
Southern California Public Power Authority	AA-	NR	0.04%
State of California Build America Bonds	AA-	AA2	0.02%
State of California Department of Water Resources	AA+	NR	0.03%
State of California Health Facilities Financing Authority	AA-	AA3	0.05%
State of Connecticut	A+	AA3	0.05%
State of Hawaii	AA+	AA2	0.02%
State of Maine Housing Authority	Aa1	AA+	0.04%
State of Maryland Housing and Community Development	Aa1	NR	0.10%
State of Massachusetts	AA	AA1	0.02%
State of New York Dormitory Authority	AA+	AA+	0.06%
State of New York Urban Development	Aa2	NR	0.02%
State of North Dakota Housing Finance Agency	Aa1	NR	0.04%
State of Texas Finance Authority	P-1	A-1+	0.02%
State of Wisconsin Housing and Economic Development Authority	Aa2	AA+	0.12%
University of California	AA-	AA3	0.03%
University of New Jersey, Rutgers	Aa3	A+	0.01%
U.S. agency notes			
Notes	AA+	NR	0.06%
Notes	Aaa	AA+	0.62%
Notes	NR	NR	0.04%
U.S. Treasuries			
Treasury	NR	NR	6.34%
Total			100.00%



**Riverside County Transportation Commission**  
**Notes to Basic Financial Statements**  
**June 30, 2021**

**Note 2. Cash and Investments, Continued**

**Concentration of credit risk:** The Commission's investment policy places a limit of 10% on the amount of investment holdings with any one non-U.S. Government or non-federal agency issuer. As of June 30, 2021, the Commission did not have investments in any one issuer that represent more than 5% of the Commission's total investments.

**Note 3. Advances**

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

The outstanding interest-bearing advances, including capitalized interest of \$604,135, as of June 30, 2021 were \$19,373,425.

**Note 4. Capital Assets**

Capital assets activity for the year ended June 30, 2021 was as follows:

Governmental activities	Balance June 30, 2020	Additions	Deletions	Transfers	Balance June 30, 2021
Capital assets not being depreciated:					
Land and land improvements	\$ 179,433,422	\$ -	\$ (9,117,909)	\$ -	\$ 170,315,513
Construction in progress	397,206,440	80,136,440	(1,367,212)	(364,486,457)	111,489,211
Rail operating easements	63,846,199	-	-	-	63,846,199
Construction easements	4,221,021	-	-	(53,350)	4,167,671
Development in progress	227,266	21,918	-	-	249,184
Total capital assets not being depreciated	644,934,348	80,158,358	(10,485,121)	(364,539,807)	350,067,778
Capital assets being depreciated:					
Rail stations	203,062,916	6,673,225	-	-	209,736,141
Rail tracks	154,791,511	-	-	-	154,791,511
Construction easements	1,385,377	46,993	-	(404,707)	1,027,663
Buildings	3,315,135	-	-	(3,315,135)	-
Building improvements	423,303	-	-	(423,303)	-
Office improvements	434,187	-	-	-	434,187
Office furniture, equipment and vehicles	2,016,850	95,189	(8,269)	(95,189)	2,008,581
Total capital assets being depreciated	365,429,279	6,815,407	(8,269)	(4,238,334)	367,998,083
Less accumulated depreciation for:					
Rail stations	(73,354,336)	(7,012,066)	-	-	80,366,402
Rail tracks	(20,550,853)	(5,179,704)	-	-	(25,730,557)
Construction easements	(1,327,562)	(65,235)	-	404,707	(988,090)
Buildings	(544,095)	(137,180)	-	681,275	-
Building improvements	(45,354)	(50,393)	-	95,747	-
Office improvements	(183,673)	(48,385)	-	-	(232,058)
Office furniture, equipment and vehicles	(1,707,173)	(178,708)	-	14,916	(1,870,965)
Total accumulated depreciation	(97,713,046)	(12,671,671)	-	1,196,645	(109,188,072)
Total capital assets being depreciated, net	267,716,233	(5,856,264)	(8,269)	(3,041,689)	258,810,011
Governmental activities capital assets, net	\$ 912,650,581	\$ 74,302,094	\$ (10,493,390)	\$ (367,581,496)	\$ 608,877,789

**Riverside County Transportation Commission**  
**Notes to Basic Financial Statements**  
**June 30, 2021**

**Note 4. Capital Assets, Continued**

<b>Business-type activities</b>	<b>Balance June 30, 2020</b>	<b>Additions</b>	<b>Deletions</b>	<b>Transfers</b>	<b>Balance June 30, 2021</b>
Capital assets not being depreciated:					
Land and land improvements	\$ 29,215,720	\$ -	\$ (3,607,709)	\$ -	\$ 25,608,011
Construction easements	-	-	53,350	53,350	53,350
Development in progress	-	2,417,207	-	-	2,417,207
Total capital assets not being depreciated	29,215,720	2,417,207	(3,607,709)	53,350	28,078,568
Capital assets being depreciated and amortized:					
Toll infrastructure	27,899,996	-	-	12,886,278	40,786,274
Transponders	453,818	-	-	-	453,818
Buildings	1,623,658	-	-	5,758,549	7,382,207
Equipment, furniture, and fixtures	60,695	-	-	101,996	162,691
Toll facility franchise	250,692,492	-	-	348,427,816	599,120,308
Total capital assets being depreciated and amortized	280,730,659	-	-	367,174,639	647,905,298
Less accumulated depreciation and amortization for:					
Toll infrastructure	(17,652,166)	(6,126,132)	-	-	(23,778,298)
Transponders	(275,166)	(90,764)	-	-	(365,930)
Buildings	(499,277)	(382,217)	-	353,507	(527,987)
Equipment, furniture, and fixtures	(39,685)	(16,275)	-	-	(55,960)
Toll facility franchise	(15,913,361)	(6,764,153)	-	-	(22,677,514)
Total accumulated depreciation and amortization	(34,379,655)	(13,379,541)	-	353,507	(47,405,689)
Total capital assets being depreciated and amortized, net	246,351,004	(13,379,541)	-	367,528,146	600,499,609
Business-type activities capital assets, net	\$ 275,566,724	\$ (10,962,334)	\$ (3,607,709)	\$ 367,581,496	\$ 628,578,177

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

Depreciation and amortization expense was charged to functions/programs of the Commission's governmental and business-type activities during the year ended June 30, 2021 as follows:

<b>Governmental activities:</b>	
General government	\$ 212,176
Commuter rail	12,191,770
Highway	267,725
Total depreciation expense - governmental activities	<u>\$ 12,671,671</u>
<b>Business-type activities:</b>	
RCTC 91 Express Lanes	\$ 5,746,053
Toll facility franchise	5,022,014
15 Express Lanes	869,335
Toll facility franchise	1,742,139
Total depreciation and amortization expense - business-type activities	<u>\$ 13,379,541</u>

**Riverside County Transportation Commission**  
**Notes to Basic Financial Statements**  
**June 30, 2021**

**Note 5. Interfund Transactions**

**Due from/to other funds:** The composition of balances related to due from other funds and due to other funds at June 30, 2021 is as follows:

Receivable Fund	Payable Fund	Amount	Explanation
General fund	Nonmajor Governmental funds	\$ 78,352	Fringe benefits allocation
General fund	Nonmajor Governmental funds	287,000	Administrative cost allocation
General fund	Transportation Uniform Mitigation Fee Special Revenue fund	204,000	Administrative cost allocation
General fund	Measure A Western County Special Revenue fund	952,100	Administrative cost allocation
General fund	Measure A Coachella Valley Special Revenue fund	96,900	Administrative cost allocation
General fund	RCTC 91 Express Lanes Enterprise fund	231,500	Administrative cost allocation
General fund	15 Express Lanes Enterprise fund	52,200	Administrative cost allocation
General fund	Local Transportation Fund	404,400	Administrative cost allocation
General fund	Local Transportation Fund	1,776,990	Commuter rail costs allocations
General fund	State Transit Assistance fund	32,300	Administrative cost allocation
General fund	Transportation Uniform Mitigation Fee Special Revenue fund	13,879	Fringe benefits allocation
General fund	Measure A Western County Special Revenue fund	181,449	Fringe benefits allocation
General fund	SB 132 fund	5,024	Fringe benefits allocation
General fund	RCTC 91 Express Lanes Enterprise fund	42,345	Fringe benefits allocation
General fund	15 Express Lanes Enterprise fund	4,415	Fringe benefits allocation
General fund	SB 132 fund	8,601,408	Cash deficit
General fund	Nonmajor Governmental funds	478,636	Cash deficit
Measure A Western County Special Revenue fund	RCTC 91 Express Lanes Enterprise fund	644,763	Highway project costs allocations
Measure A Western County Special Revenue fund	15 Express Lanes Enterprise fund	24,536	Highway project costs allocations
Measure A Western County Special Revenue fund	Debt Service fund	1,406,066	Subsidies available after debt service payment
Measure A Coachella Valley Special Revenue fund	Debt Service fund	131,713	Advance loan payment adjustment
Transportation Uniform Mitigation Fee Special Revenue fund	Measure A Western County Special Revenue fund	19,891	Regional arterial project costs allocations
Commercial Paper Capital Projects fund	Measure A Coachella Valley Special Revenue fund	434,145	Advance loan payment adjustment
Bonds Capital Projects fund	Measure A Coachella Valley Special Revenue fund	67,894	Advance loan payment adjustment
RCTC 91 Express Lanes Enterprise fund	Measure A Western County Special Revenue fund	891,711	Project cost reimbursement
Total due from/to other funds		<u>\$ 17,063,617</u>	

**Riverside County Transportation Commission**  
**Notes to Basic Financial Statements**  
**June 30, 2021**

**Note 5. Interfund Transactions, Continued**

**Advances to/from other funds:** The Measure A Western County Special Revenue fund advanced \$9,000,000 to the Bonds Capital Projects fund to establish an \$18,000,000 Transportation Infrastructure Finance and Innovation Act (TIFIA) debt service reserve for the I-15 Express Lanes project as required no later than June 30, 2024. Upon opening of the 15 Express Lanes in April 2021, the TIFIA debt service reserve funded to date and the related advance due to the Measure A Western County Special Revenue fund recorded in the Bonds Capital Projects fund were transferred to the 15 Express Lanes Enterprise fund. Capitalized interest on the advance as of June 30, 2021 was \$553,161. Repayment of this initial Commission advance is subject to satisfying certain conditions under the related indenture, including the occurrence of the second anniversary of the TIFIA debt service payment commencement date.

**Interfund transfers:** During 2021, interfund transfers were as follows:

Transfers Out	Transfers In	Amount	Explanation
Measure A Western County Special Revenue fund	Transportation Uniform Mitigation Fee Special Revenue fund	\$ 104,776	Highway project costs allocations
Measure A Western County Special Revenue fund	Debt Service fund	66,502,331	Debt service funding related to highway projects for Western County and to advance agreements for Western County jurisdictions
Transportation Uniform Mitigation Fee Special Revenue fund	Measure A Western County Special Revenue fund	3,523,099	Highway project costs allocations
Local Transportation Fund	General fund	12,925,156	Administration, planning and programming, commuter rail operating and station maintenance, and grade separation costs allocations
Local Transportation Fund	SB 132 Special Revenue fund	2,000,000	Grade separation costs allocations
State Transit Assistance Fund	Nonmajor Governmental funds	672,000	Coachella Valley commuter rail costs allocations
Commercial Paper fund	Debt Service fund	2,626,795	Debt service funding
Bonds Capital Projects fund	Measure A Western County Special Revenue fund	14,873,735	Highway project costs allocations
Bonds Capital Projects fund	Debt Service fund	396,183	Debt service funding
Bonds Capital Projects fund	15 Express Lanes Enterprise fund	16,500,946	Ramp up reserves for operations
Bonds Capital Projects fund	15 Express Lanes Enterprise fund	15,988	Accumulated interest earned on TIFIA debt service reserve
Debt Service fund	Measure A Western County Special Revenue fund	2,818,319	Cash subsidies available after debt service payment
Debt Service fund	Measure A Coachella Valley Special Revenue fund	131,713	Share of cash subsidy related to CVAG advance agreement
Nonmajor Governmental funds	Measure A Western County Special Revenue fund	825,203	Commuter rail costs allocations
Nonmajor Governmental funds	Nonmajor Governmental funds	1,965,900	Call box program augmentation of freeway service patrol operations
RCTC 91 Express Lanes Enterprise fund	Measure A Western County Special Revenue fund	644,763	Surplus funds used for the 91 Corridor Operations project
15 Express Lanes Enterprise fund	Measure A Western County Special Revenue fund	5,979,551	TIFIA loan proceeds for project cost reimbursements
15 Express Lanes Enterprise fund	Bonds Capital Projects fund	437,750	Accumulated interest payable related to advance to establish TIFIA debt service reserve
Measure A Western County Special Revenue fund	RCTC 91 Express Lanes Enterprise fund	891,711	Payment for capital assets transferred to 15 Express Lanes
Total transfers		<u>\$ 133,835,919</u>	

**Riverside County Transportation Commission**  
**Notes to Basic Financial Statements**  
**June 30, 2021**

**Note 5. Interfund Transactions, Continued**

In connection with the substantial completion of the 15 Express Lanes project in April 2021 and the commencement of toll operations on the 15 Express Lanes, the Commission transferred \$367,581,496 of capital and intangible costs from the governmental activities to the 15 Express Lanes, and the 15 Express Lanes assumed the transfer of \$147,379,381 in toll-supported long-term debt related to the 15 Express Lanes project. The RCTC 91 Express Lanes also transferred capital assets of \$891,711 to the 15 Express Lanes.

**Note 6. Long-term Obligations**

The following is a summary of the changes in long-term obligations for the year ended June 30, 2021:

Governmental activities	Balance June 30, 2020	Additions / Accretion	Reductions	Transfers	Balance June 30, 2021	Due Within One Year
Sales tax revenue bonds:						
2010 Bonds	\$ 112,370,000	\$ -	\$ -	\$ -	\$ 112,370,000	\$ -
2013 Bonds	42,015,000	-	(13,325,000)	-	28,690,000	13,995,000
2016 Refunding Bonds	58,410,000	-	(5,445,000)	-	52,965,000	5,720,000
2017 Bonds, series A	145,890,000	-	(4,835,000)	-	141,055,000	5,075,000
2017 Refunding Bonds, series B	392,730,000	-	-	-	392,730,000	-
2018 Refunding Bonds	54,395,000	-	(4,890,000)	-	49,505,000	5,205,000
Total bonds payable	805,810,000	-	(28,495,000)	-	777,315,000	29,995,000
Sales tax revenue bonds premium	105,436,727	-	(11,190,511)	-	94,246,216	10,827,477
Total bonds payable, net	911,246,727	-	(39,685,511)	-	871,561,216	40,822,477
TIFIA Loan	128,092,018	19,287,363	-	(147,379,381)	-	-
Capital lease	41,821	-	(10,099)	-	31,722	11,743
Compensated absences liability	1,171,479	283,129	(85,746)	-	1,368,862	589,404
Total long-term obligations	\$ 1,040,552,045	\$ 19,570,492	\$ (39,781,356)	\$ (147,379,381)	\$ 872,961,800	\$ 41,423,624

Business-type activities	Balance June 30, 2020	Additions / Accretion	Reductions	Transfers	Balance June 30, 2021	Due Within One Year
Toll revenue bonds:						
2013 Bonds	\$ 206,576,096	\$ 5,495,251	\$ -	\$ -	\$ 212,071,347	\$ 3,820,000
Toll revenue bonds discount	(1,928,300)	-	73,073	-	(1,855,227)	-
Total bonds payable, net	204,647,796	5,495,251	73,073	-	210,216,120	3,820,000
TIFIA loan	486,339,336	23,224,993	-	147,379,381	656,943,710	-
Compensated absences liability	53,021	88,671	(26,854)	-	114,838	49,448
Total long-term obligations	\$ 691,040,153	\$ 28,808,915	\$ 46,219	\$ 147,379,381	\$ 867,274,668	\$ 3,869,448

The Commission has pledged a portion of future sales tax revenues through maturities of the bonds to repay \$777,315,000 in outstanding sales tax revenue bonds payable issued in November 2010 (2010 Bonds), July 2013 (2013 Sales Tax Bonds), September 2016 (2016 Refunding Bonds), July 2017 (2017A Sales Tax Bonds), December 2017 (2017B Refunding Bonds), and March 2018 (2018 Refunding Bonds) outstanding at June 30, 2021 plus related interest. The bonds are payable solely from the 2009 Measure A sales tax revenues on a senior and subordinate lien basis, respectively. Annual principal and interest payments on the bonds, are expected to require less than 29% of 2009 Measure A revenues. For the current year, interest paid on the bonds was \$41,024,038. Cash subsidies of \$2,818,319 related to the bonds were received from the U.S. Treasury during the current year and were recorded as intergovernmental revenues.



**Riverside County Transportation Commission**  
**Notes to Basic Financial Statements**  
**June 30, 2021**

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**Note 6. Long-term Obligations, Continued**

The toll revenue bonds issued in July 2013 (2013 Toll Bonds) are secured by a senior lien on the trust estate, which consists primarily of toll revenues and account revenues less operating and maintenance expenses of the RCTC 91 Express Lanes, which opened in March 2017. The Commission also executed a TIFIA loan agreement for up to \$421,054,409 in July 2013 secured on a subordinate basis to the 2013 Toll Bonds, except in the case of any bankruptcy related event, as defined in the toll indenture and TIFIA loan agreement, when the TIFIA loan automatically becomes a senior lien obligation. The TIFIA loan is evidenced by a toll revenue bond issued pursuant to the toll bond indentures; the amount outstanding under the TIFIA loan at June 30, 2021 is \$503,338,191, including compounded interest of \$82,283,782.

Additionally, the Commission executed a TIFIA loan agreement for up to \$152,214,260 in July 2017 as a senior toll revenue bond on the trust estate, which consists primarily of toll revenues and account revenues less operating and maintenance expenses of the 15 Express Lanes. The 15 Express Lanes opened to motorists on April 10, 2021, and tolling commenced on April 14, 2021. The amount outstanding under the TIFIA loan at June 30, 2021 is \$153,605,519, including compounded interest of \$5,716,967.

**Sales tax revenue bonds payable:** Under the provisions of the 2009 Measure A, as amended by Measure K approved by the voters in November 2010, the Commission has the authority to issue bonds subject to a bond debt limitation of \$975,000,000. The following is a summary of bonds issued and secured by 2009 Measure A revenues that are outstanding at June 30, 2021:

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

During 2020 the cash subsidy related to the 2010 Bonds that was received from the U.S. Treasury was approximately \$2,818,319, or \$163,794 less than the amount anticipated. The subsidy reduction resulted from federal sequestration cuts of 5.7% for federal fiscal year ending September 30, 2021. The federal sequestration cuts may continue for an unknown duration.

**Riverside County Transportation Commission**  
**Notes to Basic Financial Statements**  
**June 30, 2021**

**Note 6. Long-term Obligations, Continued**

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

Year Ending June 30	Principal	Interest	Total	Subsidy	Total, net
2022	\$ -	\$ 7,649,000	\$ 7,649,000	\$ (2,982,100)	\$ 4,666,900
2023	-	7,649,000	7,649,000	(2,982,100)	4,666,900
2024	-	7,649,000	7,649,000	(2,982,100)	4,666,900
2025	-	7,649,000	7,649,000	(2,982,100)	4,666,900
2026	-	7,649,000	7,649,000	(2,982,100)	4,666,900
2027-2031	-	38,245,100	38,245,100	(14,910,600)	23,334,500
2032-2036	60,400,000	32,208,300	92,608,300	(12,797,700)	79,810,600
2037-2039	51,970,000	7,165,300	59,135,300	(3,175,700)	55,959,600
	<u>\$ 112,370,000</u>	<u>\$ 115,863,700</u>	<u>\$ 228,233,700</u>	<u>\$ (45,794,500)</u>	<u>\$ 182,439,200</u>

**2013 Sales Tax Revenue Bonds (Limited Tax Bonds), Series A (Tax-exempt)**

**Outstanding**

In July 2013, the Commission issued \$462,200,000 principal amount of serial bonds at a premium of \$38,328,775 to retire all, or \$60,000,000, of the outstanding principal amount of commercial paper notes, fund a portion of the 91 Project costs, pay capitalized interest during construction, and pay cost of issuance. In December 2017, the Commission refunded the callable portion of the outstanding 2013 Sales Tax Bonds. The remaining 2013 Sales Tax Bonds mature in annual installments ranging from \$13,995,000 to \$14,695,000 on various dates from June 1, 2022 through June 1, 2023 at an interest rate of 5.00%.

\$ 28,690,000

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

Year Ending June 30	Principal	Interest	Total
2022	13,995,000	1,434,500	15,429,500
2023	14,695,000	734,600	15,429,600
	<u>\$ 28,690,000</u>	<u>\$ 2,169,100</u>	<u>\$ 30,859,100</u>

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

**Outstanding**

In October 2016, the Commission issued sales tax revenue bonds of \$76,140,000. A portion of the 2016 Refunding Bonds was used to refund all of the outstanding Series A bonds issues in 2009, retire all of the outstanding commercial paper notes, finance a termination payment in connection with an interest rate swap agreement and pay costs of issuance. The outstanding 2016 Refunding Bonds mature in annual installments ranging from \$5,720,000 to \$7,305,000 on various dates from June 1, 2022 through June 1, 2029 at interest rates ranging from 2.00% to 5.00%.

\$ 52,965,000

**Riverside County Transportation Commission**  
**Notes to Basic Financial Statements**  
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**Note 6. Long-term Obligations, Continued**

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

Year Ending June 30	Principal	Interest	Total
2022	\$ 5,720,000	\$ 1,734,600	\$ 7,454,600
2023	6,005,000	1,448,600	7,453,600
2024	6,305,000	1,148,300	7,453,300
2025	6,620,000	833,100	7,453,100
2026	6,820,000	634,500	7,454,500
2027-2029	21,495,000	865,400	22,360,400
	<u>\$ 52,965,000</u>	<u>\$ 6,664,500</u>	<u>\$ 59,629,500</u>

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

**Outstanding**

In July 2017, the Commission issued sales tax revenue bonds of \$158,760,000 at a premium of \$28,931,909 to fund a portion of the I-15 Express Lanes project and complete the 91 Project. The outstanding 2017A Bonds mature in annual installments ranging from \$5,075,000 to \$11,440,000 on various dates from June 1, 2022 to June 1, 2039 at interest rates ranging from 3.00% to 5.00%.

