



# MEETING AGENDA

## Budget and Implementation Committee

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

**Date:** April 25, 2022

**Location:** This meeting is being conducted virtually in accordance with AB 361 due to state or local officials recommending measures to promote social distancing.

## COMMITTEE MEMBERS

Raymond Gregory, **Chair** / Mark Carnevale, City of Cathedral City

Jeremy Smith, **Vice Chair** / Larry Greene, City of Canyon Lake

Mary Hamlin / Alberto Sanchez, City of Banning

Lloyd White / David Fenn, City of Beaumont

Linda Molina / Wendy Hewitt, City of Calimesa

Steven Hernandez / Denise Delgado, City of Coachella

Scott Matas / Russell Betts, City of Desert Hot Springs

Bob Magee / Natasha Johnson, City of Lake Elsinore

Lisa DeForest / Cindy Warren, City of Murrieta

Jan Harnik / Kathleen Kelly, City of Palm Desert

Lisa Middleton / Dennis Woods, City of Palm Springs

Chuck Conder / Patricia Lock Dawson, City of Riverside

Michael Heath / Alonso Ledezma, City of San Jacinto

Ben J. Benoit / Joseph Morabito, City of Wildomar

Chuck Washington, County of Riverside, District III

## STAFF

Anne Mayer, Executive Director

John Standiford, Deputy Executive Director

## AREAS OF RESPONSIBILITY

Annual Budget Development and Oversight

Competitive Federal and State Grant Programs

Countywide Communications and Outreach Programs

Countywide Strategic Plan

Legislation

Public Communications and Outreach Programs

Short Range Transit Plans



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

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

**AGENDA\***

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

**9:30 a.m.**

**Monday, April 25, 2022**

This meeting is being conducted virtually in accordance with AB 361 due to state or local officials recommending measures to promote social distancing.

**INSTRUCTIONS FOR ELECTRONIC PARTICIPATION**

Join Zoom Meeting

<https://rctc.zoom.us/j/86958996005>

Meeting ID: 869 5899 6005

One tap mobile

+16699006833,,86958996005# US (San Jose)

Dial by your location

+1 669 900 6833 US (San Jose)

For members of the public wishing to submit comment in connection with the Budget and Implementation Committee Meeting please email written comments to the Clerk of the Board at [lmobley@rctc.org](mailto:lmobley@rctc.org) and your comments will be made part of the official record of the proceedings as long as the comment is received before the end of the meeting's public comment period. Members of the public may also make public comments through their telephone or Zoom connection when recognized by the Chair.

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

*In compliance with the Americans with Disabilities Act, Government Code Section 54954.2, Executive Order N-29-20, and the Federal Transit Administration Title VI, please contact the Clerk of the Board at (951) 787-7141 if special assistance is needed to participate in a Committee meeting, including accessibility and translation services. Assistance is provided free of charge. Notification of at least 48 hours prior to the meeting time will assist staff in assuring reasonable arrangements can be made to provide assistance at the meeting.*

**1. CALL TO ORDER**

**2. ROLL CALL**

**3. PLEDGE OF ALLEGIANCE**

- 4. PUBLIC COMMENTS** – *Under the Brown Act, the Board should not take action on or discuss matters raised during public comment portion of the agenda which are not listed on the agenda. Board members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration. Each individual speaker is limited to speak three (3) continuous minutes or less.*

- 5. ADDITIONS/REVISIONS** *(The Committee may add an item to the Agenda after making a finding that there is a need to take immediate action on the item and that the item came to the attention of the Committee subsequent to the posting of the agenda. An action adding an item to the agenda requires 2/3 vote of the Committee. If there are less than 2/3 of the Committee members present, adding an item to the agenda requires a unanimous vote. Added items will be placed for discussion at the end of the agenda.)*

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

**6A. APPROVAL OF MINUTES – MARCH 28, 2022**

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**6B. SINGLE SIGNATURE AUTHORITY REPORT**

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**Overview**

This item is for the Committee to:

- 1) Receive and file the Single Signature Authority report for the third quarter ended March 31, 2022; and
- 2) Forward to the Commission for final action.

**7. PROPOSED BUDGET FOR FISCAL YEAR 2022/23**

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**Overview**

This item is for the Committee to:

- 1) Discuss, review, and provide guidance on the proposed Fiscal Year (FY) 2022/23 Budget; and
- 2) Forward to the Commission to conduct a public hearing in order to receive input and comments on the proposed FY 2022/23 Budget on May 11 and June 8, 2022, and thereafter close the public hearing.

**8. ADOPTED 2022 STATE TRANSPORTATION IMPROVEMENT PROGRAM**

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***Overview***

This item is for the Committee to:

- 1) Receive and file the California Transportation Commission (CTC) adopted 2022 State Transportation Improvement Program (STIP); and
- 2) Forward to the Commission for final action.

**9. STATE AND FEDERAL LEGISLATIVE UPDATE**

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***Overview***

This item is for the Committee to:

- 1) Receive and file an update on state and federal legislation;
- 2) Adopt the following bill position:
  - a) AB 2237 (Friedman)—Oppose;
  - b) SB 1410 (Caballero) —Support; and
- 3) Forward to the Commission for final action.

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

**11. EXECUTIVE DIRECTOR REPORT**

**12. COMMISSIONER COMMENTS**

***Overview***

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

**13. ADJOURNMENT**

The next Budget and Implementation Committee meeting is scheduled to be held at **9:30 a.m., May 23, 2022.**

# **AGENDA ITEM 6A**

## **MINUTES**



# ***RIVERSIDE COUNTY TRANSPORTATION COMMISSION***

## **BUDGET AND IMPLEMENTATION COMMITTEE**

Monday, March 28, 2022

### **MINUTES**

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

The meeting of the Budget and Implementation Committee was called to order by Chair Raymond Gregory at 9:31 a.m. via Zoom Meeting ID 836 6818 3168. This meeting was conducted virtually in accordance with AB 361 due to state or local officials recommending measures to promote social distancing.

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

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

Ben J. Benoit  
Chuck Conder  
Lisa DeForest  
Denise Delgado  
Raymond Gregory  
Jan Harnik  
Bob Magee  
Scott Matas  
Lisa Middleton  
Linda Molina  
Jeremy Smith

##### **Members Absent**

Mary Hamlin  
Michael Heath  
Chuck Washington  
Lloyd White

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

Commissioner Chuck Conder led the Budget and Implementation Committee in a flag salute.

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

There were no requests to speak from the public.

#### **5. ADDITIONS / REVISIONS**

There were no additions or revisions to the agenda.



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

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

**6A. APPROVAL OF MINUTES – FEBRUARY 28, 2022**

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

- 1) Receive and file the Quarterly Report of Contract Change Orders for Construction Contracts for the three months ended December 30, 2021; and
- 2) Forward to the Commission for final action.

**7. AWARD OF BUDGET DATABASE SOFTWARE AND IMPLEMENTATION SERVICES TO QUESTICA LTD.**

Michele Cisneros, Deputy Director of Finance, provided a detailed overview for the award agreement for the implementation, integration, and report development of the budget database software package, including annual cloud-based services or Software as a Service (SaaS).

Commissioner Ben Benoit seconded the motion and expressed appreciation to staff for looking into this as it will give RCTC a level of transparency they have not had before not that RCTC has not been transparent with all their budget books, but the ability to be able to see this online and for it to be accessible is very important.

**M/S/C (Smith/Benoit) to:**

- 1) **Award Agreement No. 21-19-069-00 to Questica Ltd. For the implementation, integration, and report development of the budget database software package, including annual cloud-based services or Software as a Service (SaaS) to replace the Commission's current budget tools for a five-year term, and in the amount of \$1,333,358, plus a contingency amount of \$133,336, for a total amount not to exceed \$1,466,694;**
- 2) **Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreement, including option years, on behalf of the Commission;**
- 3) **Authorize the Executive Director, or designee, to approve contingency work pursuant to the agreement terms up to the total amount; and**

**4) Forward to the Commission for final action.**

**8. STATE AND FEDERAL LEGISLATIVE UPDATE**

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

Chair Gregory expressed appreciation for Mr. Knudsen's presentation and stated it seems like sometimes they take two steps forward and one step back, because they will get additional funding to do projects and then the policies under which they can do those projects are proposed to change in such away that makes them much more expensive and sometimes impossible to do.

Commissioner Lisa Middleton asked for an overview of what strategy they are following in terms of federal and state funding and outreach to their elected officials regarding the San Geronio Pass Rail and Coachella Valley Rail projects.

David Knudsen replied they are involved in broad and comprehensive stakeholder outreach to the elected officials on the Coachella Valley-San Geronio Pass Rail Corridor Project. They are seeking support at the federal level for funding for this project and trying to identify the appropriate grants the project is eligible at the current phase. He noted they are working on a Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant that was submitted and they hope to hear back in the next few months. Mr. Knudsen stated they have sought stakeholder and congressional support for that grant application, and it has wide support. He stated that is an example of the kind of outreach and funding they are seeking at the federal level.

Anne Mayer added on the federal level, they are in the middle of a federal grant cycle so there are rules they need to follow as it is being reviewed by U.S. Department of Transportation (U.S. DOT). They have been very fortunate to have significant support from their delegation members on the federal side. She explained from the state standpoint, on March 16 the California Transportation Commission (CTC) approve both the Regional Improvement Program funding at a little over \$15 million, as well as the Interregional Transportation Improvement funding at \$10 million and the fact that the CTC approved the funds is a huge step up from a state perspective. Anne Mayer stated that a lot of the conversations leading up to that helped them garner support all the way up to the State Transportation Agency (CalSTA) on the project. She noted at the federal level, the support from Caltrans and CalSTA is very helpful as well. There is a sign of collaboration amongst their delegation members at the state level and they have almost unanimous or total support from all their delegation members in the State Assembly and the State Senate who have all signed on to a letter to the Governor asking for additional funds for the Tier 2 environmental document. Anne Mayer explained they have very broad support from their delegation members in Sacramento and in Washington, D.C. for the project, it has been fruitful so far that they have \$25 million, and they need additional

funding for the project as well. She explained their focus is on how they get the full funding so they can start the Tier 2 environmental document, which is key priority. There have also been letters of support from their private sector partners as well. She then discussed how she regularly meets with Scott White with the Greater Palm Springs Convention Bureau and provides updates and is sharing information so that Mr. White and his board members can also advocate at both the state and federal levels as well as they are a very important voice in this.

Commissioner Middleton replied that is very helpful and asked to keep the Commissioners informed so that if there are opportunities for them to advocate with their individual meetings with electeds they are at the top of page with what they need to know.

Anne Mayer stated that if any of the Commissioners are having either virtual or in person meetings with state or federal delegation members to let staff know and they can give them the latest information so they can have a few talking points.

**M/S/C to:**

- 1) Receive and file an update on state and federal legislation; and**
- 2) Forward to the Commission for final action.**

At this time, Commissioner Jeremy Smith left the meeting.

## **9. AGREEMENT FOR RIVERSIDE COUNTY ZERO-EMISSION BUS ROLLOUT AND IMPLEMENTATION PLANS**

Eric DeHate, Transit Manager, presented the agreement for the Riverside County Zero-Emission Bus Rollout and Implementation Plans, highlighting the following:

- Background information
  - ✓ California Air Resources Board Innovative Clean Transit Regulation was adopted in December of 2018
  - ✓ The small operators approached Commission staff to conduct zero-emission bus (ZEB) rollout plans on their behalf
  - ✓ In June 2021, the Commission was awarded \$271,380 from Caltrans for its Riverside County ZEB Rollout and Implementation Plans
- Key activities related to the scope of work
  - ✓ Reviewing the existing conditions including a demographics, service area characteristics, fleet sizes and conditions, the locations and statuses of charging and maintenance infrastructure for each of the operator's service area

- ✓ Provides stakeholder engagement with the agencies involved with these plans, including public utilities, municipalities, and any private owners that maybe directly impacted with this implementation
- ✓ Provides a detailed capital and operation financial analysis comparing all the ZEBs that needs to be purchase and comparing against the CNG or gasoline buses that will also provide a longer-term implementation strategy
- ✓ Prepare the ZEB reports based on the findings and conclusions of earlier work and provide a mode or modes to transition to
- ✓ Seek the respective transit agencies' board approvals based on these findings of the bus rollout and implementation plans for submission to CARB
- Procurement process
  - ✓ RFP was released by staff on January 7, 2022
  - ✓ Posted on the Commission's PlanetBids website
    - Emails were sent to 556 firms, 87 of which are located in Riverside County
    - 41 firms downloaded the RFP and 2 of these firms are located in Riverside County

Steve Clermont, Director of Planning and Deployment, Center for Transportation and the Environment (CTE), introduced himself along with his colleague Savannah Gupton and expressed appreciation for their consideration for awarding this agreement.

**M/S/C (Conder/Middleton) to:**

- 1) Award Agreement No. 22-62-008-00 to Center for Transportation and the Environment (CTE) to develop the Riverside County Zero-Emission Bus Rollout and Implementation Plans, for a two-year term in the amount of \$412,676, plus a contingency amount of \$41,267, for a total amount not to exceed \$453,943;**
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreement including the option term, on behalf of the Commission;**
- 3) Authorize the Executive Director, or designee, to approve contingency work up to the total not to exceed amount as required for these services; and**
- 4) Forward to the Commission for final action.**

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

There were no items pulled from the consent calendar.

## **11. EXECUTIVE DIRECTOR REPORT**

Anne Mayer announced:

- 11A.** Related to the AB 285 report, staff is monitoring this very carefully, but she recommended to look at this from a regional RCTC perspective related to Measure A and the tolling facilities, related to their authorities for decision making for their constituents, and from a city or county prospective based on many of their jurisdictions that have adopted general sales tax measures and invest their local funds on transportation improvements. They have all adopted the Transportation Uniform Mitigation Fee (TUMF) and the expenditures are determined by the Nexus Studies so again local decisions and local control. All these fund types are in this conversation that is happening at the state level about controlling and making legislative requirements related to how funding is spent on transportation and in what kind of transportation investments will be allowed to be made. She wanted to emphasize the significance of this report and the pending implementation of this report via legislation it is possible their jurisdictions may also want to monitor and make public comments as well. Staff is coordinating amongst Self-Help and County Coalition and California Association of Councils of Governments (CALCOG) is doing an outstanding job engaging on this issue and at some point, California League of Cities and California State Association of Counties (CSAC) might have these conversations as well. This is a very significant issue, and the Commissioners will be hearing from staff on a regular basis about what they are seeing in Sacramento related to control of not only local funds but also control of decision-making authorities, roles and responsibilities.

## **12. COMMISSIONER COMMENTS**

- 12A.** Commissioner Linda Molina requested the speaker points for this item so that she can pursue it from their city's perspective.

Commissioner Jan Harnik suggested that those speaker points be sent to all the Committee Members.

**13. ADJOURNMENT**

There being no further business for consideration by the Budget and Implementation Committee, the meeting was adjourned at 10:07 a.m.