\$ 141,055,000

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

Year Ending June 30	Principal	Interest	Total
2022	\$ 5,075,000	\$ 6,939,600	\$ 12,014,600
2023	5,280,000	6,736,600	12,016,600
2024	5,540,000	6,472,600	12,012,600
2025	5,820,000	6,195,600	12,015,600
2026	6,110,000	5,904,600	12,014,600
2027-2031	35,450,000	24,623,300	60,073,300
2032-2036	45,065,000	15,001,500	60,066,500
2037-2039	32,715,000	3,324,400	36,039,400
	<u>\$ 141,055,000</u>	<u>\$ 75,198,200</u>	<u>\$ 216,253,200</u>

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

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

**Outstanding**

In December 2017, the Commission issued sales tax revenue bonds of \$392,730,000 at a premium of \$80,058,109 to refund all of the outstanding 2010A Bonds and refund a portion of the 2013 Sales Tax Bonds. The 2017B Refunding Bonds mature in annual installments ranging from \$15,045,000 to \$30,980,000 on various dates from June 1, 2024 to June 1, 2039 at interest rates ranging from 4.00% to 5.00%.

\$ 392,730,000

**Riverside County Transportation Commission**  
**Notes to Basic Financial Statements**  
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**Note 6. Long-term Obligations, Continued**

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

Year Ending June 30	Principal	Interest	Total
2022	\$ -	\$ 19,366,300	\$ 19,366,300
2023	-	19,366,300	19,366,300
2024	15,045,000	19,366,300	34,411,300
2025	15,800,000	18,614,100	34,414,100
2026	16,590,000	17,824,100	34,414,100
2027-2031	121,060,000	75,212,500	196,272,500
2032-2036	135,640,000	40,460,000	176,100,000
2037-2039	88,595,000	9,003,300	97,598,300
	<u>\$ 392,730,000</u>	<u>\$ 219,212,900</u>	<u>\$ 611,942,900</u>

The refunding was undertaken to advance refund all of the outstanding 2010A Bonds and the callable portion of the outstanding 2013 Sales Tax Bonds in the amounts of \$37,630,000 and \$372,445,000, respectively, and reduce future debt service payments. The reacquisition price exceeded the net carrying amount of the old debt by approximately \$41,742,900. This amount is reflected as a deferred outflow of resources and amortized over the life of the old debt, which is the same as the 2017B Refunding Bonds obligation. At June 30, 2021, the unamortized deferred amount on refunding was \$32,526,898. The transaction also resulted in an economic gain (difference between the present values of the debt service payments on the old debt and the new debt) of approximately \$39,936,000 and a reduction in future debt payments of approximately \$52,013,000.

**2018 Sales Tax Revenue Refunding Bonds (Limited Tax Bonds), Series A (Tax-exempt):** **Outstanding**

In April 2018, the Commission issued sales tax revenue bonds of \$64,285,000 at a premium of \$10,723,789 to refund all of the outstanding Series B and Series C bonds issued in 2009 and finance a termination payment in connection with an interest rate swap agreement with Bank of America. The outstanding 2018 Refunding Bonds mature in annual installments ranging from \$5,205,000 to \$7,290,000 on various dates from June 1, 2022 through June 1, 2029 at interest rates ranging from 4.00% to 5.00%.

\$ 49,505,000

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

Year Ending June 30	Principal	Interest	Total
2022	\$ 5,205,000	\$ 2,475,200	\$ 7,680,200
2023	5,425,000	2,215,000	7,640,000
2024	5,745,000	1,943,800	7,688,800
2025	5,970,000	1,656,500	7,626,500
2026	6,295,000	1,358,000	7,653,000
2027-2029	20,865,000	2,119,900	22,984,900
	<u>\$ 49,505,000</u>	<u>\$ 11,768,400</u>	<u>\$ 61,273,400</u>

This refunding was undertaken to eliminate certain risks associated with managing the Commission's variable rate debt. The transaction resulted in a decrease in future debt payments of approximately \$802,000 and an economic gain of approximately \$746,000 (difference between the present value of the debt service payments on the old debt and the new debt). The reacquisition price and the net carrying amount of the old debt were the same.

**Riverside County Transportation Commission**  
**Notes to Basic Financial Statements**  
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**Note 6. Long-term Obligations, Continued**

**Toll revenue bonds payable:** In July 2010, the Commission authorized the issuance and sale of not to exceed \$900 million of toll revenue bonds related to the 91 Project. In May 2017, the Commission authorized the issuance and sale of not to exceed \$165,000,000 of toll revenue bonds, including a TIFIA loan related to the I-15 Express Lanes project. In March 2020, the Commission authorized the issuance and sale of not to exceed \$725 million of toll revenue refunding bonds related to the RCTC 91 Express Lanes.

**2013 Toll Revenue Bonds, Series A (Current Interest Obligation):**

**Outstanding**

In July 2013, the Commission issued \$123,825,000 principal amount of serial current interest bonds (CIBs) at a discount of \$2,433,315 to fund a portion of the 91 Project, pay capitalized interest during construction, fund a debt service reserve fund, fund an initial amount for an operations and maintenance fund, and pay costs of issuance. The CIBs consist of a serial bond maturing on June 1, 2044 in the amount of \$39,315,000 at an interest rate of 5.75% and a term bond due on June 1, 2048 in the amount of \$84,510,000 with annual sinking funds payments of \$42,255,000 on June 1, 2047 and June 1, 2048 at an interest rate of 5.75%.

\$ 123,825,000

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

Year Ending June 30	Principal	Interest	Total
2022	\$ -	\$ 7,119,900	\$ 7,119,900
2023	-	7,119,900	7,119,900
2024	-	7,119,900	7,119,900
2025	-	7,119,900	7,119,900
2026	-	7,119,900	7,119,900
2027-2031	-	35,599,700	35,599,700
2032-2036	-	35,599,700	35,599,700
2037-2041	-	35,599,700	35,599,700
2042-2046	39,315,000	31,078,500	70,393,500
2047-2048	84,510,000	7,289,200	91,799,200
	<u>\$ 123,825,000</u>	<u>\$ 180,766,300</u>	<u>\$ 304,591,300</u>

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

**Outstanding**

In July 2013, the Commission issued \$52,829,602 principal amount of serial capital appreciation bonds (CABs) to fund a portion of the 91 Project, pay capitalized interest during construction, fund a debt service reserve fund, fund an initial amount for an operations and maintenance fund, and pay costs of issuance. The CABs will not pay current interest as interest will be compounded commencing December 2013 semiannually and paid at maturity. Therefore, the CABs will increase in value, or accrete, by the accumulation of such compounded interest from its initial principal amount to the maturity value in installments ranging from \$3,440,000 to \$34,220,000 on various dates from June 1, 2022 through June 1, 2043. Interest rates and yield to maturity range from 5.30% to 7.15%. During 2021, the accretion amount was \$5,495,251; the aggregate accretion through June 30, 2021 is \$35,416,745.

\$ 88,246,347



**Riverside County Transportation Commission**  
**Notes to Basic Financial Statements**  
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**Note 6. Long-term Obligations, Continued**

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

Year Ending June 30	Principal	Accreted Interest	Total
2022	\$ 2,396,700	\$ 1,423,300	\$ 3,820,000
2023	3,098,000	2,231,900	5,329,900
2024	3,739,200	3,245,900	6,985,100
2025	4,364,200	4,450,800	8,815,000
2026	2,227,300	2,647,700	4,875,000
2027-2031	16,824,800	29,425,200	46,250,000
2032-2036	8,387,600	23,767,400	32,155,000
2037-2041	3,355,000	20,355,000	23,710,000
2042-2043	8,436,800	58,103,200	66,540,000
	<u>\$ 52,829,600</u>	<u>\$ 145,650,400</u>	<u>\$ 198,480,000</u>

**2013 TIFIA Loan Agreement - 91 Project:**

**Outstanding**

In July 2013, the Commission executed a TIFIA loan of up to \$421,054,409, which proceeds financed a portion of the costs for the 91 Project. During construction and for a period of up to five years following substantial completion, interest is compounded and added to the initial TIFIA loan. The TIFIA loan requires mandatory debt service payments at a minimum and scheduled debt service payments to the extent additional funds are available. TIFIA debt service payments are expected to commence on December 1, 2021, which is five years after substantial completion of the 91 Project, through June 1, 2051. The interest rate of the TIFIA loan is 3.47%.

\$ 503,338,191

The TIFIA loan is a toll revenue bond that is subordinate to the senior toll revenue bonds per the 91 Project indenture.

In accordance with the TIFIA loan maturity schedule, the approximate annual mandatory debt service requirements to maturity for the TIFIA loan payable throughout the term of the loan are as follows:

Year ending June 30	Mandatory		Total
	Principal	Interest	
2022	\$ -	\$ 1,921,000	\$ 1,921,000
2023	-	1,921,000	1,921,000
2024	-	1,924,000	1,924,000
2025	-	1,919,000	1,919,000
2026	-	7,772,000	7,772,000
2027-2031	100,000	50,809,000	50,909,000
2032-2036	48,773,000	85,985,000	134,758,000
2037-2041	127,195,000	69,709,000	196,904,000
2042-2046	143,501,000	51,730,000	195,231,000
2047-2051	183,769,200	18,451,000	202,220,200
Total	<u>\$ 503,338,200</u>	<u>\$ 292,141,000</u>	<u>\$ 795,479,200</u>

**Riverside County Transportation Commission**  
**Notes to Basic Financial Statements**  
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**Note 6. Long-term Obligations, Continued**

Pursuant to the 91 Project toll indenture and TIFIA loan agreement, the Commission deposited with the trustee \$136,451,515 through 2017 into an equity account for payment of 91 Project costs.

In connection with the issuance of the 2013 Toll Bonds consisting of the CIBs and CABs, a debt service reserve of \$17,665,460 and an operations and maintenance fund of \$3,137,666 were established. Upon opening of the RCTC 91 Express Lanes in March 2017, the operations and maintenance fund was transferred from the trustee to the Commission for operations. Additionally, the toll indenture and TIFIA loan agreement require the Commission to establish a subordinate obligations reserve fund of \$20,000,000 with Measure A sales tax revenues no later than July 1, 2019, to the extent that the proceeds from the sales of excess right of way acquired by the Commission in connection with the 91 Project are insufficient. The \$20,000,000 reserve was funded in June 2019 from the proceeds of the sale of excess properties on the SR-91 and surplus funds.

<b>2017 TIFIA Loan Agreement - I-15 Express Lanes:</b>	<b>Outstanding</b>
In July 2017, the Commission executed a TIFIA loan of up to \$152,214,260, which proceeds will finance a portion of the costs for the I-15 Express Lanes project. During construction and for a period of up to five years following substantial completion, interest is compounded and added to the initial TIFIA loan. The TIFIA loan requires mandatory debt service payments at a minimum and scheduled debt service payments to the extent additional funds are available. TIFIA debt service payments are expected to commence on June 1, 2025, which is five years after substantial completion of the I-15 Express Lanes project, through June 1, 2055. The interest rate of the TIFIA loan is 2.84%. During 2021, \$21,640,547 was drawn on the TIFIA loan and \$3,880,159 in interest was compounded.	<u>\$ 153,605,519</u>

The TIFIA loan is a senior toll revenue bond per the I-15 Express Lanes project indenture.

In accordance with the projected TIFIA loan maturity schedule, the approximate annual mandatory debt service requirements to maturity for the TIFIA loan payable throughout the term of the loan are as follows:

<b>Year ending June 30</b>	<b>Mandatory</b>		
	<b>Principal</b>	<b>Interest</b>	<b>Total</b>
2026	\$ -	\$ 5,020,100	\$ 5,020,100
2027-2031	9,506,400	24,967,300	34,473,700
2032-2036	26,225,400	22,308,400	48,533,800
2037-2041	30,178,900	18,354,900	48,533,800
2042-2046	34,708,600	13,825,200	48,533,800
2047-2051	39,925,200	8,608,600	48,533,800
2052-2055	36,219,100	2,607,900	38,827,000
Total	176,763,600	<u>\$ 95,692,400</u>	<u>\$ 272,456,000</u>
Future compounded interest	(23,158,100)		
Total TIFIA loan	<u>\$ 153,605,500</u>		

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

- A \$16.5 million ramp-up reserve prior to substantial completion and commencement of express lanes operations;
- An \$18 million TIFIA loan reserve from an advance of Measure A sales tax revenues up to \$3 million per year from 2019 through 2024 to the extent that 15 Express Lanes revenues are not sufficient to fund the TIFIA loan reserve; and

**Riverside County Transportation Commission**  
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**Note 6. Long-term Obligations, Continued**

- Up to a \$38.5 million backstop loan from Measure A sales tax revenues of up to \$3.85 million per year to the extent 15 Express Lanes revenues are not sufficient to cover operations and maintenance costs, TIFIA loan mandatory debt service, and TIFIA scheduled interest.

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

**Commercial paper notes payable:** In February 2005, the Commission authorized the issuance of tax-exempt commercial paper notes in an amount not to exceed \$200,000,000 for the primary purpose of financing right of way and mitigation land acquisition and project development costs of capital projects under the 2009 Measure A. The Commission reduced the authorization to \$60,000,000 in September 2013. As of June 30, 2021, \$0 was outstanding in commercial paper notes.

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

As a requirement for the issuance of the commercial paper notes, the Commission entered into a \$60,750,000 irrevocable direct draw letter of credit and reimbursement agreement with State Street Bank and Trust Company (State Street) as credit and liquidity support for the commercial paper notes through October 2025. The commitment fees paid to State Street were \$258,694 in 2021.

Funds are drawn under the letter of credit to pay debt service on the commercial paper notes, and the Commission is required to reimburse the bank for such drawings. Amounts drawn on the letter of credit and not reimbursed within 30 days are not due until five years after the date of such draw. Accordingly, the commercial paper notes are classified as long-term liabilities in the Commission's government-wide financial statements. There were no unreimbursed draws by the Commission on the remaining letter of credit during the year ended June 30, 2021, nor were there any amounts outstanding under the remaining letter of credit agreement at June 30, 2021.

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

**Capital lease obligation:** The Commission has entered into a lease agreement for financing the acquisition of office equipment. This lease agreement qualifies as a capital lease for accounting purposes and, therefore, has been recorded at the present value of its future minimum lease payments. The office equipment book value of \$55,000 is recorded as a capital asset in the governmental activities. Total future minimum lease obligations and the net present value of these minimum lease payments as of June 30, 2021 are as follows:

<b>Year Ending June 30</b>	<b>Total</b>
2022	\$ 15,762
2023	15,762
2024	<u>6,567</u>
Total minimum lease payments	38,091
Less amount representing interest	<u>(6,369)</u>
Present value of minimum lease payments	<u>\$ 31,722</u>

**Riverside County Transportation Commission**  
**Notes to Basic Financial Statements**  
**June 30, 2021**

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**Note 6. Long-term Obligations, Continued**

**Arbitrage rebate:** The Tax Reform Act of 1986 instituted certain arbitrage restrictions with respect to the issuance of tax-exempt bonds and commercial paper notes after August 31, 1986. In general, arbitrage regulations deal with the investment of all tax-exempt bond and commercial paper note proceeds at an interest yield greater than the interest yield paid to bondholders or noteholders. Failure to follow the arbitrage regulations could result in all interest paid to bondholders or noteholders retroactively rendered taxable. In accordance with the arbitrage regulations, if excess earnings were calculated, 90% of the amount calculated would be due to the Internal Revenue Service at the end of each five-year period. The remaining 10% would be recorded as a liability and paid after all bonds had been redeemed. During the current year, the Commission performed calculations of excess investment earnings on all bond and commercial paper financings. There was no arbitrage liability at June 30, 2021.

**Note 7. Net Position and Fund Balances**

**Net position:** Net investment in capital assets of \$244,005,200, as reported on the statement of net position, represents capital assets, net of accumulated depreciation and amortization, of \$1,237,455,966 less the related debt of \$993,450,766. The related debt includes the portion of the sales tax revenue and toll revenue bonds that was used for the development of tolled express lane capital assets. The deficit in business-type activities will be reduced by future toll revenues for the payment of outstanding toll obligations.

Net Investment in Capital Assets	Governmental Activities	Business-Type Activities	Total
Capital assets, net	\$ 608,877,789	\$ 628,578,177	\$ 1,237,455,966
Less: related debt	(255,687,981)	(737,762,785)	(993,450,766)
Total	\$ 353,189,808	\$ (109,184,608)	\$ 244,005,200

Additionally, the statement of net position reports \$1,032,112,542 of restricted net position, of which \$480,984,296 is restricted by enabling legislation.

**Fund balances:**

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

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

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**Note 7. Net Position and Fund Balances, Continued**

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

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

**Local streets and roads:** Funds to be expended by local jurisdictions for the construction, repair, and maintenance of local streets and roads are reflected as restricted as stipulated by the 2009 Measure A. The County and local cities are required to supplement those expenditures with other previously dedicated revenue sources to maintain road improvements. Monies are disbursed to the jurisdictions which comply with the requirements to maintain the same level of funding for streets and roads as existed prior to the passage of the 2009 Measure A and participate in TUMF (as applicable in the Western County and Coachella Valley areas) and the MSHCP in Western County and which annually submit a five-year capital improvement plan.

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

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

**Transportation Development Act:** Restricted fund balance for the LTF represents the apportionments related to transit programs by geographic area, bicycle and pedestrian facilities, and planning and programming services and unapportioned revenues. Restricted fund balance for the STA and State of Good Repair represents the apportionments for transit by geographic area. The TDA restrictions at June 30, 2021 are as follows:



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**Note 7. Net Position and Fund Balances, Continued**

	Local Transportation Fund	State Transit Assistance	State of Good Repair	Total
Bicycle and pedestrian facilities	\$ 7,091,610	\$ -	\$ -	\$ 7,091,610
Transit and specialized transportation				
Western County:				
Bus transit:				
City of Banning	100,000	1,499,571	36,600	1,636,171
City of Beaumont	-	3,660,444	221,899	3,882,343
City of Corona	-	1,190,822	296,883	1,487,705
City of Riverside	-	281,901	395,899	677,800
Riverside Transit Agency	2,666,157	53,018,684	4,810,945	60,495,786
Apportioned and unallocated	106,170,400	19,987,678	2,300,656	128,458,734
Commuter rail:				
Commission	-	8,920,093	906,330	9,826,423
Apportioned and unallocated	14,631,367	28,228,960	-	42,860,327
Total Western County	123,567,924	116,788,153	8,969,212	249,325,289
Coachella Valley:				
BusTransit				
SunLine Transit Agency	1,434,660	10,010,180	1,513,933	12,958,773
Apportioned and unallocated	21,557,065	1,555,239	825,912	23,938,216
Total Coachella Valley	22,991,725	11,565,419	2,339,845	36,896,989
Palo Verde Valley:				
Palo Verde Valley Transit Agency	-	96,184	8,081	104,265
Apportioned and unallocated for transit and local streets and roads	1,475,130	132,422	46,586	1,654,138
Total Palo Verde Valley	1,475,130	228,606	54,667	1,758,403
Unapportioned funds	29,420,033	-	-	29,420,033
Total transit and specialized transportation	\$ 184,546,422	\$ 128,582,178	\$ 11,363,724	\$ 324,492,324

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

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

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

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

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

**Riverside County Transportation Commission**  
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**Note 7. Net Position and Fund Balances, Continued**

**Motorist assistance:** Funds in the Service Authority for Freeway Emergencies and Freeway Service Patrol Special Revenue funds are reported as nonmajor governmental funds of \$5,998,063 and \$5,846,616, respectively, to assist motorists on County roads are restricted as stipulated by the State.

**Regional conservation:** Funds in the Regional Conservation Special Revenue fund are reported as a nonmajor governmental fund in connection with an agreement to provide management services to the Western Riverside County Regional Conservation Authority (RCA) on a reimbursement basis.

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

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

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

**Unassigned:** The SB 132 Special Revenue fund Project fund reported a negative unassigned fund balance of \$143,114. The Commission anticipates future reimbursements from Caltrans will reduce the negative fund balance.

**Note 8. Commitments and Contingencies**

**Operating lease:** The Commission has entered into an operating lease agreement for office facilities. The term of the lease, as amended, is for a period of 10 years expiring in October 2027. Rental expenditures for the fiscal year ended June 30, 2021 were approximately \$581,000.

Year Ending June 30	Amount
2022	\$ 598,493
2023	616,449
2024	634,945
2025	653,996
2026	673,615
2027	223,604
Total minimum rental commitment	<u>\$ 3,401,102</u>

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

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

**Riverside County Transportation Commission**  
**Notes to Basic Financial Statements**  
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**Note 9. Joint Agreements**

**Joint ventures:** The Commission is one of five members of the SCRRA, an independent joint powers authority created in June 1992. The SCRRA's board consists of one member from the Ventura County Transportation Commission; two each from the Orange County Transportation Authority (OCTA), the San Bernardino Associated Governments, and the Commission; and four members from the Los Angeles County Metropolitan Transportation Authority. The SCRRA is responsible for implementing and operating a regional commuter rail system (Metrolink) in five southern California counties. As a member of SCRRA, the Commission makes capital and operating contributions for its pro rata share of rail lines servicing the County. The Commission expended \$8,085,000 and \$2,631,351 during 2021 for its share of Metrolink operating and capital costs, respectively. As of June 30, 2021, cumulative capital contributions were \$58,993,008. Other funds for rail service are contributed to the SCRRA by the State from state rail bonds on behalf of the Commission. Separate financial statements are prepared by and available from the SCRRA, which is located at 900 Wilshire Boulevard, Suite 1500, Los Angeles, California 90017.

In May 2013 the Commission became a full voting member of the Los Angeles–San Diego–San Luis Obispo (LOSSAN) Rail Corridor Agency with the intent to have greater involvement in regional rail issues because of its legal ownership rights regarding passenger rail service between Fullerton and Los Angeles. The LOSSAN Rail Corridor Agency is a locally governed joint powers authority comprised of 13 agencies created to oversee the intercity passenger rail service in the travel corridor between San Diego and San Luis Obispo County. The Commission's share of administration costs is subject to future negotiations; however, during 2021 the Commission contributed \$0 for administration efforts.

In May 2017, the Commission became a member of the California Vanpool Authority (CalVans) to share resources and provide public vanpool transportation options for the traveling public. CalVans is a joint powers authority comprised of 13 agencies created to operate vanpool services within the territories of the member agencies. The Commission did not expend any funds during 2021 for CalVans.

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

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

In May 2013 the Commission entered into a three-party agreement with OCTA and the third-party toll operator, for the operations of the 91 Express Lanes. This ensures a streamlined and consistent intercounty travel for motorists on the OCTA 91 Express Lanes in Orange County and RCTC 91 Express Lanes in Riverside County. The third-party toll operator provides operating services in the annual amount of \$6,942,600 plus inflation for three initial years with two one-year extension options, subject to Board of Commissioners approval. The third-party toll operator is responsible for the day-to-day operations of the toll facility; another contractor is responsible for maintaining the roadside toll collection system under a separate agreement with the Commission. The three-party agreement expires on December 31, 2021, as amended in September 2019.

In November 2019, the Commission awarded an agreement to the third-party operator to develop and install a new back office system and to provide express lane operator services, including the back office and customer services center. The agreement is a three-party contract including OCTA. The contract has a five-year term beginning upon completion and implementation of the new back office system, plus two 3-year options, to operate both the OCTA and RCTC 91 Express Lanes. The operating term is anticipated to begin by December 2021.

**Riverside County Transportation Commission**  
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**Note 9. Joint Agreements, Continued**

**Management services agreement:** The Commission and RCA entered into an Implementation and Management Services Agreement effective January 1, 2021. Under the agreement, the Commission shall administer, coordinate, and supervise the activities of the RCA as set forth in the RCA Joint Exercise of Powers Agreement and shall act for RCA in accomplishing its purposes. The RCA oversees and administers the Multiple Species Habitat Conservation Plan (MSHCP), one of America's most ambitious environmental efforts, in support of its member agencies. The MSHCP is a comprehensive, multi-jurisdictional habitat conservation plan focusing on the permanent conservation of 500,000 acres and the protection of 146 covered species, including 33 that are currently listed as threatened or endangered. RCA reimbursed the Commission \$1,721,498 during the year ended June 30, 2021 in connection with the management services provided under this agreement.

**Note 10. Employees' Pension Plans**

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

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

The Plan provisions and benefits in effect at June 30, 2021, are summarized as follows:

<b>Hire date</b>	<b>Miscellaneous</b>	
	<b>Prior to January 1, 2013</b>	<b>On or after January 1, 2013</b>
Benefit formula	2.7% @ 55	2% @ 62
Benefit vesting schedule	5 years of service	5 years of service
Benefit payments	Monthly for life	Monthly for life
Retirement age	50 - 55	52 - 62
Monthly benefits, as a % of eligible compensation	2.0% to 2.7%	1.0% to 2.0%
Required employee contribution rates	8.00%	8.00%
Required Commission contribution rates	16.359%	8.051%

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**Notes to Basic Financial Statements**  
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**Note 10. Employees' Pension Plans, Continued**

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

For the year ended June 30, 2021, the contributions recognized as part of pension expense for the Plan were as follows:

Miscellaneous	
Contributions - Commission	\$ 925,486
Contributions - Employee	590,100

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

As of June 30, 2021, the Commission reported a net pension liability for its proportionate shares of the net pension liability of the Plan as follows:

Proportionate Share of Net Pension Liability	
Miscellaneous	\$ 524,003

The Commission's net pension liability for the Plan is measured as the proportionate share of the net pension liability. The net pension liability of the Plan is measured as of June 30, 2020, and the total pension liability for the Plan used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2019 rolled forward to June 30, 2020 using standard update procedures. The Commission's proportion of the net pension liability was based on a projection of the Commission's long-term share of contributions to the pension plan relative to the projected contributions of all participating employers, actuarially determined. The Commission's proportionate share of the net pension liability for the Plan as of June 30, 2019 and 2020 is as follows:

Miscellaneous	
Proportion - June 30, 2020	0.08706%
Proportion - June 30, 2021	0.00482%
Change - Increase (Decrease)	(0.08224%)

For the year ended June 30, 2021, the Commission recognized pension expense of \$2,351,539. At June 30, 2021, the Commission reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Pension contributions subsequent to measurement date	\$ 925,486	\$ -
Differences between actual and expected experiences	27,003	-
Changes in assumptions	-	3,737
Differences between contributions and the proportionate share of contributions	6,368,728	-
Changes in Commission's proportion	2,411	5,771,624
Net differences between projected and actual earnings on plan investments	15,566	-
Total	\$ 7,359,194	\$ 5,775,361



**Riverside County Transportation Commission**  
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**Note 10. Employees' Pension Plans, Continued**

The \$925,486 reported as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the subsequent fiscal year. Other amounts reported as deferred outflows of resources and deferred (inflows) of resources related to pensions will be recognized as pension expense as follows:

Year Ending June 30	
2022	\$ 272,201
2023	237,969
2024	140,712
2025	7,465
	<u>\$ 658,347</u>

**Actuarial Methods and Assumptions** - The total pension liability in the June 30, 2019 actuarial valuation was determined using the following actuarial assumptions:

	Miscellaneous
Valuation Date	June 30, 2019
Measurement Date	June 30, 2020
Actuarial Cost Method	Entry-Age Normal Cost Method
Actuarial Assumptions:	
Discount Rate	7.15%
Inflation	2.50%
Projected Salary Increase	Varies by entry age and service
Investment Rate of Return	7.15% net of pension plan investment and administrative expenses, includes inflation
Mortality	Derived using CalPERS' membership data for all funds

The underlying mortality assumptions and all other actuarial assumptions used in the June 30, 2019 valuation were based on the results of a December 2018 actuarial experience study report (based on demographic data for the period 1997 to 2015). Further details of the experience study can be found on the CalPERS website.

**Discount Rate** - The discount rate used to measure the total pension liability was 7.15% for the Plan. The projection of cash flows used to determine the discount rate assumed that contributions from plan members will be made at the current member contribution rates and that contributions from employers will be made at statutorily required rates, actuarially determined. Based on those assumptions, the Plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

**Long-Term Expected Rate of Return** - The long-term expected rate of return on pension plan investments was determined using a building-block method in which expected future real rates of return (expected returns, net pension plan investment expense and inflation) are developed for each major asset class.

In determining the long-term expected rate of return, CalPERS took into account both short-term and long-term market return expectations as well as the expected pension fund cash flows. Using historical returns of all the funds' asset classes, expected compound (geometric) returns were calculated over the short-term (first 10 years) and the long-term (11 years +) using a building-block approach. Using the expected nominal returns for both short-term and long-term, the present value of benefits was calculated for each fund. The expected rate of return was set by calculating the rounded single equivalent expected return that arrived at

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**Note 10. Employees' Pension Plans, Continued**

the same present value of benefits for cash flows as the one calculated using both short-term and long-term returns. The expected rate of return was then set equal to the single equivalent rate calculated above and adjusted to account for assumed administrative expenses.

Asset Class (a)	Current Target Allocation	Real Return Years 1 - 10 (b)	Real Return Years 11+ (c)
Global Equity	50.0%	4.80%	5.98%
Fixed Income	28.0%	1.00%	2.62%
Inflation Assets	—	0.77%	1.81%
Private Equity	8.0%	6.30%	7.23%
Real Estate	13.0%	3.75%	4.93%
Liquidity	1.0%	—	(0.92%)
Total	100%		

(a) In the CalPERS annual report, fixed income is included in Global Debt Securities; Inflation Assets are included in both Global Equity Securities and Global Debt Securities; and Liquidity is included in short-term investments.

(b) An expected inflation rate of 2.0% used for this period.

(c) An expected inflation rate of 2.92% used for this period.

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

Miscellaneous	
1% Decrease	6.15%
Net Pension Liability	\$6,019,962
Current Discount Rate	7.15%
Net Pension Liability	\$524,003
1% Increase	8.15%
Net Pension Liability	(\$4,017,136)

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

**Payable to the Pension Plan** – At June 30, 2021, the Commission reported a payable of \$0 for the outstanding amount of contributions to the pension plan required for the year ended June 30, 2021.

**401(a) plan:** The Commission offers its employees a 401(a) single-employer defined contribution plan referred to as the Money Purchase Plan & Trust (Plan), which covers all permanent full-time employees. Employees are fully vested in the Plan after five years. The Plan, which is administered by the International City/County Management Association (ICMA), requires the Commission to make a contribution of 7.5% of the employees' earnings for the Plan year. Fiduciary responsibility and reporting of the Plan assets rests with ICMA. The Commission has the authority to amend the contribution requirements. Total payroll for covered employees for the current year was \$7,470,675. The Commission's contributions to the Plan were \$541,341 for the year ended June 30, 2021.

**Riverside County Transportation Commission**  
**Notes to Basic Financial Statements**  
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**Note 11. Post-employment Benefits Other Than Pensions (OPEB)**

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

**Benefits provided** – The Commission provides post-employment health benefits for eligible retirees and their dependents at retirement. For employees hired on or after January 1, 2007, retirees must have a minimum of 10 years of PERS service and no less than five years of Commission service in order to receive post-employment health benefits in accordance with PERS as per Government Code Section 22893. For employees hired prior to January 1, 2007, retirees are not required to meet the eligibility criteria and may receive post-employment health benefits at the monthly health benefit rate paid for active employees, which is currently at \$750. The Commission’s contributions toward premiums for retiree health insurance are coordinated with Medicare and other benefits provided by federal and state law, when available, to the extent it reduces the cost of insurance premiums.

Employees covered by benefit terms at June 30, 2021 are as follows:

Inactive employees or beneficiaries currently receiving benefit payments	24
Active employees	50
Total	<u>74</u>

**Contributions** – The contribution requirements of plan members are established and may be amended by the Commission. The Commission has adopted a policy to fund 100% of the actuarially determined amount. For the year ended June 30, 2021, the Commission’s average contribution rate was 8% of covered-employee payroll. Employees are not required to contribute to the plan.

**Net OPEB Liability** – The Commission’s net OPEB liability was measured as of June 30, 2020, and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation as of that date.

**Actuarial assumptions** – The total OPEB liability in the June 30, 2020 actuarial valuation was determined using the following assumptions, applied to all periods included in the measurement, unless otherwise specified:

Actuarial Assumptions		June 30, 2020 Measurement Date
Inflation	2.75% per annum	
Salary increases	3.00% aggregate	
Investment rate of return	5.75%	
Healthcare cost trend rates	Non-Medicare: 7.5% for 2021, decreasing to an ultimate rate of 4.0% in 2076 and later years Medicare: 6.3% for 2021, decreasing to an ultimate rate of 4.0% in 2076 and later years	

Mortality rates are based on projected fully generational with Scale MP-2018.

The actuarial assumptions used in the June 30, 2020 actuarial valuation were based on the results of an actuarial experience study for the period July 1, 2019 to June 30, 2020.

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

**Riverside County Transportation Commission**  
**Notes to Basic Financial Statements**  
**June 30, 2021**

**Note 11. Postemployment Benefits Other Than Pensions (OPEB), Continued**

In determining the long-term expected rate of return, CalPERS took into account both short-term and long-term market return expectations as well as the expected pension fund cash flows. Using historical returns of all the funds' asset classes, expected compound (geometric) returns were calculated over the short-term (first 10 years) and the long-term (11 years +) using a building-block approach. Using the expected nominal returns for both short-term and long-term, the present value of benefits was calculated for each fund. The expected rate of return was set by calculating the rounded single equivalent expected return that arrived at the same present value of benefits for cash flows as the one calculated using both short-term and long-term returns.

The expected rate of return was then set equal to the single equivalent rate calculated above and adjusted to account for assumed administrative expenses.

Asset Class	Target Allocation	Expected Real Rate of Return
	Strategy 2	
Global equity	40%	4.82%
Fixed income	43%	1.47%
TIPS	5%	1.29%
Commodities	4%	0.84%
REITs	8%	3.76%
Assumed long-term rate of inflation		2.75%
Expected long-term net rate of return		5.75%

**Discount rate** - The discount rate to measure the total OPEB liability was 5.75%. The projection of cash flows used to determine the discount rate assumed that contributions from the Commission will be made at contractually required rates, actuarially determined. Based on this assumption, the OPEB plan's fiduciary net position was projected to be available to make projected OPEB payments for current and inactive employees. Therefore, the long-term expected rate of return on OPEB plan investments was applied to all periods of projected benefit payments to determine the total OPEB liability.

**Changes in the Net OPEB Liability** - The changes in the net OPEB liability (asset) from the measurement date of June 30, 2019 to June 30, 2020 are as follows:

	Increase (Decrease)		
	Total OPEB Liability	Plan Fiduciary Net Position	Net OPEB Liability (Asset)
Balances at June 30, 2019 (measurement date)	\$ 7,915,000	\$ 8,490,000	\$ (575,000)
Changes for the year:			
Service cost	408,900	-	408,900
Interest	470,500	-	470,500
Assumption changes	(148,300)	-	(148,300)
Contributions - employer	-	448,000	(448,000)
Net investment income	-	452,700	(452,700)
Benefit payments	(282,700)	(282,700)	-
Administrative expense	-	(5,400)	5,400
Net changes	448,400	612,700	(164,200)
Balances at June 30, 2020 (measurement date)	\$ 8,363,400	\$ 9,102,600	\$ (739,200)

**Riverside County Transportation Commission**  
**Notes to Basic Financial Statements**  
**June 30, 2021**

**Note 11. Postemployment Benefits Other Than Pensions (OPEB), Continued**

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

Changes in the Discount Rate	
1% Decrease	4.75%
Net OPEB Liability	\$546,700
Current Discount Rate	5.75%
Net OPEB Liability	(\$739,200)
1% Increase	6.75%
Net OPEB Asset	(\$1,776,700)

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

Changes in the Healthcare Cost Trend Rate	
1% Decrease	1% Decrease
Net OPEB Asset	(\$1,918,800)
Current Healthcare Trend Rate	Current Trend
Net OPEB Liability	(\$739,200)
1% Increase	1% Increase
Net OPEB Liability	\$742,300

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

**OPEB expense and deferred outflows of resources and deferred inflows of resources related to OPEB** – For the year ended June 30, 2021, the Commission recognized OPEB expense of \$287,200. At June 30, 2021 the Commission reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources.

	Deferred Outflows of Resources	Deferred Inflows of Resources
Contributions subsequent to measurement date	\$ 728,300	\$ -
Changes in assumptions	99,000	128,500
Differences between actual and expected experiences	-	244,000
Net differences between projected and actual earnings on plan investments	-	136,000
Total	\$ 827,300	\$ 508,500



**Riverside County Transportation Commission**  
**Notes to Basic Financial Statements**  
**June 30, 2021**

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**Note 11. Postemployment Benefits Other Than Pensions (OPEB), Continued**

The \$728,300 reported as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the net OPEB liability in the subsequent fiscal year. Amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows:

Year Ending June 30	
2022	\$ (139,100)
2023	(85,100)
2024	(64,100)
2025	(38,900)
2026	(47,800)
Thereafter	(34,500)
	<u>\$ (409,500)</u>

**Payable to the OPEB Plan** – At June 30, 2021 the Commission reported a payable of \$0 for the outstanding amount of contributions to CERBT required for the year ended June 30, 2021.

**Note 12. Measure A Conformance Requirements**

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

**Note 13. Subsequent Events**

In October 2021, the Commission issued toll revenue refunding bonds (2021 Toll Refunding Bonds) consisting of \$88,735,000 senior lien federally taxable bonds, \$450,629,000 senior lien tax-exempt bonds, and \$75,695,000 second lien tax-exempt bonds. The proceeds of the 2021 Toll Refunding Bonds were used to refund a portion of the RCTC 91 Express Lanes 2013 Toll Revenue CIBs, pay the purchase price of the 2013 Toll Revenue CIBs accepted for tender for cash, refund and prepay the TIFIA loan, fund capitalized interest, make deposits to required reserves, and pay costs of issuance. Certain senior lien tax-exempt bonds issued were exchanged for certain 2013 Toll Revenue CIBs accepted for exchange. Additionally, the Commission deposited available funds with an escrow agent to defease approximately \$28,919,000 in accreted value of the 2013 Toll Revenue CABs maturing in the years 2022 through 2025 and 2027 through 2029.

**Note 14. Pronouncements Issued, Not Yet Effective**

In May 2020, the Commission adopted GASB Statement No. 95, *Postponement of the Effective Dates of Certain Authority Guidance*. In light of the COVID-19 pandemic and effective immediately, this statement provides temporary relief to governments and other stakeholders with a delay in the effective dates of several GASB statements. The GASB pronouncements issued prior to June 30, 2021 that have an effective date that may impact future financial presentations include:

- GASB Statement No. 87, *Leases*, effective for the fiscal year that ends June 30, 2022;
- GASB Statement No. 89, *Accounting for Interest Cost Incurred Before the End of a Construction Period*, effective for fiscal years beginning after December 31, 2021;
- GASB Statement No. 91, *Conduit Debt Obligations*, effective for fiscal years beginning after December 31, 2022;

#### Note 14. Pronouncements Issued, Not Yet Effective, Continued

- GASB Statement No. 92, *Omnibus 2020*, effective for the fiscal year that ends June 30, 2022;
- GASB Statement No. 93, *Replacement of Interbank Offered Rates*, effective for the fiscal year that ends June 30, 2022;
- GASB Statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements*, effective for the fiscal year that ends June 30, 2023;
- GASB Statement No. 96, *Subscription-Based Information Technology Arrangements*, effective for the fiscal year that ends June 30, 2023; and
- Implementation Guide No. 2019-3, *Leases*, effective for the fiscal year that ends June 30, 2022.





Vegetation Control



## Required Supplementary Information



**Riverside County Transportation Commission**  
**Schedule of Revenues, Expenditures and Changes in Fund Balance**  
**Budget and Actual - General Fund**  
**Year Ended June 30, 2021**

	<b>General</b>			<b>Variance with</b>
	<b>Original</b>	<b>Final</b>		<b>Final Budget</b>
	<b>Budget</b>	<b>Budget</b>	<b>Actual</b>	<b>Positive</b>
				<b>(Negative)</b>
Revenues				
Intergovernmental	\$ 25,581,400	\$ 25,581,400	\$ 13,736,424	\$ (11,844,976)
Investment income	131,600	131,600	32,926	(98,674)
Other	1,700	101,700	1,206	(100,494)
Total revenues	25,714,700	25,814,700	13,770,556	(12,044,144)
Expenditures				
Current:				
General government	9,781,600	10,217,400	-	10,217,400
Commuter rail	37,672,800	37,610,600	11,479,901	26,130,699
Planning and programming	5,947,800	5,963,400	2,381,807	3,581,593
Transit and specialized transportation	1,155,600	1,118,100	732,994	385,106
Total programs	54,557,800	54,909,500	14,594,702	40,314,798
Debt service:				
Principal	-	10,100	10,099	1
Interest	-	5,700	5,663	37
Total debt service	-	15,800	15,762	38
Capital outlay	1,318,300	1,318,300	29,508	1,288,792
Total expenditures	55,876,100	56,243,600	14,639,972	41,603,628
Excess (deficiency) of revenues over (under) expenditures	(30,161,400)	(30,428,900)	(869,416)	29,559,484
Other financing sources (uses)				
Transfers in	25,579,100	27,129,200	12,925,156	(14,204,044)
Transfers out	(2,247,200)	(2,077,900)	-	2,077,900
Total other financing sources (uses)	23,331,900	25,051,300	12,925,156	(12,126,144)
Net change in fund balances	\$ (6,829,500)	\$ (5,377,600)	12,055,740	\$ 17,433,340
Fund balances at beginning of year			25,862,291	
Fund balances at end of year			\$ 37,918,031	

*See notes to required supplementary information*



**Riverside County Transportation Commission**  
**Schedule of Revenues, Expenditures and Changes in Fund Balance**  
**Budget and Actual - Major Special Revenue Funds**

Year Ended June 30, 2021

	Measure A Western County				Measure A Coachella Valley			
	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
<b>Revenues</b>								
Sales taxes	\$ 124,986,000	\$ 152,327,000	\$ 189,843,732	\$ 37,516,732	\$ 34,318,000	\$ 41,825,000	\$ 52,036,378	\$ 10,211,378
Transportation Uniform Mitigation Fee	-	-	-	-	-	-	-	-
Intergovernmental	122,424,900	122,424,900	80,589,452	(41,835,448)	-	-	-	-
Investment income	775,200	775,200	492,874	(282,326)	182,200	182,200	67,218	(114,982)
Other	15,784,400	15,784,400	5,746,267	(10,038,133)	-	-	-	-
<b>Total revenues</b>	<b>263,970,500</b>	<b>291,311,500</b>	<b>276,672,325</b>	<b>(14,639,175)</b>	<b>34,500,200</b>	<b>42,007,200</b>	<b>52,103,596</b>	<b>10,096,396</b>
<b>Expenditures</b>								
<b>Current:</b>								
General government	722,600	722,600	398,552	324,048	-	-	-	-
Bicycle and pedestrian facilities	-	-	-	-	-	-	-	-
CETAP	-	-	-	-	-	-	-	-
Commuter assistance	4,936,800	4,994,100	3,071,831	1,922,269	-	-	-	-
Commuter rail	26,336,700	26,546,700	16,871,212	9,675,488	-	-	-	-
Highways	245,850,100	246,541,700	110,056,239	136,485,461	30,034,400	33,507,000	13,098,016	20,408,984
Local streets and roads	35,967,700	54,806,100	54,806,078	22	11,895,700	18,212,800	18,212,734	66
Planning and programming	-	-	-	-	-	-	-	-
Regional arterials	12,847,100	12,849,300	1,249,823	11,599,477	-	-	-	-
Transit and specialized transportation	6,409,900	6,500,400	2,476,822	4,023,578	5,985,600	6,081,200	6,081,183	17
<b>Total programs</b>	<b>333,070,900</b>	<b>352,960,900</b>	<b>188,930,557</b>	<b>164,030,343</b>	<b>47,915,700</b>	<b>57,801,000</b>	<b>37,391,933</b>	<b>20,409,067</b>
Capital outlay	4,330,500	5,507,000	4,720,834	786,166	-	-	-	-
<b>Total expenditures</b>	<b>337,401,400</b>	<b>358,467,900</b>	<b>193,651,391</b>	<b>164,816,509</b>	<b>47,915,700</b>	<b>57,801,000</b>	<b>37,391,933</b>	<b>20,409,067</b>
<b>Excess (deficiency) of revenues over (under) expenditures</b>	<b>(73,430,900)</b>	<b>(67,156,400)</b>	<b>83,020,934</b>	<b>150,177,334</b>	<b>(13,415,500)</b>	<b>(15,793,800)</b>	<b>14,711,663</b>	<b>30,505,463</b>
<b>Other financing sources (uses)</b>								
Debt issuance	47,371,900	47,371,900	15,660,996	(31,710,904)	-	-	-	-
Transfers in	75,342,900	75,211,200	28,664,670	(46,546,530)	-	131,700	131,713	13
Transfers out	(109,345,100)	(109,314,800)	(67,498,818)	41,815,982	(363,000)	(430,700)	-	430,700
<b>Total other financing sources (uses)</b>	<b>13,369,700</b>	<b>13,268,300</b>	<b>(23,173,152)</b>	<b>(36,441,452)</b>	<b>(363,000)</b>	<b>(299,000)</b>	<b>131,713</b>	<b>430,713</b>
<b>Net change in fund balances</b>	<b>\$ (60,061,200)</b>	<b>\$ (53,888,100)</b>	<b>59,847,782</b>	<b>\$ 113,735,882</b>	<b>\$ (13,778,500)</b>	<b>\$ (16,092,800)</b>	<b>14,843,376</b>	<b>\$ 30,936,176</b>
<b>Fund balances at beginning of year</b>			<b>263,779,809</b>				<b>63,573,136</b>	
<b>Fund balances at end of year</b>			<b>\$ 323,627,591</b>				<b>\$ 78,416,512</b>	