Respectfully submitted,

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

Lisa Mobley  
Administrative Services  
Manager/Clerk of the Board



# **AGENDA ITEM 6B**





<b><i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i></b>	
<b>DATE:</b>	April 25, 2022
<b>TO:</b>	Budget and Implementation Committee
<b>FROM:</b>	Alicia Johnson, Senior Procurement Analyst Jose Mendoza, Procurement Manager
<b>THROUGH:</b>	Matthew Wallace, Deputy Director of Financial Administration
<b>SUBJECT:</b>	Single Signature Authority Report

**STAFF RECOMMENDATION:**

This item is for the Committee to:

- 1) Receive and file the Single Signature Authority report for the third quarter ended March 31, 2022; and
- 2) Forward to the Commission for final action.

**BACKGROUND INFORMATION:**

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

The attached report details all contracts that have been executed for the third quarter ended March 31, 2022, under the single signature authority granted to the Executive Director. The unused capacity of single signature authority for services as of March 31, 2022 is \$1,564,321.

Attachment: Single Signature Authority Report as of March 31, 2022



**SINGLE SIGNATURE AUTHORITY  
AS OF MARCH 31, 2022**

CONTRACT #	CONSULTANT	DESCRIPTION OF SERVICES	ORIGINAL CONTRACT AMOUNT	PAID AMOUNT	REMAINING CONTRACT AMOUNT
AMOUNT AVAILABLE July 1, 2021			\$2,000,000.00		
18-24-067-00	Ultimate Maintenance Service	Janitorial Services for Stations and Toll Facilities	120,000.00	74,000.00	46,000.00
22-31-016-00	Globic Advisors	Information and Tender/Exchange Agent services related to 91 Express Lanes refinancing	20,000.00	17,294.26	2,705.74
22-18-010-00	Ralph Andersen & Associates	Professional recruitment search for CFO position	28,000.00	16,800.00	11,200.00
09-31-081-08A	Parsons Transportation Group	Project and Construction Management Services for SR-91 Corridor Improvements	126,000.00	126,000.00	0.00
21-31-023-02	HGN Corona Partners	Parking Agreement for SR-91 COP	3,000.00	0.00	3,000.00
22-19-021-00	Eide Bailly LLP	Finance Department Consulting Services	55,000.00	6,325.00	48,675.00
22-18-037-00	CVS Pharmacy, Inc.	COVID-19 Testing Services	8,000.00	6,750.00	1,250.00
22-66-044-00	Ecointeractive	Planning & Programming Database	12,375.00	0.00	12,375.00
22-72-055-00	Thompson & Thompson	Appraisal Services (Valuation updates) for Temporary Construction Easement	17,000.00	15,677.00	1,323.00
21-31-023-03	HGN Corona Partners	Parking Agreement for SR-91 COP	4,000.00	0.00	4,000.00
21-31-070-03	Stantec	SART Phase 4 Design	12,304.00	2,500.00	9,804.00
22-18-069-00	Ralph Andersen & Associates	Professional recruitment search for Project Delivery Director	30,000.00	0.00	30,000.00
AMOUNT USED			435,679.00		
AMOUNT REMAINING through March 31, 2022			\$1,564,321.00		
<u>Agreements that fall under Public Utilities Code 130323 (C)</u>					
None	N/A		\$-	\$-	\$-
Alicia Johnson	Matthew Wallace				
Prepared by	Reviewed by				
Note: Shaded area represents new contracts listed in the third quarter.					



# **AGENDA ITEM 7**



<b><i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i></b>	
<b>DATE:</b>	April 25, 2022
<b>TO:</b>	Budget and Implementation Committee
<b>FROM:</b>	Sergio Vidal, Chief Financial Officer
<b>THROUGH:</b>	Anne Mayer, Executive Director
<b>SUBJECT:</b>	Proposed Budget for Fiscal Year 2022/23

**STAFF RECOMMENDATION:**

This item is for the Committee to:

- 1) Discuss, review, and provide guidance on the proposed Fiscal Year (FY) 2022/23 Budget; and
- 2) Forward to the Commission to conduct a public hearing in order to receive input and comments on the proposed FY 2022/23 Budget on May 11 and June 8, 2022, and thereafter close the public hearing.

**BACKGROUND INFORMATION:**

Staff completed the initial budget preparation process and the attached executive summary for the proposed FY 2022/23 Budget. The policy goals and objectives approved by the Commission on March 9 formulate the basis for the upcoming FY 2022/23 budget. The long-term policy goals that support the Commission's objectives considered during the preparation of the budget relates to promoting quality of life; achieving operations excellence; connecting the economy; being a responsible partner; and maintaining fiscal accountability.

At the meeting, staff will present highlights of significant items included in the budget and seeks review and input on the proposed FY 2022/23 Budget. Additionally, staff recommends opening of the public hearing on May 11. As a result of input received from the public and the Commission and any final staff revisions to budget amounts, staff will make the necessary changes to the budget document for the Commission's final review, closing of the public hearing, and formal adoption at its June 8 Commission meeting. If any amendments to budget amounts after the May 11 Commission meeting are needed, staff will provide a detailed reconciliation of such revisions.

**DISCUSSION:**

The Commission's budget is primarily project-driven and includes service-driven enterprise operations such as the express lanes operations. As a project driven-agency, the Commission accumulates funds, or reserves, for specific projects and programs – resulting in flexibility to



adjust project development or programs during times of economic downturns. The proposed FY 2022/23 Budget anticipates that total uses will exceed sources by approximately \$109 million. Similar to prior years, the accumulated reserves, will fund the deficiency. In the executive summary, Tables 18-20 provide a summary of budgeted sources and uses from different perspectives (comparative, operating and capital, and fund).

Since the Commission is primarily project-driven, personnel costs represent less than two percent of budgeted expenditures totaling approximately \$17 million. As approved by the Executive Committee, on March 9, budgeted personnel costs reflect the following changes for the upcoming fiscal year:

#### Changes in Personnel Costs - FY 2022/23:

##### **New Positions:**

- Accountant
- Administrative Assistant
- Human Resources Assistant
- Regional Conservation Deputy Director

##### **Reclassification of Existing Positions:**

<u>Current Title</u>	<u>New Title</u>
• Regional Conservation Deputy Executive Director	Regional Conservation Director
• Technical Information Program Manager	Senior Management Analyst – GIS
• Administrative Services Manager / Clerk of the Board	Administrative Services Director / Clerk of the Board
• Human Resources Administrator	Human Resources Manager

##### **Other Items:**

- Four (4) percent pool for merit-based salary increases
- Four (4) percent annual Consumer Price Index Salary Range adjustment to FY 2022/23 Salary Range Schedule
- Additional \$750 monthly increase towards the employer's contribution for health care (total Commission maximum contribution for each employee is \$1,500 per month)

With the FY 2022/23 Budget, the Commission will continue to move forward current capital projects to construction, thereby providing a stimulus to the local economy. Significant capital projects and its current project phase are as follows:

**Construction and/or Design-Build Phase:**

- 71/91 Connector in Corona
- 15/91 Express Lanes Connector in Corona

**Completion Phase (*Anticipated*):**

- 60 Truck Lanes in the Badlands
- I-15 Express Lanes Project in northwestern Riverside County,
- Moreno Valley-March Field station upgrades and grade separation projects
- Design-build activities on the 15/91 Express Lanes Connector in Corona
- RCTC 91 Express Lanes projects
- Mid County Parkway's (MCP)
  - Interstate (I)-215/Placentia Avenue interchange in Perris

**Preliminary engineering, final design, and/or right of way acquisitions Phase(s):**

- I-15 Express Lanes Project-Southern Extension
- I-15 Express Lanes Corridor Operations Project
- MCP's second construction project
- 71/91 Connector in Corona

**Other major capital projects:**

- Pass-through funding for Measure A local streets and roads
- SB132 projects in northwestern Riverside County
- Western County TUMF and Measure A regional arterial projects
- Several commuter rail station upgrades and improvements

Table 21 in the executive summary presents a summary of highway, regional arterial, rail, and regional conservation program projects.