See notes to required supplementary information

**Riverside County Transportation Commission**  
**Schedule of Revenues, Expenditures and Changes in Fund Balance**  
**Budget and Actual - Major Special Revenue Funds, Continued**

Year Ended June 30, 2021

	Transportation Uniform Mitigation Fee				Local Transportation Fund			
	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues								
Sales taxes	\$ -	\$ -	\$ -	\$ -	\$ 82,000,000	\$ 100,000,000	\$ 123,038,694	\$ 23,038,694
Transportation Uniform Mitigation Fee	15,500,000	15,500,000	28,301,547	12,801,547	-	-	-	-
Intergovernmental	13,920,000	13,920,000	12,288,366	(1,631,634)	-	-	13,605,971	13,605,971
Investment income	436,400	436,400	78,308	(358,092)	402,400	402,400	119,528	(282,872)
Other	34,000	34,000	18,000	(16,000)	-	-	-	-
Total revenues	29,890,400	29,890,400	40,686,221	10,795,821	82,402,400	100,402,400	136,764,193	36,361,793
Expenditures								
Current:								
General government	-	-	-	-	12,000	12,000	12,000	-
Bicycle and pedestrian facilities	-	-	-	-	900,000	3,388,800	3,388,814	(14)
CETAP	8,311,200	8,311,200	2,016,814	6,294,386	-	-	-	-
Commuter assistance	-	-	-	-	-	-	-	-
Commuter rail	-	-	-	-	-	-	-	-
Highways	-	-	-	-	-	-	-	-
Local streets and roads	-	-	-	-	-	-	-	-
Planning and programming	-	-	-	-	615,000	856,000	856,000	-
Regional arterials	32,581,100	32,622,400	29,722,972	2,899,428	-	-	-	-
Transit and specialized transportation	-	-	-	-	44,300,000	43,773,200	30,144,104	13,629,096
Total programs	40,892,300	40,933,600	31,739,786	9,193,814	45,827,000	48,030,000	34,400,918	13,629,082
Capital outlay	-	-	-	-	-	-	-	-
Total expenditures	40,892,300	40,933,600	31,739,786	9,193,814	45,827,000	48,030,000	34,400,918	13,629,082
Excess (deficiency) of revenues over (under) expenditures	(11,001,900)	(11,043,200)	8,946,435	19,989,635	36,575,400	52,372,400	102,363,275	49,990,875
Other financing sources (uses)								
Debt issuance	-	-	-	-	-	-	-	-
Transfers in	300,000	300,000	104,776	(195,224)	-	-	-	-
Transfers out	(14,826,500)	(5,319,700)	(3,523,099)	1,796,601	(16,426,600)	(18,011,700)	(14,925,156)	3,086,544
Total other financing sources (uses)	(14,526,500)	(5,019,700)	(3,418,323)	1,601,377	(16,426,600)	(18,011,700)	(14,925,156)	3,086,544
Net change in fund balances	<u>\$ (25,528,400)</u>	<u>\$ (16,062,900)</u>	5,528,112	<u>\$ 21,591,012</u>	<u>\$ 20,148,800</u>	<u>\$ 34,360,700</u>	87,438,119	<u>\$ 53,077,419</u>
Fund balances at beginning of year			117,537,108				97,108,303	
Fund balances at end of year			<u>\$ 123,065,220</u>				<u>\$ 184,546,422</u>	

See notes to required supplementary information

**Riverside County Transportation Commission**  
**Schedule of Revenues, Expenditures and Changes in Fund Balance**  
**Budget and Actual - Major Special Revenue Funds, Continued**

Year Ended June 30, 2021

	State Transit Assistance				SB 132			
	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues								
Sales taxes	\$ 24,704,700	\$ 24,704,700	\$ 19,494,903	\$ (5,209,797)	\$ -	\$ -	\$ -	\$ -
Transportation Uniform Mitigation Fee	-	-	-	-	-	-	-	-
Intergovernmental	-	-	-	-	83,626,400	83,626,400	72,455,269	(11,171,131)
Investment income	428,900	428,900	112,456	(316,444)	-	-	36,446	36,446
Other	-	-	-	-	-	-	-	-
Total revenues	25,133,600	25,133,600	19,607,359	(5,526,241)	83,626,400	83,626,400	72,491,715	(11,134,685)
Expenditures								
Current:								
General government	-	-	-	-	-	-	-	-
Bicycle and pedestrian facilities	-	-	-	-	-	-	-	-
CETAP	-	-	-	-	-	-	-	-
Commuter assistance	-	-	-	-	-	-	-	-
Commuter rail	-	-	-	-	-	-	-	-
Highways	-	-	-	-	85,626,300	85,983,100	74,663,575	11,319,525
Local streets and roads	-	-	-	-	-	-	-	-
Planning and programming	-	-	-	-	-	-	-	-
Regional arterials	-	-	-	-	-	-	-	-
Transit and specialized transportation	35,441,700	35,441,700	10,065,565	25,376,135	-	-	-	-
Total programs	35,441,700	35,441,700	10,065,565	25,376,135	85,626,300	85,983,100	74,663,575	11,319,525
Capital outlay	-	-	-	-	-	-	-	-
Total expenditures	35,441,700	35,441,700	10,065,565	25,376,135	85,626,300	85,983,100	74,663,575	11,319,525
Excess (deficiency) of revenues over (under) expenditures	(10,308,100)	(10,308,100)	9,541,794	19,849,894	(1,999,900)	(2,356,700)	(2,171,860)	184,840
Other financing sources (uses)								
Debt issuance	-	-	-	-	-	-	-	-
Transfers in	-	-	-	-	2,000,000	2,000,000	2,000,000	-
Transfers out	(787,300)	(814,400)	(672,000)	142,400	-	-	-	-
Total other financing sources (uses)	(787,300)	(814,400)	(672,000)	142,400	2,000,000	2,000,000	2,000,000	-
Net change in fund balances	<u>\$ (11,095,400)</u>	<u>\$ (11,122,500)</u>	8,869,794	<u>\$ 19,992,294</u>	<u>\$ 100</u>	<u>\$ (356,700)</u>	(171,860)	<u>\$ 184,840</u>
Fund balances at beginning of year			119,712,384				28,746	
Fund balances at end of year			<u>\$ 128,582,178</u>				<u>\$ (143,114)</u>	

See notes to required supplementary information

**Riverside County Transportation Commission  
Schedule of Proportionate Share of Net Pension Liability**

**Last Ten Fiscal Years<sup>1</sup>**

**June 30, 2021**

	<b>Fiscal Year</b>						
	<b>2021</b>	<b>2020</b>	<b>2019</b>	<b>2018</b>	<b>2017</b>	<b>2016</b>	<b>2015<sup>1</sup></b>
Measurement Date	<b>2020</b>	<b>2019</b>	<b>2018</b>	<b>2017</b>	<b>2016</b>	<b>2015</b>	<b>2014</b>
Proportion of the net pension liability/(asset)	0.00482%	0.08706%	0.08656%	0.08794%	0.08829%	0.09176%	0.08559%
liability/(asset)	\$ 524,003	\$8,921,123	\$8,340,905	\$8,721,456	\$7,639,639	\$6,298,052	\$5,325,565
Covered payroll (measurement year)	\$6,327,777	\$5,870,876	\$5,653,205	\$5,536,781	\$5,287,151	\$4,792,270	\$4,316,567
Proportionate share of the net pension liability/(asset) as percentage of covered payroll	8.28%	151.96%	147.54%	157.52%	144.49%	131.42%	123.38%
Plan fiduciary net position as a percentage of the total pension liability	75.10%	75.26%	75.26%	73.31%	74.06%	78.40%	78.21%

*See notes to required supplementary information*

<sup>1</sup> Fiscal year 2015 was the first year of implementation, therefore, only seven years are shown. Represents most recent data available.

**Riverside County Transportation Commission**

**Schedule of Pension Contributions**

**Last Ten Fiscal Years<sup>1</sup>**

**June 30, 2021**

	<b>Fiscal Year</b>						
	<b>2021</b>	<b>2020</b>	<b>2019</b>	<b>2018</b>	<b>2017</b>	<b>2016</b>	<b>2015<sup>1</sup></b>
Contractually required contribution (actuarially determined)	\$ 1,525,557	\$ 1,675,734	\$ 1,507,484	\$ 1,321,564	\$ 1,222,802	\$ 1,101,641	\$ 1,044,018
Contributions in relation to the actuarially determined contributions	(925,486)	(10,221,550)	(1,443,593)	(1,308,877)	(1,238,891)	(1,132,393)	(1,125,317)
Contribution deficiency (excess)	<u>\$ 600,071</u>	<u>\$ (8,545,816)</u>	<u>\$ 63,891</u>	<u>\$ 12,687</u>	<u>\$ (16,089)</u>	<u>\$ (30,752)</u>	<u>\$ (81,299)</u>
Covered payroll	\$ 7,470,675	\$ 6,327,777	\$ 5,870,876	\$ 5,653,205	\$ 5,536,781	\$ 5,287,151	\$ 4,792,270
Contributions as a percentage of covered payroll	12.39%	161.53%	24.59%	23.15%	22.38%	21.42%	23.48%
Valuation date	6/30/18	6/30/17	6/30/16	6/30/15	6/30/14	6/30/13	6/30/12

Actuarial cost method	Entry age normal cost method
Amortizations method	Level of percentage of payroll
Remaining amortization period	20 years as of valuation date
Asset valuation method	15 year smoothed market
Inflation	2.50%
Projected salary increases	Varies by entry age and service
Discount rate	7.15% (net of administrative expenses)
Retirement age	55 years
Mortality	Society of Actuaries Scale 90% of scale MP 2016

*See notes to required supplementary information*

<sup>1</sup> Fiscal year 2015 was the first year of implementation, therefore, only seven years are shown. Represents most recent data available.



**Riverside County Transportation Commission**  
**Schedule of Changes in the Net OPEB Liability (Asset) and Related Ratios**

**Last Ten Fiscal Years<sup>1</sup>**

**June 30, 2021**

	<b>Fiscal Year</b>				
	<b>2021</b>	<b>2020</b>	<b>2019</b>	<b>2018</b>	<b>2017<sup>1</sup></b>
	<b>2020</b>	<b>2019</b>	<b>2018</b>	<b>2017</b>	<b>2016</b>
Measurement date					
Total OPEB liability (asset)					
Service cost	\$ 408,900	\$ 477,000	\$ 463,000	\$ 449,000	\$ 437,000
Interest	470,500	462,000	416,000	377,000	338,000
Changes of benefit terms	-	80,000	74,000	-	-
Differences between expected and actual experience	-	(338,000)	-	-	-
Changes of assumptions	(148,300)	137,000	-	-	-
Benefit payments	(282,700)	(229,000)	(192,000)	(172,000)	(155,000)
Net change in total OPEB liability (asset)	448,400	589,000	761,000	654,000	620,000
Beginning total OPEB liability (asset)	7,915,000	7,326,000	6,565,000	5,911,000	5,291,000
Ending total OPEB liability (asset)	<u>\$ 8,363,400</u>	<u>\$ 7,915,000</u>	<u>\$ 7,326,000</u>	<u>\$ 6,565,000</u>	<u>\$ 5,911,000</u>
Plan fiduciary net position					
Employer contributions	\$ 448,000	\$ 778,000	\$ 725,000	\$ 666,000	\$ 634,000
Net investment income	452,700	577,000	522,000	597,000	86,000
Benefit payments	(282,700)	(229,000)	(192,000)	(172,000)	(155,000)
Administrative expense	(5,400)	(2,000)	(12,000)	(3,000)	(2,000)
Net change in plan fiduciary net position	612,600	1,124,000	1,043,000	1,088,000	563,000
Beginning fiduciary net position	8,490,000	7,366,000	6,323,000	5,235,000	4,672,000
Ending fiduciary net position	<u>\$ 9,102,600</u>	<u>\$ 8,490,000</u>	<u>\$ 7,366,000</u>	<u>\$ 6,323,000</u>	<u>\$ 5,235,000</u>
Ending net OPEB liability (asset)	<u>\$ (739,200)</u>	<u>\$ (575,000)</u>	<u>\$ (40,000)</u>	<u>\$ 242,000</u>	<u>\$ 676,000</u>
Plan fiduciary net position as a percentage of the total OPEB liability (asset)	108.84%	107.26%	100.55%	96.31%	88.56%
Covered payroll (measurement year)	\$ 6,327,777	\$ 5,870,876	\$ 5,653,205	\$ 5,536,781	\$ 5,287,151
Net OPEB liability (asset) as a percentage of covered payroll	-11.68%	-9.79%	-0.71%	4.37%	12.79%

*See notes to required supplementary information*

<sup>1</sup> Fiscal year 2017 was the first year of implementation, therefore, only five years are shown. Represents most recent data available.

**Riverside County Transportation Commission**  
**Schedule of OPEB Contributions**  
**Last Ten Fiscal Years<sup>1</sup>**  
**June 30, 2021**

	Fiscal Year				
	2021	2020	2019	2018	2017 <sup>1</sup>
Actuarially determined contribution	\$ 412,000	\$ 399,000	\$ 549,000	\$ 533,000	\$ 494,000
Contributions in relation to the actuarially determined contribution	728,300	448,000	778,000	725,000	666,000
Contribution deficiency (excess)	<u>\$ (316,300)</u>	<u>\$ (49,000)</u>	<u>\$ (229,000)</u>	<u>\$ (192,000)</u>	<u>\$ (172,000)</u>
Covered payroll	\$ 7,470,675	\$ 6,327,777	\$ 5,870,876	\$ 5,653,205	\$ 5,536,781
Contributions as a percentage of covered-employee payroll	9.75%	7.08%	13.25%	12.82%	12.03%

Valuation date:

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

Methods and assumptions used to determine contribution rates:

Actuarial cost method	Entry age normal - level percentage of payroll
Amortization method	Level percentage of payroll
Amortization period	Ten years
Asset valuation method	Investment gains and losses spread over five-year rolling period
Inflation	2.75%
Healthcare cost trend rates	Non-Medicare: 7.25% for 2021, decreasing to an ultimate rate of 4.0% in 2076 and later years Medicare: 6.3% for 2021, decreasing to an ultimate rate of 4.0% in 2076 and later years
Salary increases	3.00% aggregate
Investment rate of return	5.75%
Retirement age	Classic employees: 50 - 55 Public Employees' Pension Reform Act: 52 - 62
Mortality	Mortality projected fully generational with Scale MP-2018

See notes to required supplementary information

<sup>1</sup> Fiscal year 2017 was the first year of implementation, therefore, only five years are shown. Represents most recent data available.

**Riverside County Transportation Commission**  
**Notes to Required Supplementary Information**  
**June 30, 2021**

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### **Budgetary Data**

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

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

### **Pension Plan**

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

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

### **Postemployment Benefits Other Than Pensions**

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

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



Interstate 15 Express Lanes



## Other Supplementary Information





**Riverside County Transportation Commission**  
**Nonmajor Governmental Funds Description**

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**Special Revenue Funds**

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

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

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

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

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

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

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

**Riverside County Transportation Commission**  
**Combining Balance Sheet - Nonmajor Governmental Funds**  
**June 30, 2021**

	Special Revenue			
	Measure A Palo Verde Valley	Freeway Service Patrol	Service Authority for Freeway Emergencies	State of Good Repair
Assets				
Cash and investments	\$ 87,233	\$ 4,009,934	\$ 5,544,665	\$ 10,923,072
Receivables:				
Accounts	219,421	2,250,008	514,047	688,144
Interest	-	2,535	3,547	7,167
Prepaid expenditures and other assets	-	-	199	-
Total assets	\$ 306,654	\$ 6,262,477	\$ 6,062,458	\$ 11,618,383
Liabilities and fund balances				
Liabilities:				
Accounts payable	\$ 294,537	\$ 367,396	\$ 57,141	\$ 241,459
Due to other funds	12,100	48,465	7,055	13,200
Other liabilities	-	-	-	-
Total liabilities	306,637	415,861	64,196	254,659
Fund balances:				
Nonspendable-prepaid amounts	-	-	199	-
Restricted for:				
Commuter rail	-	-	-	906,330
Local streets and roads	17	-	-	-
Motorist assistance	-	5,846,616	5,998,063	-
Planning and programming	-	-	-	-
Regional conservation	-	-	-	-
Transit and specialized transportation	-	-	-	10,457,394
Total fund balances	17	5,846,616	5,998,262	11,363,724
Total liabilities and fund balances	\$ 306,654	\$ 6,262,477	\$ 6,062,458	\$ 11,618,383

**Riverside County Transportation Commission**  
**Combining Balance Sheet - Nonmajor Governmental Funds, Continued**  
**June 30, 2021**

	<b>Special Revenue</b>			
	<b>Coachella Valley Rail</b>	<b>Other Agency Projects</b>	<b>Regional Conservation</b>	<b>Total Nonmajor Governmental Funds</b>
<b>Assets</b>				
Cash and investments	\$ 2,779,412	\$ 459,941	\$ -	\$ 23,804,257
Receivables:				
Accounts	89,691	395,000	823,029	4,979,340
Interest	1,989	354	129	15,721
Prepaid expenditures and other assets	-	-	-	199
<b>Total assets</b>	<b>\$ 2,871,092</b>	<b>\$ 855,295</b>	<b>\$ 823,158</b>	<b>\$ 28,799,517</b>
<b>Liabilities and fund balances</b>				
<b>Liabilities:</b>				
Accounts payable	\$ 215,802	\$ 43,703	\$ 79,547	\$ 1,299,585
Due to other funds	17,775	1,987	743,406	843,988
Other liabilities	-	787,194	-	787,194
<b>Total liabilities</b>	<b>233,577</b>	<b>832,884</b>	<b>822,953</b>	<b>2,930,767</b>
<b>Fund balances:</b>				
Nonspendable-prepaid amounts	-	-	-	199
Restricted for:				
Commuter rail	2,637,515	-	-	3,543,845
Local streets and roads	-	-	-	17
Motorist assistance	-	-	-	11,844,679
Planning and programming	-	22,411	-	22,411
Regional conservation	-	-	205	205
Transit and specialized transportation	-	-	-	10,457,394
<b>Total fund balances</b>	<b>2,637,515</b>	<b>22,411</b>	<b>205</b>	<b>25,868,750</b>
<b>Total liabilities and fund balances</b>	<b>\$ 2,871,092</b>	<b>\$ 855,295</b>	<b>\$ 823,158</b>	<b>\$ 28,799,517</b>

**Riverside County Transportation Commission**  
**Combining Statement of Revenues, Expenditures, and Changes in Fund Balances**  
**Nonmajor Governmental Funds**

Year Ended June 30, 2021

	Special Revenue			
	Measure A Palo Verde Valley	Freeway Service Patrol	Service Authority for Freeway Emergencies	State of Good Repair
Revenues				
Sales taxes	\$ 1,063,730	\$ -	\$ -	\$ 4,082,032
Intergovernmental	-	3,006,182	2,314,394	-
Investment income	16	365	3,147	7,400
Other	-	98,174	-	-
Total revenues	1,063,746	3,104,721	2,317,541	4,089,432
Expenditures				
Current:				
Commuter rail	-	-	-	-
Local streets and roads	1,064,140	-	-	-
Motorist assistance	-	4,094,975	391,207	-
Planning and programming	-	-	-	-
Regional arterials	-	-	-	-
Regional conservation	-	-	-	-
Transit and specialized transportation	-	-	-	988,451
Total expenditures	1,064,140	4,094,975	391,207	988,451
Excess (deficiency) of revenues over (under) expenditures	(394)	(990,254)	1,926,334	3,100,981
Other financing sources (uses):				
Transfers in	-	1,965,900	-	-
Transfers out	-	-	(1,965,900)	(825,203)
Total other financing sources (uses)	-	1,965,900	(1,965,900)	(825,203)
Net change in fund balances	(394)	975,646	(39,566)	2,275,778
Fund balances at beginning of year	411	4,870,970	6,037,828	9,087,946
Fund balances at end of year	\$ 17	\$ 5,846,616	\$ 5,998,262	\$ 11,363,724

**Riverside County Transportation Commission**  
**Combining Statement of Revenues, Expenditures, and Changes in Fund Balances**  
**Nonmajor Governmental Funds, Continued**