A public hearing to allow for public comment on the proposed budget is required prior to the adoption of the proposed budget, including proposed salary schedule. **Accordingly, staff recommends the Commission opens the public hearing on May 11, continues the public hearing to June 8 followed by adoption of the proposed FY 2022/23 Budget.** In accordance with the Commission's fiscal policies, the budget must be adopted no later than June 15 of each year.

A summary of the proposed FY 2022/23 Budget is as follows:

	<b>FY 2022/23 Budget</b>
<b>Revenues and other financing sources:</b>	
Sales taxes-Measure A and Local Transportation Funds	\$ 385,000,000
Reimbursements (federal, state, and local)	247,867,200
Transportation Uniform Mitigation Funds, including reimbursements	31,000,000
State Transit Assistance	30,964,600
Tolls, penalties, and fees	97,771,800
Other revenues	707,000
Interest on investments	1,168,400
Transfers in	244,603,200
<b>Total revenues and other financing sources</b>	<b>1,039,082,200</b>
<b>Expenditures and other financing uses:</b>	
Personnel salaries and fringe benefits	17,367,100
Professional services	17,983,700
Support services	17,865,000
Projects and operations	752,238,500
Capital outlay	6,348,900
Debt service (principal and interest)	91,756,300
Transfers out	244,603,200
<b>Total expenditures and other financing uses</b>	<b>1,148,162,700</b>
<b>Excess (deficiency) of revenues and other financing sources over (under) expenditures and other financing uses</b>	<b>(109,080,500)</b>
<b>Beginning fund balance (projected)</b>	<b>1,278,326,000</b>
<b>Ending fund balance (projected)</b>	<b>\$ 1,169,245,500</b>

At its June 8 Commission meeting, staff will present the entire budget document with detailed narratives, the FY 2022/23 salary schedule, and Resolution No. 22-009 *“Fixing the Employer Contribution Under the Public Employees’ Medical and Hospital Care Act at an Amount for Employees and Annuitants”*.

Attachment: Executive Summary for the Proposed FY 2022/23 Budget

# Executive Summary

## Introduction

The budget for Fiscal Year (FY) 2022/23 is presented to the Board of Commissioners (Board) and the citizens of Riverside County. The budget outlines the projects and programs the Commission plans to undertake during the year and appropriates expenditures to accomplish these tasks. The budget also shows the funding sources and fund balances for these projects and programs. This document serves as the Commission's monetary guideline for the fiscal year. To provide the reader a better understanding of the projects and programs, staff included descriptive information regarding each department and major programs and projects.

In early March 2020, the federal government as well as the California Governor issued emergency declarations related to the COVID-19 pandemic. Further, on March 19, 2020, the Governor issued an executive stay at home order to protect the health and well-being of all Californians and to establish consistency across the State to slow the spread of COVID-19. The County of Riverside also issued a directive to county residents supporting the Governor's executive order. Over the past year, the restrictions have been revoked in response to the changing nature of the pandemic. The end of the COVID-19 pandemic appears to be in sight with vaccine distributions widely dispersed, more Californians returning to work or leisure activities, and financial relief to families and businesses most impacted by the pandemic.

The COVID-19 pandemic will likely remain a public health and economic challenge in future years and continue its negative impacts on the local, regional, state, and federal economies; the magnitude and duration of post COVID-19 pandemic impacts remain uncertain. This budget is presented based on the best available economic information. The Board and staff will continuously monitor, assess, and re-prioritize the budgeted revenues and expenditures as necessary throughout these challenges and duration of economic recovery.

## Policy Goals and Objectives

As approved at its March 9, 2022 meeting, the Commission is driven by four core mission statements and underlying goals for the residents of Riverside County and the transportation system upon which they rely:

<b>QUALITY OF LIFE</b> <i>RCTC is focused on improving life for the people of Riverside County and empowering them to live life at their pace.</i>	
<b>Choice</b>	RCTC empowers the residents of Riverside County to choose how to safely get to where they are going.
<b>Environmental Stewardship</b>	RCTC protects and preserves the County's environment for its residents.
<b>Mobility</b>	RCTC provides access, equity, and choice in transportation; RCTC is a multimodal mobility partner.
<b>Equity</b>	RCTC supports transportation services and projects that address inequities, including those in rural, low income, and disadvantaged communities.
<b>Access</b>	RCTC projects and programs are the connection to employment, housing, schools, community institutions, parks, medical facilities, and shopping in the region.
<b>Goods Movement</b>	RCTC facilitates the funding and delivery of projects that mitigate the impact of increased goods movement flow through Riverside County and advocates for a reasonable balance between the need to create jobs and to protect public health.

<b>OPERATIONAL EXCELLENCE</b> <i>RCTC is a responsible and conservative steward of taxpayer dollars.</i>	
<b>State of Good Repair</b>	RCTC invests in road safety and maintenance in its residents' neighborhoods and sustainable practices to maintain its stations and facilities.
<b>Promises Fulfilled</b>	Projects are completed on-time, on-budget; RCTC delivers on its promises as a steward of Riverside County residents' investment.
<b>Efficiency</b>	RCTC operates in an efficient and cost-effective manner.
<b>Innovation</b>	Program and project delivery innovations drive results, savings, and greater economic opportunities for Riverside County residents.
<b>Information</b>	RCTC operations are transparent and easily accessible; customers get prompt, reliable, quality service.

<b>CONNECTING THE ECONOMY</b> <i>RCTC is a driver of economic growth in Riverside County.</i>	
<b>Workforce Mobility</b>	RCTC improves the economy by creating a robust workforce to workplace system; RCTC fosters workforce development by improving transportation access to major employment and education centers.
<b>Population Growth</b>	Since 1976, RCTC has been responsible for connecting the County's economy as the County's population has quadrupled from 550,000 to over 2.4 million today. RCTC is sensitive to each geographic area's unique needs.
<b>Economic Impact</b>	RCTC has invested over \$4.6 billion in the County's economy thanks to Measure A and toll revenues, which has a multiplier impact in terms of jobs and economic opportunity throughout Riverside County.

<b>RESPONSIBLE PARTNER</b> <i>RCTC partners with local, regional, and state governments to deliver road and transit projects.</i>	
<b>Streets and Roads</b>	RCTC has invested over \$1.3 billion in local priorities for maintaining streets and roads and fixing potholes.
<b>Transit</b>	RCTC partners with transit operators to provide residents mobility choices, flexibility, intercity and intercounty connectivity, and access—especially during a post-pandemic recovery.
<b>Active Transportation Facilities</b>	RCTC continually improves its stations for better bicycle and pedestrian access and partners with agencies within the County to promote active transportation alternatives, including the building of regional trails and bicycle and pedestrian facilities in accordance with local general master and active transportation plans.
<b>Grants</b>	RCTC is a steward of state and federal grants to leverage Measure A dollars and improve mobility for our communities.
<b>Local Measure A Value</b>	RCTC invests Measure A dollars into projects and programs that benefit local communities throughout the County.

Staff used these core mission statements and goals to prepare this budget and develop the following short-term objectives to further guide the planning for the FY 2022/23 budget.