Year Ended June 30, 2021

	<b>Special Revenue</b>			
	<b>Coachella Valley Rail</b>	<b>Other Agency Projects</b>	<b>Regional Conservation</b>	<b>Total Nonmajor Governmental Funds</b>
Revenues				
Sales taxes	\$ -	\$ -	\$ -	\$ 5,145,762
Intergovernmental	89,691	404,024	1,721,498	7,535,789
Investment income	2,390	677	205	14,200
Other	-	-	-	98,174
Total revenues	92,081	404,701	1,721,703	12,793,925
Expenditures				
Current:				
Commuter rail	1,028,692	-	-	1,028,692
Local streets and roads	-	-	-	1,064,140
Motorist assistance	-	-	-	4,486,182
Planning and programming	-	403,151	-	403,151
Regional arterials	-	-	-	-
Regional conservation	-	-	1,721,498	1,721,498
Transit and specialized transportation	-	-	-	988,451
Total expenditures	1,028,692	403,151	1,721,498	9,692,114
Excess (deficiency) of revenues over (under) expenditures	(936,611)	1,550	205	3,101,811
Other financing sources (uses):				
Transfers in	672,000	-	-	2,637,900
Transfers out	-	-	-	(2,791,103)
Total other financing sources (uses)	672,000	-	-	(153,203)
Net change in fund balances	(264,611)	1,550	205	2,948,608
Fund balances at beginning of year	2,902,126	20,861	-	22,920,142
Fund balances at end of year	\$ 2,637,515	\$ 22,411	\$ 205	\$ 25,868,750

**Riverside County Transportation Commission**  
**Schedule of Revenues, Expenditures and Changes in Fund Balances**  
**Budget and Actual—Nonmajor Special Revenue Funds**  
**Year Ended June 30, 2021**

	Measure A Palo Verde Valley				Freeway Service Patrol			
	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues								
Sales taxes	\$ 696,000	\$ 848,000	\$ 1,063,730	\$ 215,730	\$ -	\$ -	\$ -	\$ -
Intergovernmental	-	-	-	-	3,500,000	3,500,000	3,006,182	(493,818)
Investment income	-	-	16	16	26,000	26,000	365	(25,635)
Other	-	-	-	-	413,000	413,000	98,174	(314,826)
Total revenues	696,000	848,000	1,063,746	215,746	3,939,000	3,939,000	3,104,721	(834,279)
Expenditures								
Current:								
Commuter rail	-	-	-	-	-	-	-	-
Local streets and roads	615,700	1,064,100	1,064,140	(40)	-	-	-	-
Motorist assistance	-	-	-	-	5,711,800	5,714,000	4,094,975	1,619,025
Planning and programming	-	-	-	-	-	-	-	-
Regional conservation	-	-	-	-	-	-	-	-
Transit and specialized transportation	-	-	-	-	-	-	-	-
Total expenditures	615,700	1,064,100	1,064,140	(40)	5,711,800	5,714,000	4,094,975	1,619,025
Excess (deficiency) of revenues over (under) expenditures	80,300	(216,100)	(394)	215,706	(1,772,800)	(1,775,000)	(990,254)	784,746
Other financing sources (uses)								
Transfers in	-	-	-	-	1,965,900	1,965,900	1,965,900	-
Transfers out	(80,300)	(42,900)	-	42,900	(216,300)	(216,300)	-	216,300
Total other financing sources (uses)	(80,300)	(42,900)	-	42,900	1,749,600	1,749,600	1,965,900	216,300
Net change in fund balances	\$ -	\$ (259,000)	(394)	\$ 258,606	\$ (23,200)	\$ (25,400)	975,646	\$ 1,001,046
Fund balances at beginning of year			411				4,870,970	
Fund balances at end of year			\$ 17				\$ 5,846,616	



Riverside County Transportation Commission  
Schedule of Revenues, Expenditures and Changes in Fund Balances  
Budget and Actual—Nonmajor Special Revenue Funds, Continued  
Year Ended June 30, 2021

	Service Authority for Freeway Emergencies				State of Good Repair			
	Original	Final		Variance with	Original	Final		Variance with
	Budget	Budget	Actual	Final Budget	Budget	Budget	Actual	Final Budget
				Positive				Positive
				(Negative)				(Negative)
Revenues								
Sales taxes	\$ -	\$ -	\$ -	\$ -	\$ 3,952,200	\$ 4,211,000	\$ 4,082,032	\$ (128,968)
Intergovernmental	2,222,300	2,222,300	2,314,394	92,094	-	-	-	-
Investment income	24,200	24,200	3,147	(21,053)	26,400	26,400	7,400	(19,000)
Other	-	-	-	-	-	-	-	-
Total revenues	2,246,500	2,246,500	2,317,541	71,041	3,978,600	4,237,400	4,089,432	(147,968)
Expenditures								
Current:								
Commuter rail	-	-	-	-	-	-	-	-
Local streets and roads	-	-	-	-	-	-	-	-
Motorist assistance	639,900	647,800	391,207	256,593	-	-	-	-
Planning and programming	-	-	-	-	-	-	-	-
Regional conservation	-	-	-	-	-	-	-	-
Transit and specialized transportation	-	-	-	-	5,512,300	5,512,300	988,451	4,523,849
Total expenditures	639,900	647,800	391,207	256,593	5,512,300	5,512,300	988,451	4,523,849
Excess (deficiency) of revenues over (under)								
expenditures	1,606,600	1,598,700	1,926,334	327,634	(1,533,700)	(1,274,900)	3,100,981	4,375,881
Other financing sources (uses)								
Transfers in	-	-	-	-	-	-	-	-
Transfers out	(2,399,700)	(2,399,700)	(1,965,900)	433,800	(1,783,300)	(1,756,200)	(825,203)	930,997
Total other financing sources (uses)	(2,399,700)	(2,399,700)	(1,965,900)	433,800	(1,783,300)	(1,756,200)	(825,203)	930,997
Net change in fund balances	\$ (793,100)	\$ (801,000)	(39,566)	\$ 761,434	\$ (3,317,000)	\$ (3,031,100)	2,275,778	\$ 5,306,878
Fund balances at beginning of year			6,037,828				9,087,946	
Fund balances at end of year			\$ 5,998,262				\$ 11,363,724	

Riverside County Transportation Commission  
Schedule of Revenues, Expenditures and Changes in Fund Balances  
Budget and Actual—Nonmajor Special Revenue Funds, Continued  
Year Ended June 30, 2021

	Coachella Valley Rail				Other Agency Projects			
	Original	Final		Variance with	Original	Final		Variance with
	Budget	Budget	Actual	Final Budget	Budget	Budget	Actual	Final Budget
				Positive				Positive
				(Negative)				(Negative)
Revenues								
Sales taxes	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Intergovernmental	6,142,500	200,000	89,691	(110,309)	1,250,700	1,250,700	404,024	(846,676)
Investment income	-	-	2,390	2,390	100	100	677	577
Other	-	-	-	-	-	-	-	-
Total revenues	6,142,500	200,000	92,081	(107,919)	1,250,800	1,250,800	404,701	(846,099)
Expenditures								
Current:								
Commuter rail	9,073,200	4,115,000	1,028,692	3,086,308	-	-	-	-
Local streets and roads	-	-	-	-	-	-	-	-
Motorist assistance	-	-	-	-	-	-	-	-
Planning and programming	-	-	-	-	1,250,700	1,455,700	403,151	1,052,549
Regional conservation	-	-	-	-	-	-	-	-
Transit and specialized transportation	-	-	-	-	-	-	-	-
Total expenditures	9,073,200	4,115,000	1,028,692	3,086,308	1,250,700	1,455,700	403,151	1,052,549
Excess (deficiency) of revenues over (under) expenditures	(2,930,700)	(3,915,000)	(936,611)	2,978,389	100	(204,900)	1,550	206,450
Other financing sources (uses)								
Transfers in	990,200	990,200	672,000	(318,200)	-	-	-	-
Transfers out	(670,000)	(670,000)	-	670,000	-	-	-	-
Total other financing sources (uses)	320,200	320,200	672,000	351,800	-	-	-	-
Net change in fund balances	<u>\$ (2,610,500)</u>	<u>\$ (3,594,800)</u>	<u>(264,611)</u>	<u>\$ 3,330,189</u>	<u>\$ 100</u>	<u>\$ (204,900)</u>	<u>1,550</u>	<u>\$ 206,450</u>
Fund balances at beginning of year			2,902,126				20,861	
Fund balances at end of year			<u>\$ 2,637,515</u>				<u>\$ 22,411</u>	

**Riverside County Transportation Commission**  
**Schedule of Revenues, Expenditures and Changes in Fund Balances**  
**Budget and Actual—Nonmajor Special Revenue Funds, Continued**  
**Year Ended June 30, 2021**

	<b>Regional Conservation</b>			
	<b>Original Budget</b>	<b>Final Budget</b>	<b>Actual</b>	<b>Variance with Final Budget Positive (Negative)</b>
Revenues				
Sales taxes	\$ -	\$ -	\$ -	-
Intergovernmental	-	1,950,000	1,721,498	(228,502)
Investment income	-	-	205	205
Other	-	-	-	-
Total revenues	-	1,950,000	1,721,703	(228,297)
Expenditures				
Current:				
Commuter rail	-	-	-	-
Local streets and roads	-	-	-	-
Motorist assistance	-	-	-	-
Planning and programming	-	-	-	-
Regional conservation	-	1,850,000	1,721,498	128,502
Transit and specialized transportation	-	-	-	-
Total expenditures	-	1,850,000	1,721,498	128,502
Excess (deficiency) of revenues over (under) expenditures	-	100,000	205	(99,795)
Other financing sources (uses)				
Transfers in	-	-	-	-
Transfers out	-	(364,200)	-	364,200
Total other financing sources (uses)	-	(364,200)	-	364,200
Net change in fund balances	\$ -	\$ (264,200)	205	\$ 264,405
Fund balances at beginning of year			-	
Fund balances at end of year			\$ 205	

**Riverside County Transportation Commission**  
**Schedule of Revenues, Expenditures and Changes in Fund Balances**  
**Budget and Actual—Capital Projects Funds**

Year Ended June 30, 2021

	Capital Projects Funds							
	Commercial Paper				Bonds			
	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues								
Intergovernmental	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Investment income	103,700	103,700	1,127,140	1,023,440	238,000	238,000	302,875	64,875
Total revenues	103,700	103,700	1,127,140	1,023,440	238,000	238,000	302,875	64,875
Expenditures								
Debt service:								
Principal	-	-	-	-	-	-	-	-
Interest	-	-	-	-	-	-	225,946	(225,946)
Total expenditures	-	-	-	-	-	-	225,946	(225,946)
Excess (deficiency) of revenues over (under) expenditures	103,700	103,700	1,127,140	1,023,440	238,000	238,000	76,929	(161,071)
Other financing sources (uses)								
Transfers in	-	-	-	-	-	-	437,750	437,750
Transfers out	-	(2,626,800)	(2,626,795)	5	(24,271,500)	(31,786,900)	(31,786,852)	48
Total other financing sources (uses)	-	(2,626,800)	(2,626,795)	5	(24,271,500)	(31,786,900)	(31,349,102)	437,798
Net change in fund balances	\$ 103,700	\$ (2,523,100)	(1,499,655)	\$ 1,023,445	\$ (24,033,500)	\$ (31,548,900)	(31,272,173)	\$ 276,727
Fund balances at beginning of year			18,123,165				70,028,781	
Fund balances at end of year			<u>\$16,623,510</u>				<u>\$38,756,608</u>	

**Riverside County Transportation Commission**  
**Schedule of Revenues, Expenditures and Changes in Fund Balances**  
**Budget and Actual—Debt Service Fund**

Year Ended June 30, 2021

	Debt Service Fund			
	Original	Final		Variance with
	Budget	Budget	Actual	Final Budget
				Positive
				(Negative)
Revenues				
Intergovernmental	\$ 2,812,100	\$ 2,812,100	\$ 2,818,319	\$ 6,219
Investment income	78,500	78,500	3,118	(75,382)
Total revenues	2,890,600	2,890,600	2,821,437	(69,163)
Expenditures				
Debt service:				
Principal	28,495,000	28,495,000	28,495,000	-
Interest	41,024,000	41,024,000	41,024,038	(38)
Total expenditures	69,519,000	69,519,000	69,519,038	(38)
Excess (deficiency) of revenues over (under)				
expenditures	(66,628,400)	(66,628,400)	(66,697,601)	(69,201)
Other financing sources (uses)				
Transfers in	69,519,000	69,519,000	69,525,309	6,309
Transfers out	(2,812,100)	(2,950,100)	(2,950,032)	68
Total other financing sources (uses)	66,706,900	66,568,900	66,575,277	6,377
Net change in fund balances	\$ 78,500	\$ (59,500)	(122,324)	\$ (62,824)
Fund balances at beginning of year			11,652,316	
Fund balances at end of year			\$ 11,529,992	

**Riverside County Transportation Commission  
Schedule of Expenditures for Local Streets and Roads  
by Geographic Area - All Special Revenue Funds**

**Year Ended June 30, 2021**

**Western County:**

City of Banning	\$ 775,859
City of Beaumont	1,317,493
City of Calimesa	238,612
City of Canyon Lake	249,782
City of Corona	5,438,977
City of Eastvale	1,828,741
City of Hemet	2,336,742
City of Jurupa Valley	2,878,604
City of Lake Elsinore	1,780,250
City of Menifee	2,422,869
City of Moreno Valley	5,310,787
City of Murrieta	3,241,369
City of Norco	903,463
City of Perris	2,718,981
City of Riverside	9,757,987
City of San Jacinto	1,220,369
City of Temecula	3,969,257
City of Wildomar	873,126
Riverside County	7,390,110
Other	152,700
	<u>54,806,078</u>

**Coachella Valley:**

City of Cathedral City	1,867,320
City of Coachella	766,227
City of Desert Hot Springs	630,472
City of Indian Wells	328,146
City of Indio	2,492,487
City of La Quinta	1,917,446
City of Palm Desert	3,505,628
City of Palm Springs	3,101,321
City of Rancho Mirage	1,221,611
Riverside County	2,229,376
Other	152,700
	<u>18,212,734</u>

**Palo Verde Valley:**

City of Blythe	817,879
Riverside County	214,161
Other	32,100
	<u>1,064,140</u>
Total local streets and roads expenditures	<u>\$ 74,082,952</u>



**Riverside County Transportation Commission**  
**Schedule of Expenditures for Transit and Specialized Transportation**  
**by Geographic Area and Source - All Special Revenue Funds**

Year Ended June 30, 2021

	Sales Taxes				Total
	Measure A	Local Transportation Fund	State Transit Assistance	State of Good Repair	
Western County:					
Blindness Support Services, Inc.	\$ 75,000	\$ -	\$ -	\$ -	\$ 75,000
Boys and Girls Club of Menifee Valley	27,624	-	-	-	27,624
Boys and Girls Club of Southwest County	(30,000)	-	-	-	(30,000)
Care-A-Van	262,313	-	-	-	262,313
Care Connexus	150,000	-	-	-	150,000
City of Banning	-	2,367,277	134,213	120,047	2,621,537
City of Beaumont	-	2,433,985	897,952	-	3,331,937
City of Corona	-	200,000	15,170	-	215,170
City of Norco	67,731	-	-	-	67,731
City of Riverside	-	16,000	161,476	-	177,476
Community Connect	139,794	-	-	-	139,794
Exceed	62,009	-	-	-	62,009
Friends of Moreno Valley Center, Inc	58,003	-	-	-	58,003
Forest Folk	64,276	-	-	-	64,276
Independent Living Partnership	394,020	-	-	-	394,020
Michelle's Place	4,241	-	-	-	4,241
Operation Safehouse	37,701	-	-	-	37,701
Riverside University Health Systems	219,317	-	-	-	219,317
Riverside County Department of Mental Health	306,864	-	-	-	306,864
Riverside Transit Agency	175,000	12,135,671	593,405	723,002	13,627,078
United States Veterans Initiative	41,569	-	-	-	41,569
Voices for Children	121,486	-	-	-	121,486
Other	299,874	120,400	160,230	33,600	614,104
	2,476,822	17,273,333	1,962,446	876,649	22,589,250
Coachella Valley:					
SunLine Transit Agency	6,081,183	12,108,587	7,880,731	47,170	26,117,671
	6,081,183	12,108,587	7,880,731	47,170	26,117,671
Palo Verde Valley:					
Palo Verde Valley Transit Agency	-	762,184	222,388	64,632	1,049,204
	-	762,184	222,388	64,632	1,049,204
Total transit and specialized transportation expenditures	\$ 8,558,005	\$ 30,144,104	\$ 10,065,565	\$ 988,451	\$ 49,756,125

**Riverside County Transportation Commission**  
**Schedule of Uses of Debt Proceeds and Fund Balances**  
**Year Ended June 30, 2021**

	<b>Capital Projects</b>		
	<b>Commercial Paper Notes</b>	<b>Sales Tax Revenue Bonds</b>	
	<b>I-15 Express Lanes, advance agreements, and other</b>	<b>Lanes, 91 Project, advance agreements, and other</b>	<b>Total</b>
Revenues			
Investment income	\$ 1,127,140	\$ 302,875	\$ 1,430,015
Total revenues	1,127,140	302,875	1,430,015
Expenditures			
Debt service	-	225,946	225,946
Total expenditures	-	225,946	225,946
Excess (deficiency) of revenues over (under) expenditures	1,127,140	76,929	1,204,069
Other financing sources (uses)			
Transfers in			
Accumulated interest payable related to advance to establish TIFIA debt service reserve	-	437,750	437,750
Transfers out			
Debt service offset	(2,626,795)	(396,183)	(3,022,978)
I-15 Express Lanes ramp up reserve	-	(16,500,946)	(16,500,946)
Accumulated interest earned on TIFIA debt service reserve	-	(15,988)	(15,988)
Requisitions to reimburse Commission funds			
Salaries and benefits	-	(702,011)	(702,011)
Professional services	-	(354,141)	(354,141)
Support services	-	(480,257)	(480,257)
Program operations	-	(664,019)	(664,019)
Construction	-	(4,736,257)	(4,736,257)
Right of way	-	(52,987)	(52,987)
Design-build	-	(7,762,375)	(7,762,375)
Building improvements	-	(121,688)	(121,688)
Total other financing sources (uses)	(2,626,795)	(31,349,102)	(33,975,897)
Net change in fund balance	(1,499,655)	(31,272,173)	(32,771,828)
Fund balances at beginning of year	18,123,165	70,028,781	88,151,946
Fund balances at end of year	\$ 16,623,510	\$ 38,756,608	\$ 55,380,118



RIVERSIDE  
COUNTY  
TRANSPORTATION  
COMMISSION



Riverside - Downtown Station

# STATISTICAL SECTION

## Riverside County Transportation Commission Statistical Section Overview

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

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

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

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

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

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

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

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

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

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

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

**Riverside County Transportation Commission**  
**Primary Government Net Position by Component**

Last Ten Fiscal Years

(Accrual Basis)

	Fiscal Year				
	2021	2020	2019	2018	2017
Governmental activities:					
Net Investment in capital assets	\$ 353,189,808	\$ 552,756,477	\$ 706,935,587	\$ 529,178,100	\$ 377,309,766
Restricted	977,192,934	816,331,290	794,875,222	801,401,752	596,214,012
Unrestricted (deficit)	(593,657,822)	(652,278,554)	(887,668,580)	(857,485,575)	(538,356,445)
Total governmental activities net position	<u>\$ 736,724,920</u>	<u>\$ 716,809,213 <sup>6</sup></u>	<u>\$ 614,142,229</u>	<u>\$ 473,094,277</u>	<u>\$ 435,167,333</u>
Business-type activities:					
Net Investment (deficit) in capital assets	\$ (109,184,608)	\$ (320,213,988)	\$ (299,852,425)	\$ (286,349,191)	\$ (301,737,495)
Restricted	54,919,608	43,981,932	25,256,125	8,581,857 <sup>4</sup>	242,134,144
Unrestricted (deficit)	-	-	-	- <sup>4</sup>	(234,075,489)
Total business-type activities net position (deficit)	<u>\$ (54,265,000) <sup>5</sup></u>	<u>\$ (276,232,056)</u>	<u>\$ (274,596,300)</u>	<u>\$ (277,767,334)</u>	<u>\$ (293,678,840) <sup>3</sup></u>

Source: Finance Department

<sup>1</sup> Net investment in capital assets increased in 2014 primarily as a result of construction related to the Perris Valley Line project.

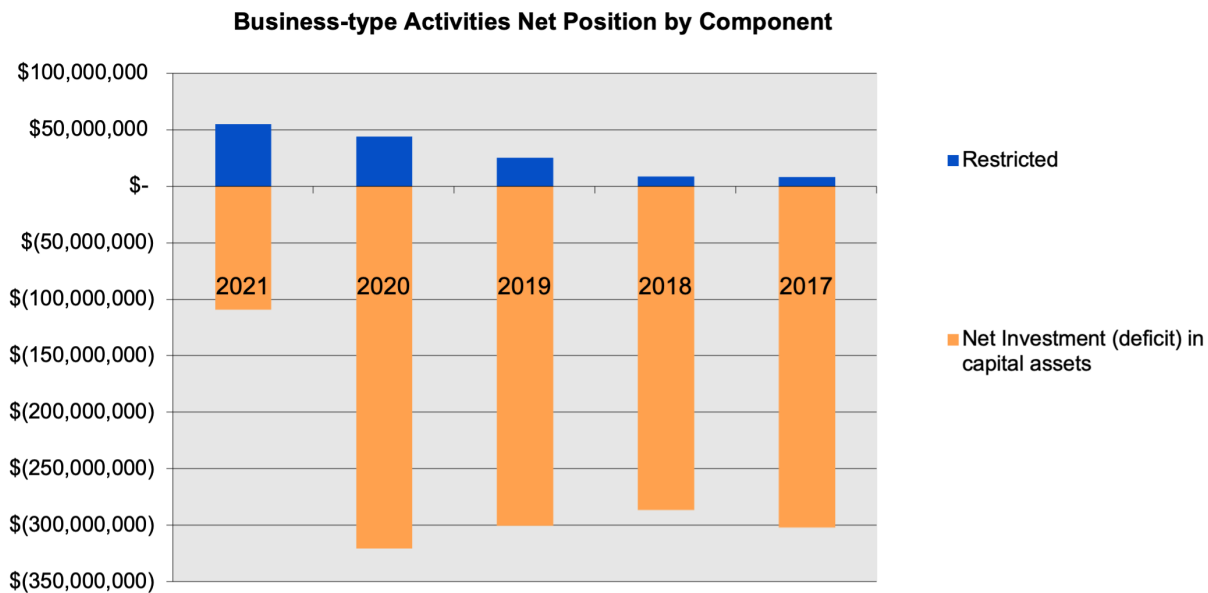
<sup>2</sup> In FY2015, the Commission implemented GASB Statement No. 68, *Accounting and Financial Reporting for Pensions*, and GASB Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date - An Amendment of GASB Statement No. 68*. Prior year amounts in this presentation have not been revised to reflect this change.