#### Capital Project Development and Delivery

- Continue preliminary engineering, design, right of way acquisition, and/or construction of projects included in the Western County Highway Delivery Plan, and projects to improve operations of Metrolink commuter rail service.
- Continue to support operations planning and design of projects led by other agencies.
- As lead agency for partner agency projects, closeout the I-15/Railroad Canyon Interchange project, commence preliminary engineering of the I-10/Highland Springs Avenue Interchange project, and continue environmental clearance efforts for the Santa Ana River Trail.

- Consider opportunities to implement technology-based strategies, or Smart Freeway projects, to manage traffic, reduce congestion and pollution, increase safety, and improve the quality of commutes. Commence Plans, Specifications and Estimates (PS&E) for the Smart Freeway project on I-15 in Temecula.
- Maintain and enhance communication and collaboration with the California Department of Transportation (Caltrans) to improve the Commission's ability to deliver critical projects.
- Collaborate with local jurisdictions to implement Transportation Uniform Mitigation Fee (TUMF) regional arterial program projects and facilitate the delivery of eligible arterial improvements in western Riverside County (Western County).
- Continue active engagement in state and federal efforts to streamline and modernize the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) to improve the Commission's ability to deliver critical projects.

#### Operations

- Efficiently operate express lanes and achieve high customer satisfaction through reduction in congestion, mobility improvements, and management of demand.
- Efficiently and cost effectively operate the commuter rail stations and facilities and 91/Perris Valley Line (PVL) rail corridor to ensure reliable high quality commuter rail service.
- Efficiently provide motorist assistance services so that motorists can conveniently travel and use transportation facilities as safely as possible.

#### Regional Programs

- Proactively engage state and federal legislators and agencies to advance principles identified in the adopted Legislative Platform to ensure that the Commission receives proper consideration for transportation projects and funding.
- Monitor transit trends and the associated economic, social, and public health factors that impact ridership and create barriers to transit growth.
- Subsidize reliable and cost-effective Metrolink commuter rail service to and from Riverside County; SCRRRA is the operator of Metrolink.
- Provide continued leadership in the planning and development for the Coachella Valley-San Geronio Pass Rail Corridor Service.
- Support innovative programs that provide transit assistance in hard to serve rural areas or for riders with special transit needs.
- Promote cost controls and operating efficiency for transit operators.
- Maintain effective partnerships among commuters, employers, and government to increase the efficiency of our transportation system by encouraging and promoting telework and motorized and non-motorized transportation alternatives such as vanpools.

#### Management Services

- Maintain close communication with Commissioners and educate policy makers on all issues of importance to the Commission.
- Develop and execute a communications and public engagement strategy for the purposes of education, information, and customer service.
- Maintain administrative program delivery costs below the policy threshold of 4% of Measure A revenues; the FY 2022/23 Management Services budget is 1.86% of Measure A revenues.
- Maintain administrative salaries and benefits at less than 1% of Measure A revenues; the FY 2022/23 administrative salaries and benefits is 0.73% of Measure A revenues.
- Maintain prudent cash reserves to provide some level of insulation for unplanned expenditures or economic downturns.
- Maintain current strong bond ratings with rating agencies.
- Establish and maintain revenues and reserves generated from toll operations to be available for debt service in accordance with toll supported debt agreements; maintenance, repair, rehabilitation, administration, and operations; and capital projects within the corridor.

## Linking Commission and Departmental Mission Statements

The following matrix (Table 1) illustrates the linkage of the Commission's core mission statements described in this section to the individual departmental mission statements included in each department's section.

**Table 1 – Relationship between Commission and Departmental Mission Statements**

Department	Quality of Life	Operational Excellence	Connecting the Economy	Responsible Partner
<b>Management Services</b>				
Executive Management	X	X	X	X
Administration		X		
External Affairs	X	X	X	X
Finance		X		
<b>Regional Programs</b>				
Planning and Programming	X	X	X	X
Rail Maintenance and Operations	X	X	X	X
Public and Specialized Transit	X	X	X	X
Commuter Assistance	X	X	X	X
Motorist Assistance	X	X	X	X
Regional Conservation	X	X	X	X
Capital Project Development and Delivery	X	X	X	X
Toll Operations	X	X	X	X

## Budget Overview

Total sources (Table 2) are budgeted at \$1,039,082,200, an increase of 5% over FY 2021/22 projected sources and 40% decrease over the FY 2021/22 budget. The decrease is largely as a result in the reduction in debt proceeds due to the refinancing of the 91 Express Lanes 2013 Toll Revenue Bonds and TIFIA loan pre-payment (2021 Refunding). Total sources are comprised of revenues of \$794,479,000 and transfers in of \$244,603,200. The projected fund balance at June 30, 2022 available for expenditures/expenses (excluding amounts restricted for debt service of \$11,538,600 and advances receivable of \$17,491,500) is \$1,249,295,900. Accordingly, total funding available for the FY 2022/23 budget totals \$2,288,378,100.

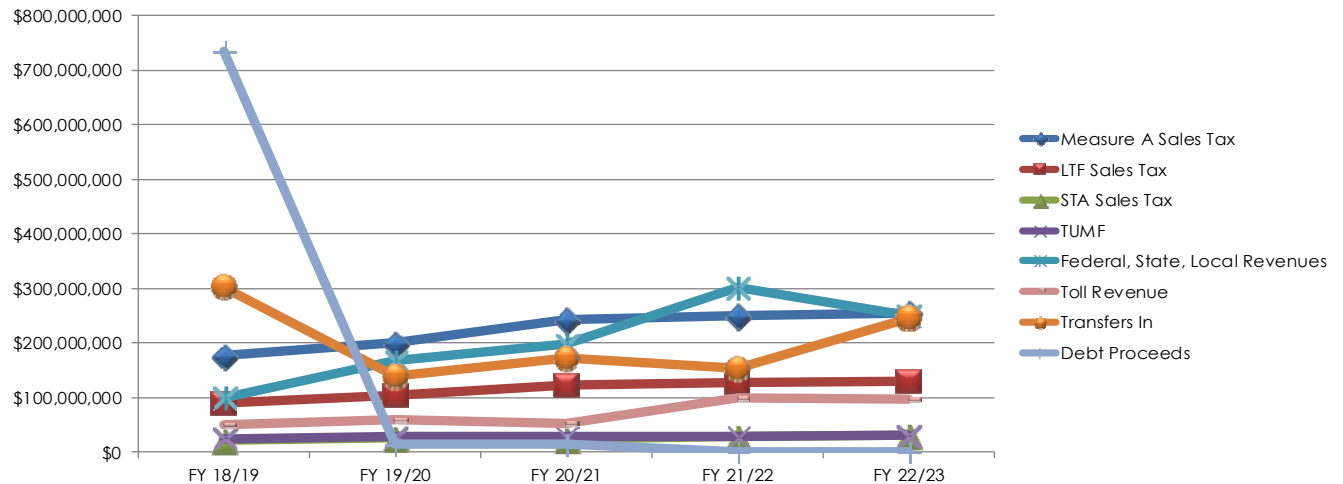
**Table 2 – Sources FY 2021-2023**

	FY 20/21 Actual	FY 21/22 Revised Budget	FY 21/22 Projected	FY 22/23 Budget	Dollar Change	Percent Change
Measure A Sales Tax	\$ 242,943,800	\$ 250,000,000	\$ 250,000,000	\$ 255,000,000	\$ 5,000,000	2%
LTF Sales Tax	123,038,700	127,000,000	127,000,000	130,000,000	3,000,000	2%
STA Sales Tax	23,576,900	23,909,100	28,465,200	30,964,600	7,055,500	30%
Intergovernmental	189,518,200	340,267,000	295,114,800	247,867,200	(92,399,800)	-27%
TUMF Revenue	28,301,500	30,000,000	30,100,000	31,000,000	1,000,000	3%
Tolls, Penalties, and Fees	51,769,400	65,123,700	98,646,900	97,771,800	32,648,100	50%
Other Revenue	6,733,900	658,600	1,403,000	707,000	48,400	7%
Investment Income	2,711,100	910,100	5,012,900	1,168,400	258,300	28%
Transfers In	173,536,200	198,692,000	153,217,400	244,603,200	45,911,200	23%
Debt Proceeds	15,661,000	685,197,000	-	-	(685,197,000)	-100%
<b>TOTAL Sources</b>	<b>\$ 857,790,700</b>	<b>\$ 1,721,757,500</b>	<b>\$ 988,960,200</b>	<b>\$ 1,039,082,200</b>	<b>\$ (682,675,300)</b>	<b>-40%</b>

Riverside County has specific competitive advantages over nearby coastal counties (Los Angeles, Orange, and San Diego), including housing that is more available and affordable as well as plentiful commercial real estate and land available for development at lower costs. Prior to the COVID-19 pandemic in early 2020, Riverside County's economy benefitted from employment gains due to the

County's ability to attract businesses with lower commercial rents and a skilled labor force. Population migration to the Inland Empire (i.e., Riverside and San Bernardino counties) occurred due to these employment opportunities and a lower cost of living compared to the coastal counties. Stability in the local labor market and housing advantages has increased economic activity and post COVID-19 pandemic recovery contributing to stable sales tax revenue growth as noted on Chart 3.

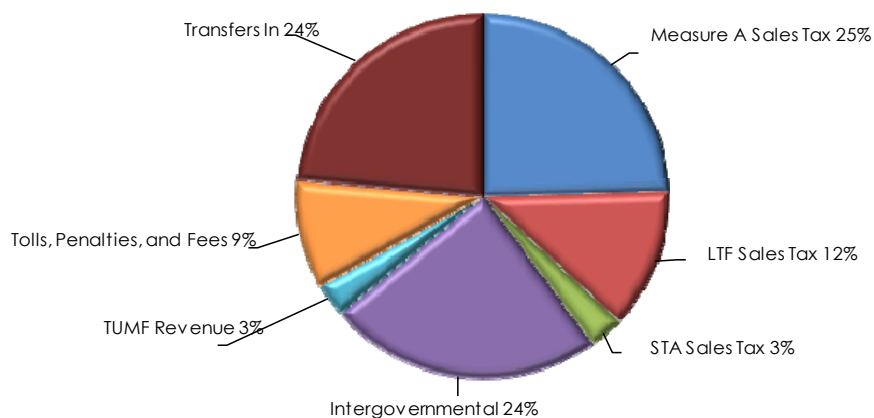
**Chart 3 – Sources: Five-Year Trend**



Regardless of the current and future economic conditions, the Commission faces formidable ongoing challenges in terms of providing needed infrastructure enhancements to support a population and an economy that has outgrown the capacity of its existing infrastructure. Fortunately, the foundation of the regional economy continues to retain many of the fundamental positive attributes that fueled its earlier growth, including more affordable real estate with proximity to coastal communities, a large pool of skilled workers, and increasing wealth and education levels.

While the Commission's primary revenues are the Measure A and LTF sales taxes, other revenues and financing sources are required to fund the Commission's programs and projects as illustrated in Chart 4. The Commission receives Measure A and LTF sales tax revenues from the California Department of Tax and Fee Administration (CDTFA), as statutorily created and authorized successor to the former California State Board of Equalization.

**Chart 4 – Sources: Major Categories**





After considering the state of the local economy, staff projects Measure A sales tax revenues of \$255,000,000 for FY 2022/23. This is a 2% change from the FY 2021/22 revised projection of \$250,000,000. Generally, the Commission reassesses its sales tax revenue projections at midyear based on the economy and revenue trends; however, the Commission anticipates more frequent reviews throughout FY 2022/23 as the post COVID-19 impacts become known along with other key economic indicators.

On behalf of the County, the Commission administers the LTF for public transportation needs, local streets and roads, and bicycle and pedestrian facilities. The majority of LTF funding received by the County and available for allocation is distributed to all public transit operators in the County. The Commission receives allocations for administration, planning, and programming in addition to funding for Western County rail operations included in the commuter rail Short Range Transit Plan (SRTP). LTF sales tax revenue is budgeted at \$130,000,000, a 2% change from the FY 2021/22 revised \$127,000,000 projection.

A statewide sales tax on motor vehicle diesel fuel generates STA funds, which the State Controller allocates by formula to the Commission for allocations to the County's public transit operators. SB 1 provides additional STA revenues, including State of Good Repair (SGR) funds for transit maintenance, rehabilitation, and capital projects. The FY 2022/23 STA/SGR allocations, based on recent State estimates, is \$30,964,600.

Intergovernmental revenues include reimbursement revenues from federal sources of \$83,605,900, state sources of \$147,821,900, and local agencies of \$16,439,400 for highway and rail capital projects, rail operations and station maintenance, commuter assistance, and motorist assistance programs as well as planning and programming activities. The decrease of 27% in FY 2022/23 compared to the FY 2021/22 budget is related to decreases in federal, state, and local agency reimbursements. Senate Bill 132 (SB 132) enacted in April 2017 provides state funding for the 15/91 Express Lanes Connector and pass-through funding to the County for the Hamner Bridge widening and to both the County and city of Corona for various grade separation projects. Other state reimbursements will fund the SR-60 Truck Lanes, 71/91 Connector, Mid County Parkway (MCP) I-215/Placentia Avenue Interchange, MCP second construction contract package, Smart Freeways, and station rehabilitation projects. Federal reimbursements provide funding for the I-15 Express Lanes–Southern Extension, I-15 Smart Corridor, SR-91 East Corridor Operations Project, 71/91 Connector, MCP second construction contract package, Smart Freeways, and station rehabilitation projects. Local reimbursements will fund the I-15 Express Lanes – Northern Extension, MCP I-215/Placentia Avenue Interchange, Santa Ana River Trail Extension, rideshare services, and regional conservation. Reimbursement revenues vary from year to year depending on project activities and funding levels.

Based on an amended Memorandum of Understanding (MOU) with the Western Riverside Council of Governments (WRCOG), the Commission receives 45.7% of TUMF revenues (as updated by the most recent Nexus study). TUMF represents fees assessed on new residential and commercial development in Western County. The Commission projects FY 2022/23 TUMF fees at \$31,000,000.

FY 2021/22 marked the fifth complete fiscal year of toll operations for the RCTC 91 Express Lanes following substantial completion of the 91 Project in March 2017. Since opening and through February 2020, the RCTC 91 Express Lanes traffic and toll revenues surpassed initial 2013 financing assumptions and an updated Riverside County 91 Express Lanes Extension Investment Grade Traffic and Revenue Study approved by the Commission in December 2018. Based on the impacts of post COVID-19 on the RCTC 91 Express Lanes, the Commission cautiously estimates FY 2022/23 toll revenues, penalties and fees of \$64,044,800 — comparable to the FY 2021/22 projected revenues of \$64,516,800.

FY 2021/22 marked the first full year of toll operations for the 15 Express Lanes following substantial completion of the I-15 Express Lanes Project and opening of the 15 Express Lanes in April 2021. For FY 2022/23, the Commission projects \$33,727,000 in toll revenues, penalties and fees for the 15 Express Lanes — comparable to the FY 2021/22 projected revenues of \$34,130,100.