<sup>3</sup> In FY2017, the Commission reached substantial completion on the 91 Project and in March 2017 the RCTC 91 Express Lanes opened to motorists.

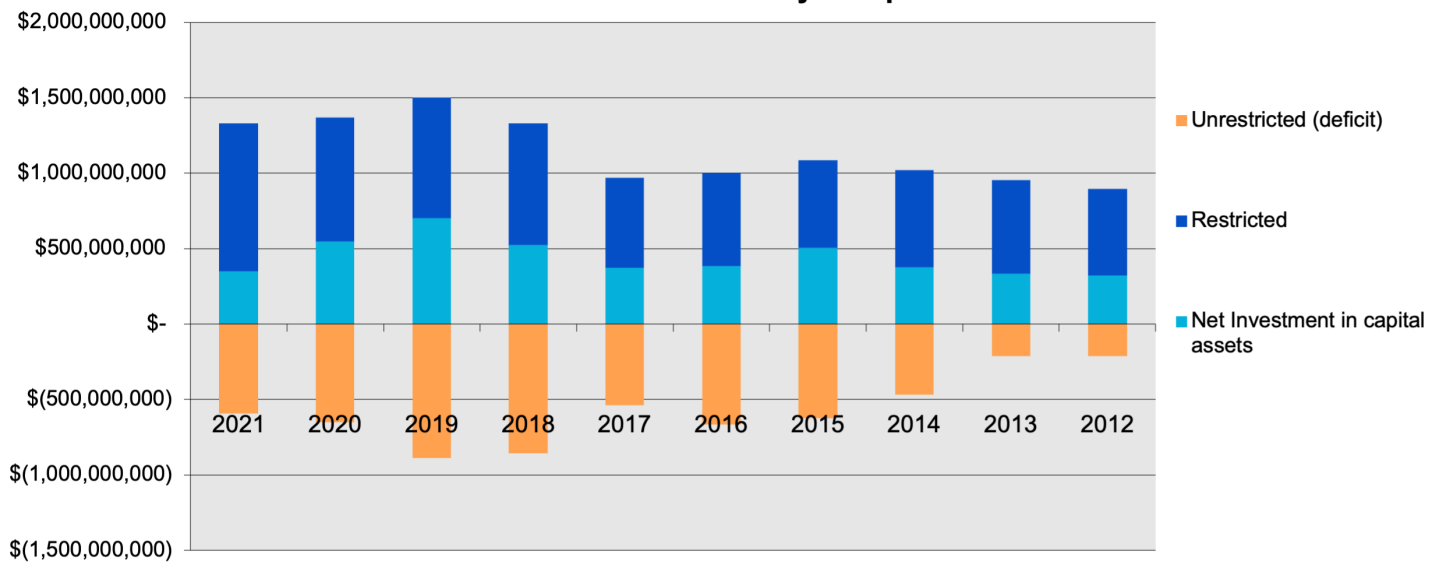
<sup>4</sup> In FY2018, the Commission changed its presentation of net position related to intangible assets.

<sup>5</sup> In FY2021, the Commission reached substantial completion on the I-15 Express Lanes project and in April 2021 the 15 Express Lanes opened to motorists.

<sup>6</sup> Calculation of Net Investment in Capital Assets and Unrestricted (Deficit) was restated based on FY2021 calculation; prior year amounts in this presentation have not been revised to reflect this change.



**Governmental Activities Net Position by Component**





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

	Fiscal Year Ended June 30				
	2021 <sup>1</sup>	2020	2019	2018	2017 <sup>2</sup>
<b>Expenses</b>					
Governmental activities:					
General government	\$ 1,127,083	\$ (1,488,917)	\$ 1,295,384	\$ 3,654,628	\$ 7,258,051
Bicycle and pedestrian projects	3,388,814	1,367,800	2,319,895	1,142,306	1,314,932
CETAP	5,723,685	1,441,976	1,398,238	22,285,913	2,489,440
Commuter assistance	3,110,681	3,673,416	3,612,855	3,668,307	2,658,782
Commuter rail	37,367,041	50,573,511	48,553,459	36,578,920	38,964,217
Highways	122,407,790	134,815,656	91,086,623	79,234,802	264,283,974
Local streets and roads	74,082,952	59,474,660	61,470,359	53,639,698	51,864,011
Motorist assistance	4,498,883	4,818,036	4,403,671	3,835,612	4,164,892
Planning and programming	3,730,032	7,798,197	4,340,660	4,758,503	3,141,759
Regional arterials	30,985,584	11,918,666	17,048,413	12,897,557	19,040,012
Regional conservation	1,832,340	-	-	-	-
Transit and specialized transportation	50,535,684	99,413,296	117,766,548	90,185,227	80,724,591
Interest expense	35,080,824	34,633,146	33,663,673	46,421,211	49,214,579
Total governmental activities expenses	373,871,393	408,439,443	386,959,778	358,302,684	525,119,240
Business-type activities:					
RCTC 91 Express Lanes	56,311,332	59,962,158	55,039,168	49,452,297	13,260,254
15 Express Lanes	5,540,819	-	-	-	-
Total primary government expenses	\$ 435,723,544	\$ 468,401,601	\$ 441,998,946	\$ 407,754,981	\$ 538,379,494
<b>Program Revenues</b>					
Governmental activities:					
Charges for services					
Commuter assistance	\$ -	\$ -	\$ -	\$ -	\$ -
Commuter rail	249,825	251,084	155,587	254,627	250,416
Highways	81,503	95,002	132,681	51,629	-
Motorist assistance	-	-	35,980	4,149	635,373
Other	8	133	326	479	447
Operating grants and contributions	154,817,759	125,725,762	93,084,805	45,363,624	35,611,287
Capital grants and contributions	71,536,414	44,793,683	74,558,439	66,910,285	16,451,903
Total governmental activities program revenues	226,685,509	170,865,664	167,967,818	112,584,793	52,949,426
Business-type activities:					
Charges for services					
RCTC 91 Express Lanes	46,302,018	56,440,369	58,423,461	50,446,824	10,123,572
15 Express Lanes	5,544,148	-	-	-	-
Operating grants and contributions	-	-	-	-	1,723
Total business-type activities program revenues	51,846,166	56,440,369	58,423,461	50,446,824	10,125,295
Total primary government revenues	278,531,675	227,306,033	226,391,279	163,031,617	63,074,721
<b>Net Revenues (Expenses)</b>					
Governmental activities	(147,185,884)	(237,573,779)	(218,991,960)	(245,717,891)	(472,169,814)
Business-type activities	(10,005,985)	(3,521,789)	3,384,293	994,527	(3,134,959)
Total primary government net expense	\$ (157,191,869)	\$ (241,095,568)	\$ (215,607,667)	\$ (244,723,364)	\$ (475,304,773)
<b>General Revenues and Other Changes in Net Position</b>					
Governmental activities:					
Measure A sales taxes	\$ 242,943,840	\$ 195,036,321	\$ 201,204,995	\$ 176,301,656	\$ 175,320,207
Transportation Development Act sales taxes	146,615,629	128,080,154	131,021,230	110,878,557	94,639,514
Unrestricted investment earnings	2,326,345	14,537,908	21,130,957	8,916,321	4,262,323
Other miscellaneous revenue	5,765,473	574,705	3,261,873	2,497,942	5,859,819
Gain on sale of capital assets	-	-	443,461	-	-
Transfers	(230,548,696)	2,010,675	2,977,396	(14,949,641)	290,547,316
Total governmental activities	167,102,591	340,239,763	360,039,912	283,644,835	570,629,179
Business-type activities:					
Unrestricted investment earnings	324,156	3,896,708	2,764,137	(32,662)	3,435
Other miscellaneous revenue	-	-	-	-	-
Gain on sale of capital assets	1,100,189	-	-	-	-
Transfers	230,548,696	(2,010,675)	(2,977,396)	14,949,641	(290,547,316)
Total business-type activities	231,973,041	1,886,033	(213,259)	14,916,979	(290,543,881)
Total primary government	\$ 399,075,632	\$ 342,125,796	\$ 359,826,653	\$ 298,561,814	\$ 280,085,298
<b>Changes in Net Position</b>					
Governmental activities	\$ 19,916,707	\$ 102,665,984	\$ 141,047,952	\$ 37,926,944	\$ 98,459,365
Business-type activities	221,967,056	(1,635,756)	3,171,034	15,911,506	(293,678,840)
Total primary government	\$ 241,883,763	\$ 101,030,228	\$ 144,218,986	\$ 53,838,450	\$ (195,219,475)

Source: Finance Department

<sup>1</sup> In FY 2021 the Commission reached substantial completion on the 15 Express Lanes project and in April 2021 the 15 Express Lanes opened to motorists. Additionally, the Commission became the managing agency for the Western Riverside County Regional Conservation Authority.

<sup>2</sup> In FY 2017 the Commission reached substantial completion on the 91 Project and in March 2017 the RCTC 91 Express Lanes opened to motorists. Additionally, the Commission early implemented GASB Statement No. 75, *Accounting and Financial Reporting for Post-Employment Benefits Other Than Pensions*, and GASB Statement No. 85, *Omnibus 2017*.

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

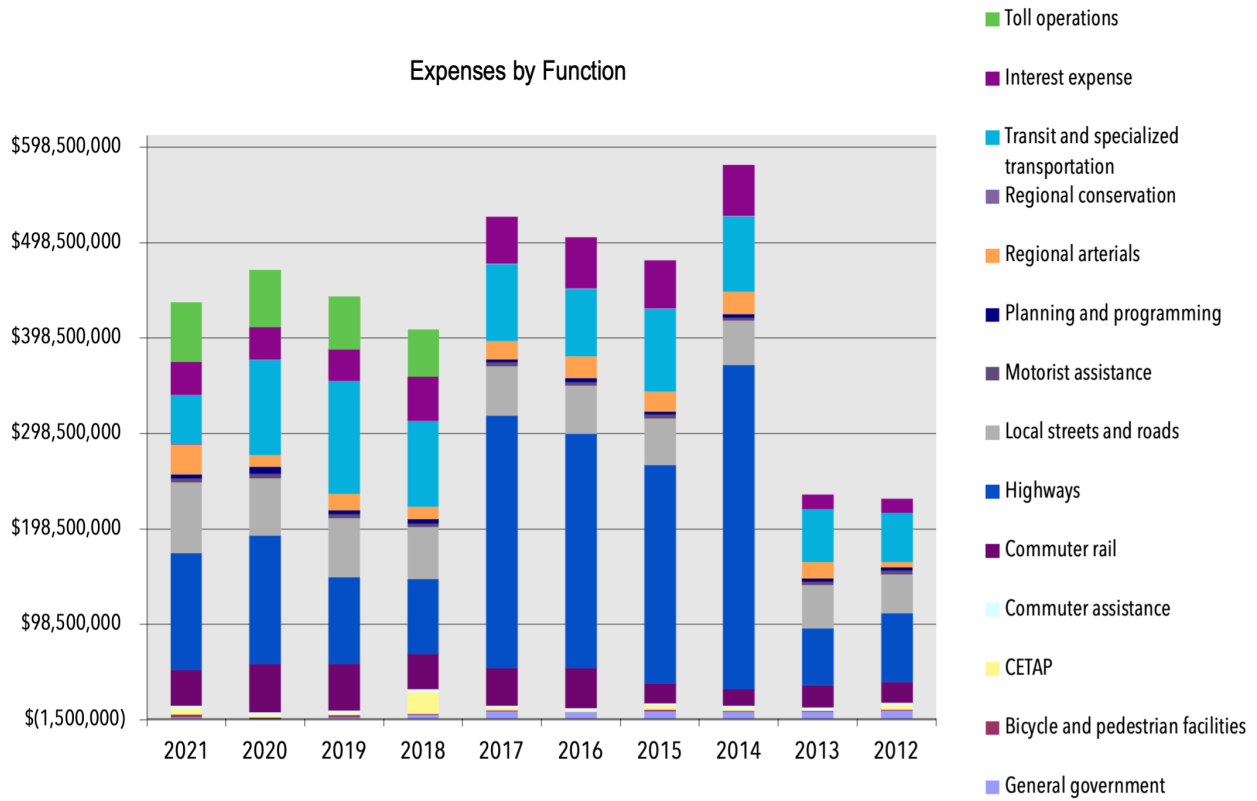
	Fiscal Year Ended June 30				
	2016	2015 <sup>3</sup>	2014	2013	2012 <sup>4</sup>
<b>Expenses</b>					
Governmental activities:					
General government	\$ 6,614,285	\$ 7,402,725	\$ 6,994,832	\$ 6,959,827	\$ 7,780,478
Bicycle and pedestrian projects	212,547	1,747,090	1,065,476	956,308	1,389,567
CETAP	1,871,426	4,130,374	2,195,074	954,700	4,464,387
Commuter assistance	2,615,610	2,914,990	3,171,842	2,904,048	3,193,172
Commuter rail	41,449,269	20,455,178	17,255,402	23,531,252	21,480,248
Highways	245,668,543	228,857,938	339,194,681	59,604,916	72,341,578
Local streets and roads	49,826,564	48,615,708	46,677,580	44,594,891	40,127,890
Motorist assistance	4,149,320	4,314,601	3,498,420	3,563,581	3,846,245
Planning and programming	3,965,071	3,064,115	3,216,441	3,725,703	3,924,413
Regional arterials	23,095,562	21,010,980	23,886,840	17,047,135	5,816,666
Regional conservatin	-	-	-	-	-
Transit and specialized transportation	70,611,967	86,712,958	78,723,898	55,659,188	51,221,772
Interest expense	53,558,472	50,037,270	52,939,762	15,364,677	15,221,031
Total governmental activities expenses	503,638,636	479,263,927	578,820,248	234,866,226	230,807,447
Business-type activities:					
RCTC 91 Express Lanes	-	-	-	-	-
15 Express Lanes	-	-	-	-	-
Total primary government expenses	\$ 503,638,636	\$ 479,263,927	\$ 578,820,248	\$ 234,866,226	\$ 230,807,447
<b>Program Revenues</b>					
Governmental activities:					
Charges for services					
Commuter assistance	\$ -	\$ -	\$ -	\$ 1,500	\$ -
Commuter rail	255,847	786,869	297,911	107,194	145,735
Highways	-	90,655	412,535	796,385	-
Motorist assistance	1,076,751	21,307	15,026	13,915	-
Other	421	450	999	14,873	-
Operating grants and contributions	42,568,860	57,784,238	61,767,456	46,567,900	54,641,955
Capital grants and contributions	54,062,314	70,133,121	71,744,926	4,897,301	5,228,621
Total governmental activities program revenues	97,964,193	128,816,640	134,238,853	52,399,068	60,016,311
Business-type activities:					
Charges for services					
RCTC 91 Express Lanes	-	-	-	-	-
15 Express Lanes	-	-	-	-	-
Operating grants and contributions	-	-	-	-	-
Capital grants and contributions	-	-	-	-	-
Total business-type activities program revenues	-	-	-	-	-
Total primary government revenues	97,964,193	128,816,640	134,238,853	52,399,068	60,016,311
<b>Net Revenues (Expenses)</b>					
Governmental activities	(405,674,443)	(350,447,287)	(444,581,395)	(182,467,158)	(170,791,136)
Business-type activities	-	-	-	-	-
Total primary government net expense	\$ (405,674,443)	\$ (350,447,287)	\$ (444,581,395)	\$ (182,467,158)	\$ (170,791,136)
<b>General Revenues and Other Changes in Net Position</b>					
Governmental activities:					
Measure A sales taxes	\$ 167,630,239	\$ 163,092,776	\$ 156,355,894	\$ 149,428,124	\$ 134,984,307
Transportation Development Act sales taxes	97,134,594	94,816,814	91,953,554	86,999,018	80,044,131
Unrestricted investment earnings	8,383,732	6,060,400	9,794,662	1,664,789	4,196,452
Other miscellaneous revenue	4,950,964	1,643,078	556,049	604,181	1,287,981
Gain on sale of capital assets	738,335	-	14,574	-	-
Transfers	-	-	-	-	-
Total governmental activities	278,837,864	265,613,068	258,674,733	238,696,112	220,512,871
Business-type activities:					
Unrestricted investment earnings	-	-	-	-	-
Other miscellaneous revenue	-	-	-	-	-
Gain on sale of capital assets	-	-	-	-	-
Transfers	-	-	-	-	-
Total business-type activities	-	-	-	-	-
Total primary government	\$ 278,837,864	\$ 265,613,068	\$ 258,674,733	\$ 238,696,112	\$ 220,512,871
<b>Changes in Net Position</b>					
Governmental activities	\$ (126,836,579)	\$ (84,834,219)	\$ (185,906,662)	\$ 56,228,954	\$ 49,721,735
Business-type activities	-	-	-	-	-
Total primary government	\$ (126,836,579)	\$ (84,834,219)	\$ (185,906,662)	\$ 56,228,954	\$ 49,721,735

Source: Finance Department

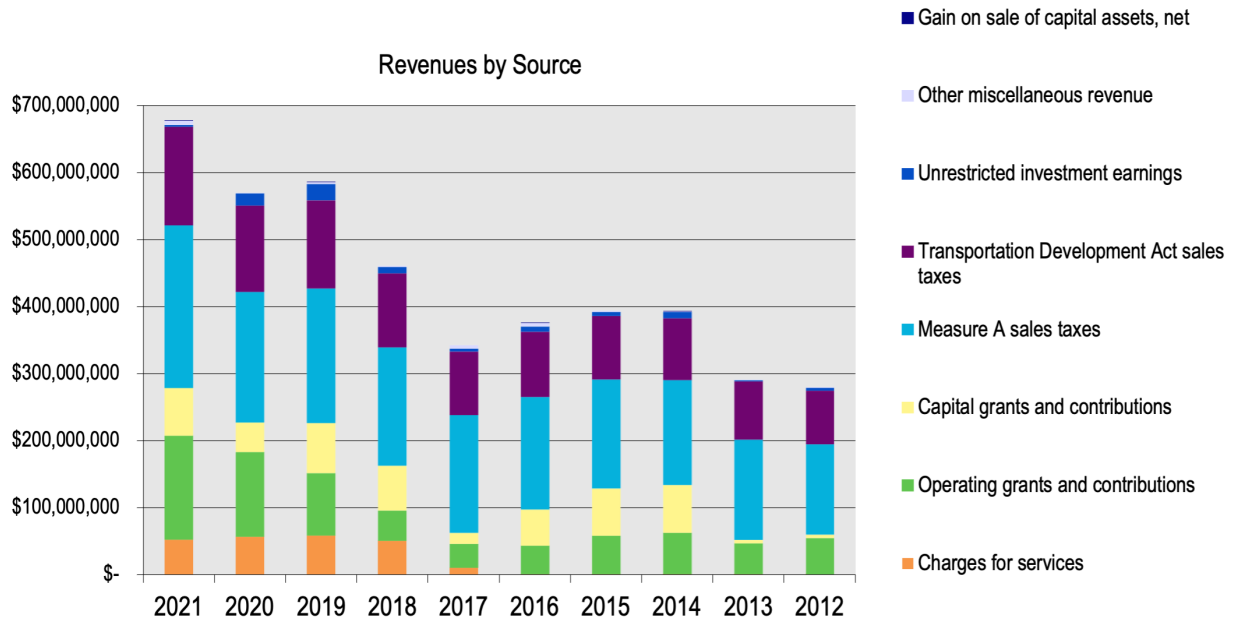
<sup>3</sup> In FY 2015 the Commission implemented GASB Statement No. 68, *Accounting and Financial Reporting for Pensions*, and GASB Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date - An Amendment of GASB Statement No. 68*. Prior year amounts in this presentation have not been revised to reflect this change.

<sup>4</sup> In FY 2012 the Commission implemented GASB Statement No. 65, *Items Previously Reported as Assets and Liabilities*.