Other revenue of \$707,000 includes property management generated from properties acquired in connection with various highway and rail properties.

The Commission anticipates a 28% increase in FY 2022/23 investment income from the FY 2021/22 budget due to higher cash and investment balances. The FY 2022/23 budget conservatively projects investment income at a 0.10% investment yield, no change from the prior year budget.

Transfers in of \$244,603,200 relate to the transfer of LTF funding for general administration, planning and programming, rail operations, and grade separation project allocations; approved interfund allocations for specific projects and administrative cost allocations; and debt service requirements from highway, new corridors, and regional arterial funds.

Debt proceeds decreased 100% in FY 2022/23 due to the one-time refinancing of the 91 Project toll debt with proceeds from the 2021 Refunding Bonds in FY 2021/22. Additionally, the Commission issued the final draw on the Transportation Infrastructure Finance and Innovation Act loan for the I-15 Express Lanes project.

Total uses (Table 3), including transfers out of \$244,603,200, are budgeted at \$1,148,162,700 a 36% decrease from the prior year budget amount of \$1,799,414,100. Program expenditures and transfers out totaling \$1,031,709,400 represent 90% of total budgeted uses in FY 2022/23. Program costs increased by 2% from \$1,010,081,000 in FY 2021/22 due to projects and programs identified below.

**Table 3 – Uses FY 2021-2023**

	FY 20/21	FY 21/22	FY 21/22	FY 22/23	Dollar	Percent
	Actual	Revised Budget	Projected	Budget	Change	Change
Capital Highway, Rail, and Regional Arterials	\$ 378,394,900	\$ 645,053,500	\$ 469,790,600	\$ 541,533,500	\$ (103,520,000)	-16%
Capital Local Streets and Roads	73,745,400	75,897,300	75,897,300	77,101,900	1,204,600	2%
Commuter Assistance	3,071,800	4,783,700	3,788,400	4,645,100	(138,600)	-3%
Debt Service	76,880,600	766,693,600	96,911,800	91,756,300	(674,937,300)	-88%
Management Services	17,872,900	22,639,500	20,251,800	24,697,000	2,057,500	9%
Motorist Assistance	6,452,000	9,096,600	8,443,900	9,537,100	440,500	5%
Planning and Programming	2,814,400	8,129,400	6,732,100	9,065,600	936,200	12%
Public and Specialized Transit	57,562,800	146,873,800	109,878,900	198,802,200	51,928,400	35%
Rail Maintenance and Operations	18,456,900	42,781,900	30,884,900	54,879,400	12,097,500	28%
Regional Conservation	1,721,400	5,768,200	5,530,200	10,353,700	4,585,500	79%
Toll Operations	19,342,500	71,696,600	38,491,500	125,790,900	54,094,300	75%
<b>TOTAL Uses</b>	<b>\$ 656,315,600</b>	<b>\$ 1,799,414,100</b>	<b>\$ 866,601,400</b>	<b>\$ 1,148,162,700</b>	<b>\$ (651,251,400)</b>	<b>-36%</b>

Note: Management Services includes Executive Management, Administration, External Affairs, and Finance.

Capital highway, rail, and regional arterials budgeted uses of \$541,533,500 are 16% lower compared to the FY 2021/22 budget due to significant completion on the SR-60 Truck Lanes and 91 COP; project activity on the 15/91 Express Lanes Connector, County's Hamner Bridge widening, County and various City of Corona grade separation projects, MCP I-215/Placentia Avenue Interchange; and completion and close-out activities on the I-15 Express Lanes Project.

Local streets and roads expenditures of \$77,101,900 reflect an increase of \$1,204,600 over the FY 2021/22 budget and represent the disbursements of 2009 Measure A sales tax revenues to local jurisdictions for the construction, repair, and maintenance of local streets and roads.

Commuter assistance budgeted expenditures of \$4,645,100 are 3% lower than the FY 2021/22 budget due to restructuring of rideshare/vanpool platforms.

Debt service of \$91,756,300 decreased 88% in FY 2022/23 due to the one-time refinancing of the 91 Project toll debt with proceeds from the 2021 Refunding Bonds in FY 2021/22.

Management services expenditures of \$24,697,000 increased 9% due to the addition of three Full-Time Equivalents (FTE) approved by the Commission's Executive Committee in March 2022. These positions were identified and necessary for workload management and continuance of service levels specifically for the Administration, Human Resources, and Finance departments; strengthened communication and engagement efforts; and technology equipment upgrades and maintenance.

Motorist assistance expenditures of \$9,537,100 increased 5% due to transfers out for SAFE matching funds to FSP, commuter assistance special projects, and increased towing rates in the FSP program.

Planning and programming budgeted expenditures of \$9,065,600 increased 12% due to increased projects and operation activities in connection with LTF disbursements for planning and programming, other agency projects, and special studies.

Public and specialized transit budgeted expenditures of \$198,802,200 are 35% higher than the FY 2021/22 budget due to the use of federal stimulus funds available in the prior year to help respond to COVID-19 impacts rather than traditional operating subsidies to public transit operators.

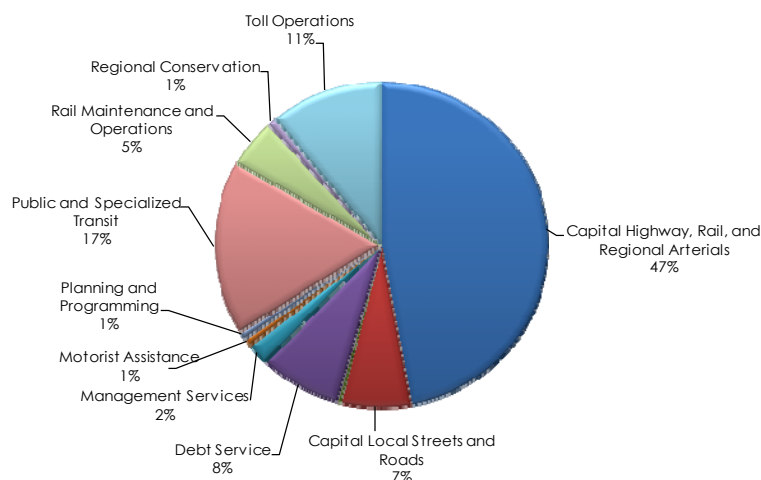
The rail maintenance and operations budgeted expenditures of \$54,879,400 are 28% higher than the FY 2021/22 budget due to the use of federal stimulus funds for COVID-19 impacts available in the prior year to fund Metrolink operations, rather than traditional operating subsidies.

Regional conservation budgeted expenditures of \$10,353,700 reflects a second full year serving as the managing agency for the RCA. FY 2022/23 reflects an increase of \$4,826,300 or 87% primarily due to the Commission's Finance department assuming the accounts payable invoice processing for the RCA. RCA will reimburse the Commission 100% of costs incurred. Additionally, the FY 2022/23 budget reflects the addition of one FTE for a Regional Conservation Deputy Director approved in March 2022 by the Commission's Executive Committee to manage RCA workload and continuance of service.

Toll operations expenses are budgeted at \$125,790,900 to manage the operations, maintenance, and capital support of the RCTC 91 Express Lanes and 15 Express Lanes and to pay interest on 91 Express Lanes toll revenue debt. The 75% increase is due to operations and maintenance on the RCTC 91 Express Lanes; required repair and rehabilitation activity on the RCTC 91 Express Lanes; 91 Express Lanes eastbound lane to McKinley Avenue project funding; and transfer of toll operations surplus revenues for the 15/91 Express Lanes Connector project.

Chart 5 is an illustration of total uses included in the FY 2022/23 budget by major categories.