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



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



**Riverside County Transportation Commission**

**Fund Balances of Governmental Funds**

**Last Ten Fiscal Years**

**(Modified Accrual Basis)**

	Fiscal Year				
	2021	2020	2019	2018	2017
<b><u>GENERAL FUND</u></b>					
General fund:					
Nonspendable	\$ 164,621	\$ 136,038	\$ 345,881	\$ 232,793	\$ 232,759
Restricted	34,147,160	22,458,450	25,551,922	22,470,358	16,321,159
Assigned	3,606,250	3,267,803	3,226,466	3,337,343	2,572,182
Total general fund	<u>\$ 37,918,031</u>	<u>\$ 25,862,291</u>	<u>\$ 29,124,269</u>	<u>\$ 26,040,494</u>	<u>\$ 19,126,100</u>
 <b><u>ALL OTHER GOVERNMENTAL FUNDS</u></b>					
All other governmental funds:					
Nonspendable	\$ 3,393,790	\$ 3,033,953	\$ 3,675,091	\$ 4,627,240	\$ 9,162,068
Restricted	927,622,993	781,460,503	758,687,069	745,638,560	678,147,954
Unassigned	(143,114)	(30,566)	(1,272,356)	(268,754)	(23,054)
Total all other governmental funds	<u>\$ 930,873,669</u>	<u>\$ 784,463,890</u>	<u>\$ 761,089,804</u>	<u>\$ 749,997,046</u>	<u>\$ 687,286,968</u>

Source: Finance Department

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

	Fiscal Year				
	2016	2015	2014	2013	2012
<b><u>GENERAL FUND</u></b>					
General fund:					
Nondisposable	\$ 192,235	\$ 255,446	\$ 257,721	\$ 194,794	\$ 157,957
Restricted	7,143,844	5,680,411	5,073,685	7,412,686	8,114,440
Assigned	3,456,111	4,246,940	5,258,703	5,232,871	5,412,830
Total general fund	<u>\$ 10,792,190</u>	<u>\$ 10,182,797</u>	<u>\$ 10,590,109</u>	<u>\$ 12,840,351</u>	<u>\$ 13,685,227</u>
<b><u>ALL OTHER GOVERNMENTAL FUNDS</u></b>					
All other governmental funds:					
Nondisposable	\$ 10,848,614	\$ 21,510,571	\$ 31,978,235	\$ 3,274,483	\$ 1,481,019
Restricted	718,780,598	772,109,076	988,908,077	606,072,061	560,412,373
Unassigned	-	-	-	-	-
Total all other governmental funds	<u>\$ 729,629,212</u>	<u>\$ 793,619,647</u>	<u>\$ 1,020,886,312</u>	<u>\$ 609,346,544</u>	<u>\$ 561,893,392</u>

Source: Finance Department



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

	Fiscal Year				
	2021	2020	2019	2018	2017
<b>Revenues</b>					
Sales taxes	\$ 389,559,469	\$ 323,116,475	\$ 332,226,225	\$ 287,180,213	\$ 269,959,721
Transportation Uniform Mitigation Fee	28,301,547	23,257,905	29,968,449	23,699,764	19,594,829
Intergovernmental	203,029,590	145,904,252	138,541,133	88,207,011	32,467,616
Investment income	2,387,089	14,594,910	21,311,968	9,149,672	4,483,174
Other	5,863,647	2,283,994	6,418,190	3,199,483	6,746,055
Total revenues	629,141,342	509,157,536	528,465,965	411,436,143	333,251,395
<b>Expenditures</b>					
Current:					
General Government	410,552	546,338	1,044,403	977,898	6,558,752
Programs:					
Bicycle and pedestrian facilities	3,388,814	1,367,800	2,319,895	1,142,306	1,314,932
CETAP	2,016,814	11,104,808	1,394,120	22,275,429	4,028,104
Commuter assistance	3,071,831	3,938,474	3,603,353	3,647,662	2,686,073
Commuter rail	29,379,805	41,069,694	40,805,316	37,700,157	32,820,139
Highways	197,817,830	285,955,203	203,662,390	187,087,621	250,383,800
Local streets and roads	74,082,952	59,475,694	61,470,359	53,639,698	51,864,011
Motorist assistance	4,486,182	4,934,056	4,398,842	3,825,722	4,177,349
Planning and programming	3,640,958	8,828,203	4,307,859	4,677,940	3,248,031
Regional arterials	30,972,795	12,059,400	17,042,375	12,888,439	19,056,339
Regional conservation	1,721,498	-	-	-	-
Transit and specialized transportation	50,489,119	99,777,205	117,748,091	90,153,923	80,764,125
Debt service:					
Principal	28,505,099	27,253,683	25,977,461	62,140,974	27,317,242
Interest	41,255,647	42,511,371	43,595,769	50,606,912	44,684,153
Cost of issuance	-	-	-	2,256,061	654,007
Payment to escrow agent	-	-	-	70,800,000	63,900,000
Capital outlay	4,750,342	3,536,042	5,663,109	2,606,851	5,670,356
Total expenditures	475,990,238	602,357,971	533,033,342	606,427,593	599,127,413
<b>Excess (deficiency) of revenues over (under) expenditures</b>	153,151,104	(93,200,435)	(4,567,377)	(194,991,450)	(265,876,018)
<b>Other financing sources (uses):</b>					
Refunding debt issuance	-	-	-	457,015,000	-
Debt issuance	15,660,996	111,301,868	14,946,136	158,760,000	249,498,089
Discount on debt issuance	-	-	-	-	-
Premium on debt issuance	-	-	-	119,713,807	8,414,007
Payment to refunded bond escrow agent	-	-	55,000	(471,089,840)	-
Transfers in	116,427,274	119,642,321	116,363,248	300,623,670	182,713,859
Transfers out	(126,773,855)	(117,631,646)	(112,620,474)	(300,406,715)	(208,758,271)
Total other financing sources (uses)	5,314,415	113,312,543	18,743,910	264,615,922	231,867,684
<b>Net change in fund balances</b>	\$ 158,465,519	\$ 20,112,108	\$ 14,176,533	\$ 69,624,472	\$ (34,008,334)
<b>Debt service as a percentage of noncapital expenditures</b>	17.7%	15.8%	16.7%	23.7% <sup>2</sup>	12.2%

Source: Finance Department

<sup>1</sup> Debt service as a percentage of noncapital expenditures in 2014 increased significantly as a result of the retirement of \$60,000,000 of commercial paper, which is included in principal payments and interest payments and cost of issuance as a result of the issuance of \$638,854,602 in debt.

<sup>2</sup> Debt service as a percentage of noncapital expenditures in 2018 increased significantly as a result of the retirement of commercial paper and a current refunding of

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

	Fiscal Year				
	2016	2015	2014	2013	2012
<b>Revenues</b>					
Sales taxes	\$ 264,764,833	\$ 257,909,590	\$ 248,309,448	\$ 236,427,142	\$ 215,028,438
Transportation Uniform Mitigation Fee	19,831,327	17,400,782	11,284,394	12,421,110	8,116,420
Intergovernmental	76,821,362	110,515,661	122,486,605	38,817,347	51,516,775
Investment income	8,592,753	6,258,226	9,979,912	1,769,709	4,308,395
Other	7,295,648	2,542,359	1,282,520	1,540,542	1,430,195
Total revenues	<u>377,305,923</u>	<u>394,626,618</u>	<u>393,342,879</u>	<u>290,975,850</u>	<u>280,400,223</u>
<b>Expenditures</b>					
Current:					
General Government	6,514,255	7,302,325	6,991,303	6,692,187	7,586,207
Programs:					
Bicycle and pedestrian facilities	233,815	1,747,090	1,065,476	956,308	1,389,567
CETAP	5,249,516	4,135,996	6,509,915	954,700	4,464,387
Commuter assistance	2,648,632	2,891,431	3,136,150	2,868,356	3,157,480
Commuter rail	95,717,909	112,424,851	68,072,414	27,118,480	39,870,670
Highways	372,657,029	325,128,109	299,398,122	118,750,336	111,049,502
Local streets and roads	49,826,564	48,615,815	46,677,580	44,594,891	40,127,890
Motorist assistance	4,159,520	4,317,961	3,498,420	3,563,581	3,846,245
Planning and programming	4,090,731	3,099,358	3,204,073	3,712,596	3,913,520
Regional arterials	23,111,109	21,016,097	23,886,840	17,047,135	5,816,666
Regional conservation	-	-	-	-	-
Transit and specialized transportation	70,652,804	86,725,394	78,723,898	55,659,188	51,221,772
Debt service:					
Principal	7,814,176	7,411,654	67,112,884	6,824,654	46,523,931
Interest	45,620,922	45,913,275	43,410,203	15,404,719	15,008,695
Cost of issuance	-	-	7,050,855	-	-
Payment to escrow agent	-	-	-	-	-
Capital outlay	1,182,208	475,334	143,888	220,443	209,716
Total expenditures	<u>689,479,190</u>	<u>671,204,690</u>	<u>658,882,021</u>	<u>304,367,574</u>	<u>334,186,248</u>
<b>Excess (deficiency) of revenues over (under) expenditures</b>	<u>(312,173,267)</u>	<u>(276,578,072)</u>	<u>(265,539,142)</u>	<u>(13,391,724)</u>	<u>(53,786,025)</u>
<b>Other financing sources (uses):</b>					
Refunding debt issuance	-	-	-	-	-
Debt issuance	248,792,225	48,904,095	638,854,602	60,000,000	40,000,000
Discount on debt issuance	-	-	(2,433,315)	-	-
Premium on debt issuance	-	-	38,328,775	-	-
Payment to refunded bond escrow agent	-	-	-	-	-
Transfers in	162,708,720	232,626,156	481,987,735	133,065,312	123,977,167
Transfers out	(162,708,720)	(232,626,156)	(481,987,735)	(133,065,312)	(123,977,167)
Total other financing sources (uses)	<u>248,792,225</u>	<u>48,904,095</u>	<u>674,750,062</u>	<u>60,000,000</u>	<u>40,000,000</u>
<b>Net change in fund balances</b>	<u>\$ (63,381,042)</u>	<u>\$ (227,673,977)</u>	<u>\$ 409,210,920</u>	<u>\$ 46,608,276</u>	<u>\$ (13,786,025)</u>
<b>Debt service as a percentage of noncapital expenditures</b>	<u>10.6%</u>	<u>11.0%</u>	<u>19.1% <sup>1</sup></u>	<u>9.3%</u>	<u>22.5%</u>

Source: Finance Department

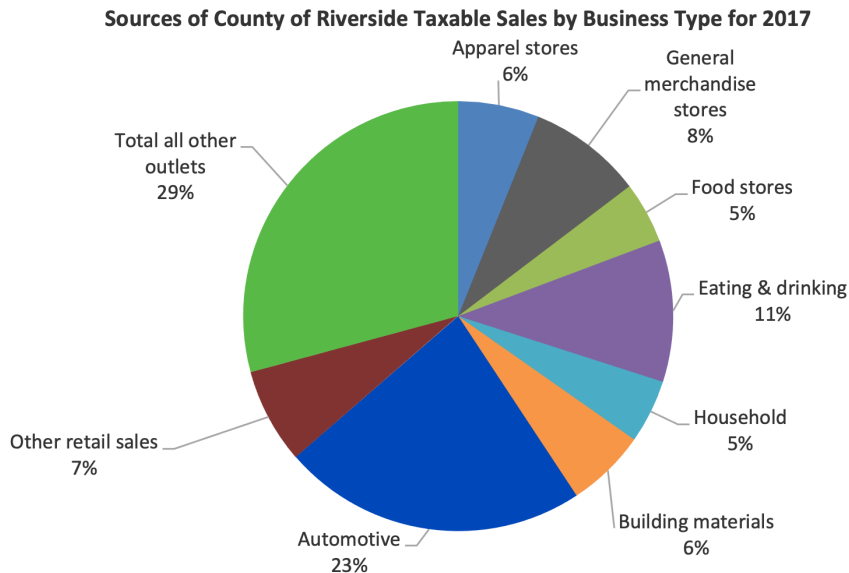
**Riverside County Transportation Commission**  
**Sources of County of Riverside Taxable Sales by Business Type**  
**Last Ten Calendar Years (In Thousands)**

	<b>2017 <sup>1</sup></b>	<b>2016</b>	<b>2015</b>	<b>2014</b>	<b>2013</b>
Apparel stores	\$ 2,199,511	\$ 2,190,228	\$ 2,136,728	\$ 1,989,623	\$ 1,771,603
General merchandise stores	3,101,256	3,052,409	3,040,244	3,289,057	3,298,920
Food stores	1,666,910	1,574,030	1,727,518	1,509,404	1,421,590
Eating & drinking	3,852,674	3,648,980	3,384,494	3,093,861	2,836,388
Household	1,730,702	1,386,985	1,135,235	1,030,455	996,484
Building materials	2,161,593	1,965,101	1,826,294	1,706,184	1,535,178
Automotive	8,282,532	7,751,812	7,693,173	7,844,773	7,421,523
Other retail sales	2,586,770	2,452,591	2,338,039	2,182,987	2,025,088
Total all other outlets	10,550,866	10,209,008	9,629,185	9,389,345	8,758,693
	<u><u>\$ 36,132,814</u></u>	<u><u>\$ 34,231,144</u></u>	<u><u>\$ 32,910,910</u></u>	<u><u>\$ 32,035,689</u></u>	<u><u>\$ 30,065,467</u></u>

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

<sup>1</sup> Year represents most recent data available.



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

	<b>2012</b>	<b>2011</b>	<b>2010</b>	<b>2009</b>	<b>2008</b>
Apparel stores	\$ 1,672,482	\$ 1,505,821	\$ 1,391,174	\$ 1,293,271	\$ 1,121,543
General merchandise stores	3,174,022	3,051,709	2,947,905	2,855,733	3,389,936
Food stores	1,356,148	1,304,731	1,267,758	1,251,220	1,254,366
Eating & drinking	2,668,324	2,473,339	2,317,486	2,266,853	2,340,554
Household	930,068	914,888	412,325	858,098	816,379
Building materials	1,364,513	1,303,073	1,232,145	1,237,518	1,435,337
Automotive	7,009,138	6,311,272	5,306,408	4,749,994	6,126,512
Other retail sales	1,841,973	1,711,453	1,951,385	1,442,875	3,250,335
Total all other outlets	8,079,341	7,065,212	6,326,194	6,272,315	6,268,633
	<u>\$ 28,096,009</u>	<u>\$ 25,641,498</u>	<u>\$ 23,152,780</u>	<u>\$ 22,227,877</u>	<u>\$ 26,003,595</u>
Measure A direct sales tax rate (Ordinance 88-1 through 2009 and 02-001 thereafter)	0.50%	0.50%	0.50%	0.50%	0.50%

Source: State Board of Equalization

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

<b>Fiscal Year</b>	<b>Measure A Direct Rate <sup>1</sup></b>	<b>County of Riverside</b>
2021	0.50%	7.75%
2020	0.50%	7.75%
2019	0.50%	7.75%
2018	0.50%	7.75%
2017	0.50%	7.75%
2016	0.50%	8.00%
2015	0.50%	8.00%
2014	0.50%	8.00%
2013	0.50%	8.00% <sup>3</sup>
2012	0.50%	7.75% <sup>2</sup>

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

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

<sup>2</sup> Effective July 1, 2011, the State of California decreased the state sales tax rate by 1%.

<sup>3</sup> Effective January 1, 2013, the State of California increased the state sales tax rate by 0.25%.

**Riverside County Transportation Commission  
Principal Taxable Sales Generation by City  
Current Year and Nine Years Ago**

	2017 <sup>1</sup>			2008		
	Taxable Sales (in thousands)	Rank	Percentage of Total	Taxable Sales (in thousands)	Rank	Percentage of Total
City of Riverside	\$ 5,534,294	2	15.3%	\$ 4,093,218	2	15.7%
City of Corona	3,663,277	3	10.1%	2,994,438	3	11.5%
City of Temecula	3,209,066	4	8.9%	2,307,072	4	8.9%
City of Moreno Valley	1,652,123	5	4.6%	1,154,650	6	4.4%
City of Palm Desert	1,624,653	6	4.5%	1,447,663	5	5.6%
City of Murrieta	1,522,525	7	4.2%	972,575	7	3.7%
City of Perris	1,462,211	8	4.0%	562,025	14	2.2%
City of Palm Springs	1,149,888	9	3.2%	826,056	9	3.3%
City of Hemet	1,042,103	10	2.9%	840,655	8	3.2%
City of Indio	1,008,113	11	2.8%	673,527	11	2.6%
City of Jurupa Valley <sup>4</sup>	968,336	12	2.7%	-	-	N/A
City of Lake Elsinore	821,250	13	2.3%	639,732	13	2.5%
City of Cathedral City	809,572	14	2.2%	649,612	12	2.5%
City of La Quinta	751,449	15	2.0%	731,831	10	2.9%
City of Eastvale <sup>3</sup>	742,347	16	2.1%	-	-	N/A
City of Menifee <sup>2</sup>	683,385	17	1.9%	-	-	N/A
City of Norco	603,813	18	1.7%	436,753	16	1.7%
City of Rancho Mirage	485,920	19	1.3%	438,400	15	1.7%
City of Beaumont	429,064	20	1.2%	270,480	18	1.0%
City of Coachella	307,443	21	0.9%	307,494	17	1.2%
City of San Jacinto	258,202	22	0.7%	192,541	20	0.7%
City of Banning	226,170	23	0.6%	193,333	19	0.7%
City of Blythe	152,961	24	0.4%	160,476	21	0.6%
City of Wildomar	152,142	25	0.4%	23,983	25	0.1%
City of Desert Hot Springs	138,947	26	0.4%	91,671	22	0.4%
City of Indian Wells	102,766	27	0.3%	91,534	23	0.4%
City of Calimesa	72,082	28	0.2%	54,285	24	0.2%
City of Canyon Lake	20,912	29	0.1%	12,300	26	0.0%
Incorporated	29,595,014		81.9%	20,166,304		77.7%
Unincorporated	6,537,800	1	18.1%	5,837,291	1	22.3%
Countywide	<u>\$ 36,132,814</u>		<u>100.0%</u>	<u>\$ 26,003,595</u>		<u>100.0%</u>
California	<u>\$ 672,486,581</u>			<u>\$ 531,653,540</u>		

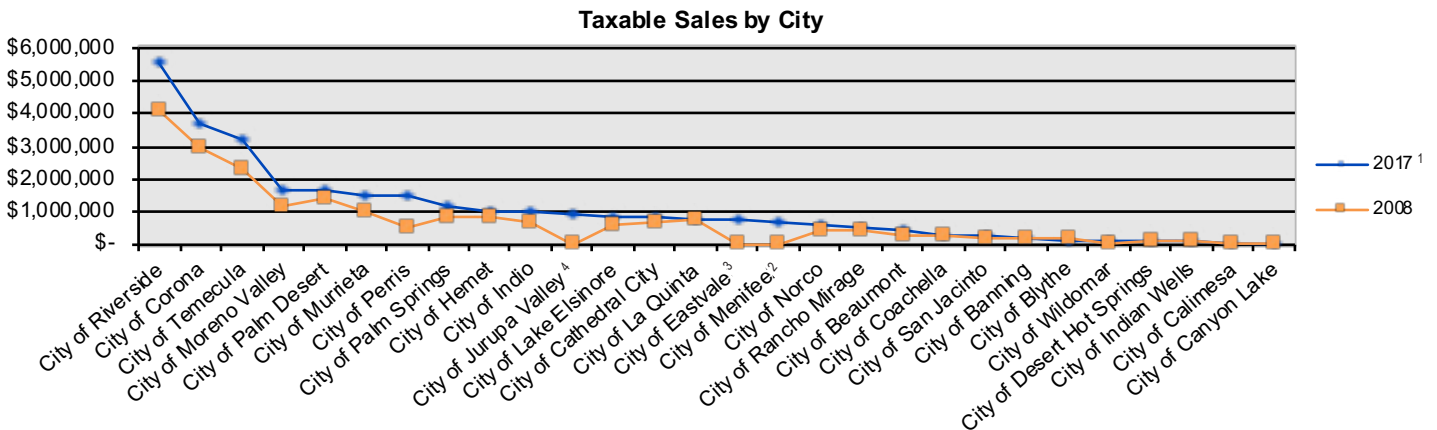
Source: California Department of Tax and Fee Administration, as successor to California State Board of Equalization, for the calendar year indicated.

<sup>1</sup> Year represents most recent data available.

<sup>2</sup> City of Menifee was incorporated on October 1, 2008.

<sup>3</sup> City of Eastvale was incorporated on October 1, 2010.

<sup>4</sup> City of Jurupa Valley was incorporated on July 1, 2011.

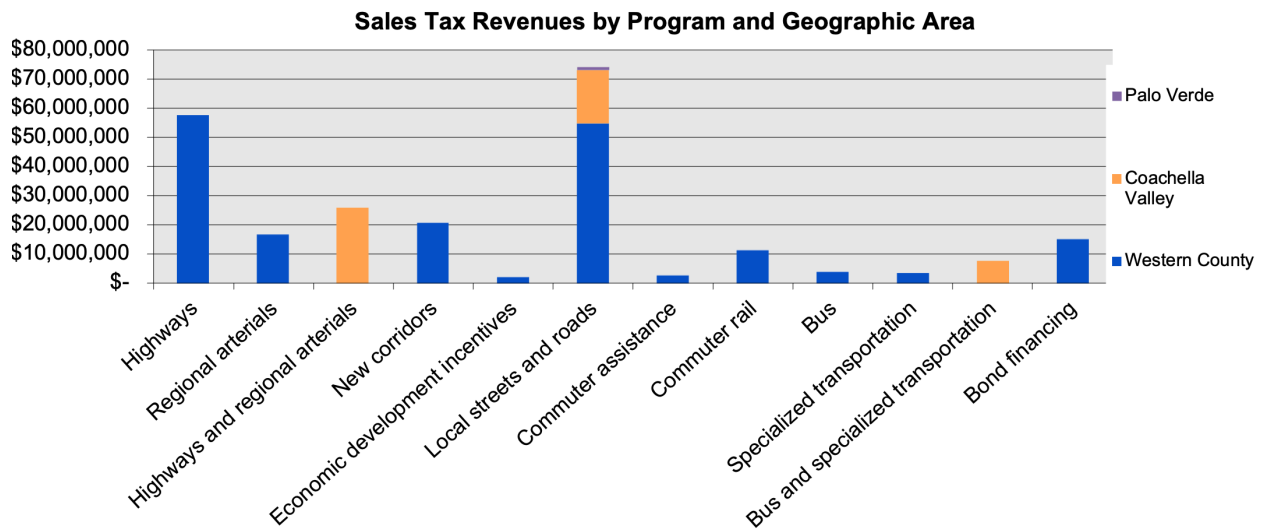




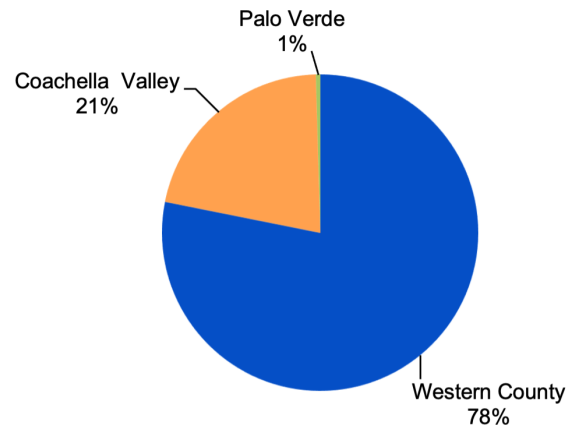
**Riverside County Transportation Commission**  
**Measure A Sales Tax Revenues by Program and Geographic Area**  
**Year Ended June 30, 2021**

<b>Special Revenue Funds</b>				
	<b>Western County</b>	<b>Coachella Valley</b>	<b>Palo Verde</b>	<b>Total</b>
Highways	\$ 57,631,133	\$ -	\$ -	\$ 57,631,133
Regional arterials	16,950,333	-	-	16,950,333
Highways and regional arterials	-	26,018,189	-	26,018,189
New corridors	20,905,411	-	-	20,905,411
Economic development incentives	2,260,044	-	-	2,260,044
Local streets and roads	54,806,077	18,212,732	1,063,730	74,082,539
Public transit:				
Commuter assistance	2,825,055	-	-	2,825,055
Commuter rail	11,526,227	-	-	11,526,227
Bus	4,082,206	-	-	4,082,206
Specialized transportation	3,601,946	-	-	3,601,946
Bus and specialized transportation	-	7,805,457	-	7,805,457
Bond financing	15,255,300	-	-	15,255,300
	<u>\$ 189,843,732</u>	<u>\$ 52,036,378</u>	<u>\$ 1,063,730</u>	<u>\$ 242,943,840</u>

Source: Finance Department



**Geographic Distribution by Area**



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

<b>Economic Category</b>	<b>% of Total</b>									
	<b>2020<sup>1</sup></b>	<b>2019</b>	<b>2018</b>	<b>2017</b>	<b>2016</b>	<b>2015</b>	<b>2014</b>	<b>2013</b>	<b>2012</b>	<b>2011</b>
General retail	31.6	28.1	28.9	28.3	28.9	28.8	28.4	28.7	28.8	29.8
Transportation	22.4	24.2	24.6	25.3	25.1	25.9	26.6	27.0	26.9	27.1
Food products	15.2	17.7	17.8	17.6	17.7	17.3	16.6	16.1	16.2	16.4
Business to business	15.8	16.7	16.3	15.6	15.3	15.0	14.4	14.5	15.0	14.1
Construction	11.5	10.7	10.8	10.8	10.8	10.8	12.0	11.8	11.1	10.5
Miscellaneous	3.5	2.6	1.6	2.4	2.2	2.2	2.0	1.9	2.0	2.1
Total	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>

Source: MuniServices LLC., an Avenu Company

<sup>1</sup> Year represents most recent data available.

**Riverside County Transportation Commission**  
**Measure A Revenues and Pledged Revenue Coverage <sup>1</sup>**  
**Last Ten Fiscal Years**

**Sales Tax Revenue Bonds**

<b>Fiscal Year</b>	<b>Net Measure A Sales Tax Revenues<sup>2</sup></b>	<b>Measure A Sales Tax Revenue Growth (Decline) Rate</b>	<b>Total Debt Service</b>	<b>Total Debt Service Coverage Ratio</b>
2021	\$ 242,943,840	24.56%	\$ 69,519,038	3.49
2020	195,036,321	-3.07% <sup>3</sup>	69,537,488	2.80
2019	201,204,995	14.13%	69,555,738	2.89
2018	176,301,656	0.56%	75,159,543	2.35
2017	175,320,207	4.59%	51,889,982	3.38
2016	167,630,239	2.78%	53,400,019	3.14
2015	163,092,776	4.31%	53,300,072	3.06
2014	156,355,894	4.64%	50,499,417	3.10
2013	149,428,124	10.70%	22,156,116	6.74
2012	134,984,307	9.35%	21,503,582	6.28

Source: Finance Department

<sup>1</sup> This schedule meets the requirements for Continuing Disclosure of historical Measure A sales tax revenues.

<sup>2</sup> Sales tax revenue bonds are backed by the sales tax revenues, net of California Department of Tax and Fee Administration, as successor to Board of Equalization, administrative fees.

<sup>3</sup> Sales tax revenues decreased in FY2020 due to COVID-19 impacts.

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

**Governmental Activities**

<u>Year</u>	<u>Sales Tax Revenue Bonds, net of premium and discount</u>	<u>Commercial Paper</u>	<u>MSHCP Funding Liability</u>	<u>Capital Leases</u>	<u>TIFIA Loan</u>
2021	\$ 871,561,216	\$ -	\$ -	\$ 31,722	\$ -
2020	911,246,727	-	-	41,821	128,092,018
2019	950,003,406	-	3,000,000	50,504	15,121,739
2018	987,810,267	-	6,000,000	7,965	-
2017	792,916,124	30,000,000	9,000,000	28,939	-
2016	782,532,106	20,000,000	12,000,000	46,181	-
2015	792,297,152	-	15,000,000	60,357	-
2014	801,782,659	-	18,000,000	72,011	-
2013	310,435,508	60,000,000	-	6,289	-
2012	317,138,111	-	-	30,943	-

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

<sup>1</sup> See the Schedule of Demographic and Economic Statistics on page 125 for personal income and population data.

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

**Business-Type Activities**

<u>Year</u>	<u>Toll Revenue Bonds, net of discount and accretion</u>	<u>TIFIA Loan</u>	<u>Total Primary Government</u>	<u>Percentage of Personal Income <sup>1</sup></u>	<u>Debt per Capita <sup>1</sup></u>
2021	\$ 210,216,120	\$ 656,943,710	\$ 1,738,752,768	N/A	\$ 708.41
2020	204,647,796	486,339,336	1,730,367,698	N/A	708.50
2019	199,423,911	469,870,660	1,637,470,220	1.56%	671.06
2018	194,522,170	453,980,866	1,642,321,268	1.65%	689.29
2017	189,923,251	438,628,419	1,460,496,733	1.54%	612.42
2016	185,607,330	277,696,320	1,277,881,937	1.45%	551.30
2015	181,557,045	48,904,095	1,037,818,649	1.24%	436.30
2014	177,755,391	-	997,610,061	1.28%	423.81
2013	-	-	370,441,797	0.49%	167.47
2012	-	-	317,169,054	0.44%	142.38

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

**Riverside County Transportation Commission**  
**Computation of Legal Debt Margin<sup>1</sup>**  
**Last Ten Fiscal Years**

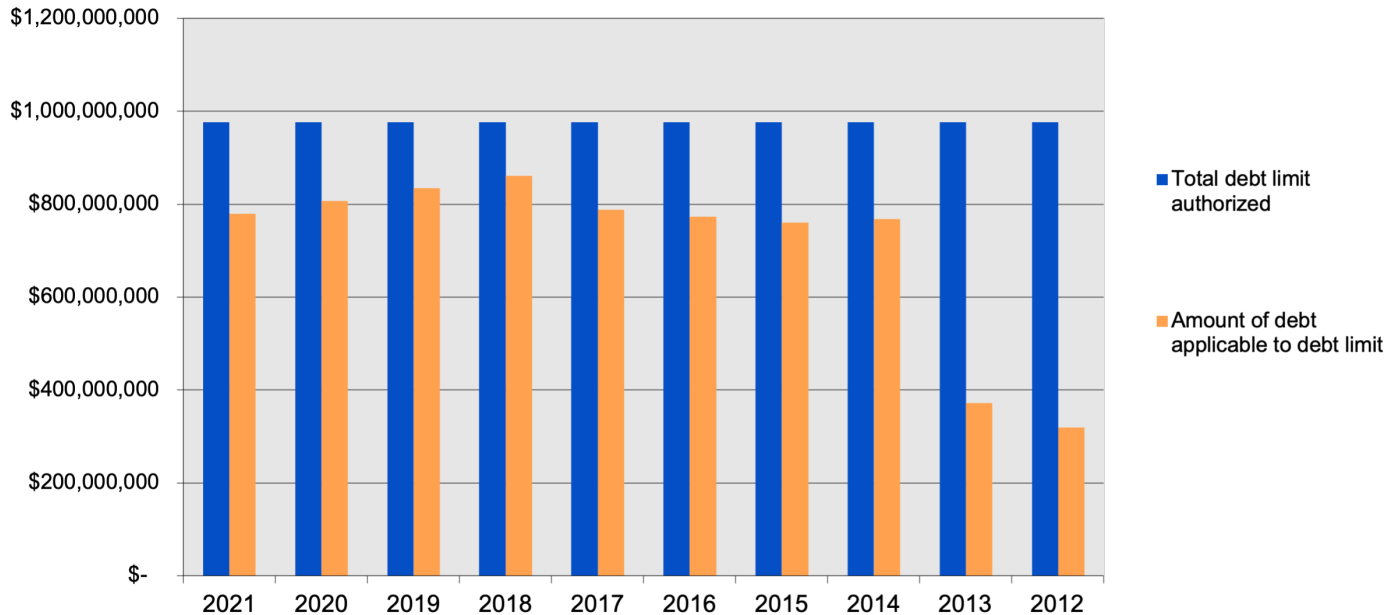
	Fiscal Year				
	2021	2020	2019	2018	2017
<b>Measure A Ordinance No. 02-001, as amended by Ordinance No. 10-002<sup>2</sup></b>					
Total debt limit authorized	\$ 975,000,000	\$ 975,000,000	\$ 975,000,000	\$ 975,000,000	\$ 975,000,000
Amount of debt applicable to debt limit	777,315,000	805,810,000	833,055,000	859,020,000	786,240,000
Legal debt margin	\$ 197,685,000	\$ 169,190,000	\$ 141,945,000	\$ 115,980,000	\$ 188,760,000
% of debt to legal debt limit	79.7%	82.6%	85.4%	88.1%	80.6%

Source: Finance Department

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

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

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





**Riverside County Transportation Commission**  
**Computation of Legal Debt Margin, Continued <sup>1</sup>**  
**Last Ten Fiscal Years**

	Fiscal Year				
	2016	2015	2014	2013	2012
<b>Measure A Ordinance No. 02-001, as amended by Ordinance No. 10-002<sup>2</sup></b>					
Total debt limit authorized	\$ 975,000,000	\$ 975,000,000	\$ 975,000,000	\$ 975,000,000	\$ 975,000,000
Amount of debt applicable to debt limit	<u>771,300,000</u>	<u>759,100,000</u>	<u>766,500,000</u>	<u>371,400,000</u>	<u>318,200,000</u>
Legal debt margin	<u>\$ 203,700,000</u>	<u>\$ 215,900,000</u>	<u>\$ 208,500,000</u>	<u>\$ 603,600,000</u>	<u>\$ 656,800,000</u>
% of debt to legal debt limit	<u>79.1%</u>	<u>77.9%</u>	<u>78.6%</u>	<u>38.1%</u>	<u>32.6%</u>

Source: Finance Department

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

<u>Calendar Year</u>	<u>Population<sup>1</sup></u>	<u>Personal Income (thousands)<sup>2</sup></u>	<u>Per Capita Personal Income<sup>2</sup></u>	<u>Unemployment Rate<sup>3</sup></u>
2021	2,454,453	N/A	N/A	N/A
2020	2,442,304	N/A	N/A	N/A
2019	2,440,124	\$ 104,794,676	\$ 42,418	4.2%
2018	2,415,955	99,591,680	40,637	4.4%
2017	2,382,640	95,140,992	39,261	5.2%
2016	2,347,828	87,827,068	36,782	6.1%
2015	2,317,924	84,025,987	35,589	6.7%
2014	2,329,271	78,239,388	33,590	8.2%
2013	2,255,059	76,289,477	33,278	10.3%
2012	2,227,577	72,015,057	31,742	12.2%

Sources:

<sup>1</sup> California State Department of Finance as of January 1.

<sup>2</sup> U.S. Department of Commerce Bureau of Economic Analysis. Represents most recent data available.

<sup>3</sup> Riverside County Economic Development Agency. Represents most recent data available.

**Riverside County Transportation Commission**  
**Employment Statistics by Industry for the County of Riverside**  
**Calendar Year 2020 and Nine Years Prior**

<u>Industry Type</u>	<u>2020 <sup>1</sup></u>	<u>% of Total Employment</u>	<u>2011</u>	<u>% of Total Employment</u>
Agricultural services, forestry, fishing and other	12,000	1.7%	12,400	2.2%
Mining	400	0.1%	400	0.1%
Construction	66,600	9.2%	34,100	6.1%
Manufacturing	42,400	5.9%	38,600	6.9%
Transportation, warehousing, and public utilities	61,500	8.5%	20,200	3.6%
Wholesale trade	24,300	3.4%	19,700	3.5%
Retail trade	86,800	12.0%	81,600	14.5%
Professional & business services	70,500	9.7%	52,300	9.3%
Education & health services	112,300	15.5%	74,300	13.2%
Leisure & hospitality	76,300	10.6%	68,900	12.3%
Finance, insurance, and real estate	20,800	2.9%	18,600	3.2%
Information	5,300	0.7%	7,700	1.4%
Other services	19,600	2.8%	18,800	3.4%
Federal government, civilian	7,600	1.1%	7,000	1.3%
State government	17,600	2.4%	16,100	2.9%
Local government	99,200	13.7%	91,100	16.2%
Total employment	<u>723,200</u>	<u>100.0%</u>	<u>561,800</u>	<u>100.0%</u>

Source: State of California Economic Development Department

<sup>1</sup> Year represents most recent data available.

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

<u>Function/Program</u>	<u>As of June 30</u>									
	<u>2021 <sup>1</sup></u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>	<u>2012</u>
Management services and administration	18.5	18.7	18.0	19.2	17.1	14.7	16.2	13.8	14.1	13.9
Planning and programming	5.3	5.5	3.5	4.2	4.9	6.2	6.1	5.9	4.9	5.1
Rail operations and maintenance	4.4	3.5	3.4	4.1	4.3	4.5	4.0	3.1	2.9	3.3
Specialized transit/transportation	2.6	2.4	2.9	2.4	2.7	2.3	2.3	3.4	2.5	2.5
Commuter assistance	1.8	1.4	1.4	1.7	1.4	1.8	3.0	1.7	1.8	1.6
Motorist assistance	1.0	0.9	0.8	0.9	0.8	0.7	0.7	0.9	0.9	1.2
Capital project development and delivery	16.6	17.6	16.0	15.5	15.8	15.8	13.7	15.2	13.9	12.3
Regional conservation	12.8	-	-	-	-	-	-	-	-	-
Total full-time equivalents	<u>63.0</u>	<u>50.0</u>	<u>46.0</u>	<u>48.0</u>	<u>47.0</u>	<u>46.0</u>	<u>46.0</u>	<u>44.0</u>	<u>41.0</u>	<u>40.0</u>

Source: Finance Department

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

**Riverside County Transportation Commission**  
**Operating Indicators**  
**Last Ten Fiscal Years**

	As of June 30				
	2021	2020	2019	2018	2017
Toll operations:					
RCTC 91 Express Lanes					
Gross trips	13,025,785	13,119,123	15,143,222	14,518,302	4,049,067
Gross potential revenue	\$ 43,734,242	\$ 56,058,450	\$ 57,172,266	\$ 47,941,733	\$ 9,618,429
Average gross potential revenue per trip	\$ 3.36	\$ 4.12	\$ 3.78	\$ 3.30	\$ 2.38
15 Express Lanes					
Gross transactions	4,172,026	-	-	-	-
Gross potential revenue	\$ 5,361,524	-	-	-	-
Average gross potential revenue per transaction	\$ 1.29	-	-	-	-
Commuter rail operations: <sup>2</sup>					
Growth of average daily ridership on commuter lines:					
Riverside line	469	3,961	3,868	3,863	4,050
IEOC line	1,028	4,784	4,656	4,874	4,900
91 line	685	3,731	3,293	3,109	3,258
Farebox recovery ratio:					
Riverside line	6.6%	19.8%	43.0%	45.4%	47.2%
IEOC line	5.4%	21.1%	27.5%	29.2%	31.8%
91 line	5.7%	16.4%	24.1%	26.5%	26.5%
Specialized transit/transportation:					
Specialized transit grants awarded	18	18	18	16	17
Commuter assistance: <sup>2</sup>					
Rideshare Incentive members	97	519	526	573	505
Rideshare Plus Rewards members	107	630	917	1,114	792
Rideshare pledges	N/A	8,349	7,836	5,959	4,886
Rideguides produced	2,748	5,901	6,246	4,606	5,219
VanClub vanpools	29	32	67	31	N/A
Commuter Exchange events	N/A	N/A	N/A	N/A	N/A
Motorist assistance:					
Call boxes	158	158	231	241	240
Calls made from call boxes	936	979	1,384	1,598	2,161
Contracted Freeway Service Patrol vehicles	26	26	26	20	20
Assists by Freeway Service Patrol	59,711	49,051	44,607	41,417	40,180
IE511 web visits	204,259	296,339	213,689	408,021	618,130
IE511 call volumes	65,046	95,164	114,045	142,287	201,099
Transportation Uniform Mitigation Fee program:					
Approved regional arterial projects	23	23	23	20	20
Measure A program:					
Highways	\$ 123,154,255	\$ 209,530,745	\$ 148,387,823	\$ 180,565,301	\$ 250,360,723
Commuter rail	16,871,212	16,744,864	13,218,370	14,118,997	8,528,984
Regional arterials	1,249,823	4,939,979	12,533,037	6,158,736	14,739,703
Local streets and roads	74,082,952	59,475,694	61,470,359	53,639,698	51,864,011
Specialized transit and commuter assistance	11,629,836	16,568,400	16,708,843	15,197,859	13,826,624
Total program expenditures	<u>\$ 226,988,078</u>	<u>\$ 307,259,682</u>	<u>\$ 252,318,432</u>	<u>\$ 269,680,591</u>	<u>\$ 339,320,045</u>

Source: Commission Departments

<sup>1</sup> In FY2021, the Commission reached substantial completion on the I-15 Express Lanes project and in April 2021 the 15 Express Lanes opened to motorists.

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

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

**As of June 30**

	<b>2016</b>	<b>2015</b>	<b>2014</b>	<b>2013</b>	<b>2012</b>
<b>Toll operations:</b>					
RCTC 91 Express Lanes					
Gross trips	-	-	-	-	-
Gross potential revenue	-	-	-	-	-
Average gross potential revenue per trip	-	-	-	-	-
15 Express Lanes					
Gross transactions	-	-	-	-	-
Gross potential revenue	-	-	-	-	-
Average gross potential revenue per transaction	-	-	-	-	-
<b>Commuter rail operations:</b>					
Growth of average daily ridership on commuter lines:					
Riverside line	4,404	4,651	4,715	4,911	5,279
IEOC line	4,438	4,613	4,522	4,317	4,142
91 line	2,610	2,419	2,340	2,407	2,254
Farebox recovery ratio:					
Riverside line	45.7%	49.6%	50.9%	57.0%	58.5%
IEOC line	33.4%	32.6%	37.6%	34.9%	31.3%
91 line	27.7%	38.6%	51.3%	42.2%	49.7%
<b>Specialized transit/transportation:</b>					
Specialized transit grants awarded	17	20	22	22	21
<b>Commuter assistance:</b>					
Rideshare Incentive members	597	736	1,106	926	1,056
Rideshare Plus Rewards members	1,142	3,723	5,770	6,786	4,848
Rideshare pledges	4,249	11,180	11,661	12,765	11,635
Rideguides produced	8,607	6,527	10,059	14,813	15,628
VanClub vanpools	N/A	N/A	N/A	N/A	N/A
Commuter Exchange events	N/A	48	54	55	52
<b>Motorist assistance:</b>					
Call boxes	545	549	570	580	594
Calls made from call boxes	3,053	3,882	4,685	5,337	5,043
Contracted Freeway Service Patrol vehicles	21	21	21	21	21
Assists by Freeway Service Patrol	36,711	42,471	44,278	43,633	42,748
IE511 web visits	473,462	452,713	443,359	399,730	341,716
IE511 call volumes	233,895	263,757	306,108	351,161	362,957
<b>Transportation Uniform Mitigation Fee program:</b>					
Approved regional arterial projects	24	24	24	24	24
<b>Measure A program:</b>					
Highways	\$ 372,657,029	\$ 325,128,109	\$ 299,398,122	\$ 118,750,336	\$ 111,049,502
Commuter rail	75,831,961	98,302,229	56,148,017	15,895,661	19,690,126
Regional arterials	17,090,247	5,012,254	1,441	1,787	124
Local streets and roads	49,826,564	48,615,815	46,677,580	44,594,891	40,127,890
Specialized transit and commuter assistance	14,499,642	14,063,310	13,378,223	11,927,634	11,930,437
Total program expenditures	<u>\$ 529,905,443</u>	<u>\$ 491,121,717</u>	<u>\$ 415,603,383</u>	<u>\$ 191,170,309</u>	<u>\$ 182,798,079</u>

Source: Commission Departments

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

	As of June 30									
	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012
Commuter rail:										
Transit centers owned and managed	1	1	1	1	1	1	1	1	1	1
Commuter rail stations owned and managed	9	9	9	9	9	9	5	5	5	5
Miles of commuter rail easements	104.6	104.6	104.6	104.6	104.6	104.6	104.6	104.6	104.6	104.6
Commuter Assistance:										
Commuter Exchange Vehicle	-	-	-	-	-	-	-	1	1	1
Toll operations:										
RCTC 91 Express Lanes										
Storage and maintenance building	-	1	1	1	1	-	-	-	-	-
Customer service center	1	1	1	-	-	-	-	-	-	-
Toll utility buildings	2	3	3	3	3	-	-	-	-	-
Miles of express lanes	36	36	36	36	36	-	-	-	-	-
Toll collection system gantries	4	4	4	4	4	-	-	-	-	-
On-road closed circuit TV cameras	36	36	36	36	36	-	-	-	-	-
Traffic operations center system	1	1	1	1	1	-	-	-	-	-
Communications network	1	1	1	1	1	-	-	-	-	-
Changeable message signs	7	8	8	8	8	-	-	-	-	-
15 Express Lanes										
Storage and maintenance building	1	-	-	-	-	-	-	-	-	-
Customer service center	1	-	-	-	-	-	-	-	-	-
Regional operations center buildings	1	-	-	-	-	-	-	-	-	-
Miles of express lanes	56	-	-	-	-	-	-	-	-	-
Toll collection system gantries	8	-	-	-	-	-	-	-	-	-
On-road closed circuit TV cameras	27	-	-	-	-	-	-	-	-	-
Traffic detection monitoring devices	37	-	-	-	-	-	-	-	-	-
Traffic operations center system	1	-	-	-	-	-	-	-	-	-
Communications network	1	-	-	-	-	-	-	-	-	-
Changeable message signs	3	-	-	-	-	-	-	-	-	-
Variable toll message signs	12	-	-	-	-	-	-	-	-	-

Source: Commission Departments





**RCTC**

**RIVERSIDE  
COUNTY  
TRANSPORTATION  
COMMISSION**

**Riverside County  
Transportation Commission**

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