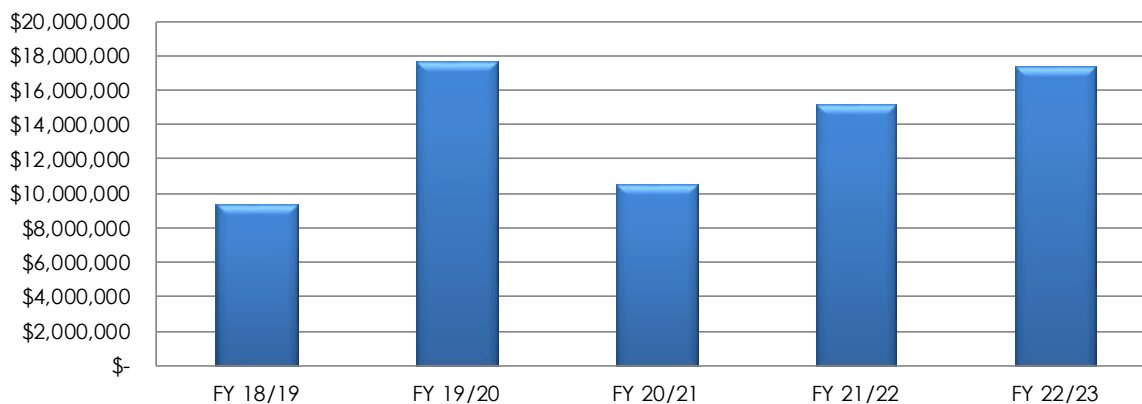
**Chart 5 – Uses: Major Categories**



## Commission Personnel

The Commission's salaries and benefits total \$17,367,100 for FY 2022/23. This represents an increase of \$1,153,900 or 7% over the FY 2021/22 budget of \$16,213,200 (Chart 6). The increase relates primarily to the addition of four staff positions – Accountant, Administrative Assistant, Human Resources Assistant, and Regional Conservation Deputy Director; reclassification of four existing positions – Administrative Services Director/Clerk of the Board, Human Resources Manager, Regional Conservation Director, and Senior Management Analyst; an increase to the Commission's contribution to employee health benefits; a 4% pool for performance merit-based salary increases; and an annual salary range cost of living adjustment. Significant variances in prior years are primarily due to the Commission's one-time disbursement to pay down the California Public Employees Retirement System (CalPERS) unfunded actuarial pension liability of \$8.6 million in FY 2019/20; six months serving as the managing agency for the RCA in FY 2020/21; and reorganization of the toll program, the addition of three new positions, and a full year serving as the managing agency for the RCA in FY 2021/22. The Commission's salary schedule for FY 2022/23 is included in Appendix B and complies with Government Code §20636 "Compensation Earnable" and California Code of Register §570.5, "Requirements for a Publicly Available Pay Schedule."

**Chart 6 – Salaries and Benefits Cost: Five-Year Comparison**



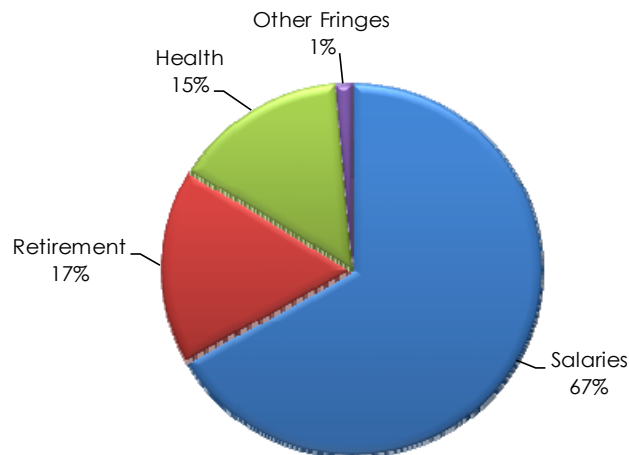
The 81 FTE positions included in the FY 2022/23 budget (Table 4) reflects an increase of four FTEs from the FY 2021/22 budget and along with an increase of 18 FTE from FY 2020/21. The 81 FTE positions include 16 regional conservation positions. Management continues its commitment with its intent for the Commission's enabling legislation requiring a lean organization. The Commission will continue providing staff the tools needed to ensure an efficient and productive work environment. However, small should not be viewed in an absolute context; it is relative to the required tasks and the demands to be met.

**Table 4 – Full-Time Equivalents by Department FY 2021—2023**

	FY 20/21	FY 21/22	FY 22/23
Executive Management	1.1	1.0	0.5
Administration	5.4	5.7	8.9
External Affairs	3.1	4.2	5.3
Finance	8.8	9.4	10.5
Planning and Programming	5.2	5.6	5.7
Rail Maintenance and Operations	4.4	4.4	4.0
Public and Specialized Transit	2.8	2.7	2.9
Commuter Assistance	1.7	1.7	1.3
Motorist Assistance	1.0	1.4	1.4
Regional Conservation	12.9	17.5	18.2
Capital Project Development and Delivery	12.4	14.5	14.9
Toll Operations	4.2	8.9	7.4
<b>TOTAL</b>	<b>63.0</b>	<b>77.0</b>	<b>81.0</b>

The Commission provides a comprehensive package of benefits to employees. The package includes health, dental, vision, life insurance, short and long-term disability, workers' compensation, tuition assistance, sick and vacation leave, retirement benefits in the form of participation in the CalPERS, postretirement health care, deferred compensation, and employee assistance program. Chart 7 illustrates the compensation components.

**Chart 7 – Personnel Salaries and Benefits**



## Department Initiatives

Staff prepared each department's budget based on key assumptions, accomplishments in FY 2021/22, major initiatives for FY 2022/23, and department goals and related objectives. Tables 5 through 16 present the key initiatives and summary of expenditures/expenses for each department. The department budgets section contains detailed discussions about each department.

## Executive Management

- Continue project development and delivery as the key Measure A priority.
- Foster growth in usage of express lanes and ensure their financial success.
- Actively monitor, assess, and manage financial implications of the COVID-19.
- Continue planning efforts to advance passenger rail service in the Coachella Valley-San Geronio Pass Corridor.
- Advocate for state and federal investments in transportation to fund needed transportation priorities in the County and stimulate the local economy.
- Maintain regional cooperation and collaboration as a significant effort consistent with the philosophy and mission of the Commission.
- Support a comprehensive social media outreach program to build awareness of the Commission and its role in the community.
- Maintain an effective mid-sized transportation agency with dedicated staff.

**Table 5 – Executive Management**

	FY 20/21 Actual	FY 21/22 Revised Budget	FY 21/22 Projected	FY 22/23 Budget	Dollar Change	Percent Change
Personnel	\$ 482,900	\$ 388,900	\$ 384,700	\$ 330,900	\$ (58,000)	-15%
Professional	142,300	300,000	113,900	300,000	-	0%
Support	64,700	91,800	62,100	96,700	4,900	5%
<b>TOTAL</b>	<b>\$ 689,900</b>	<b>\$ 780,700</b>	<b>\$ 560,700</b>	<b>\$ 727,600</b>	<b>\$ (53,100)</b>	<b>-7%</b>

## Administration

- Provide high quality support services to the Commission and to internal and external customers.
- Maintain transparency and public accessibility to Commission business during COVID-19.
- Maintain an accurate and efficient electronic records management system.
- Provide timely communications and high-quality support services to Commissioners.
- Update technology to improve internal processes and interaction with the public.
- Support and develop a motivated workforce with a framework of activities and practices that comply with employment laws and regulations.

**Table 6 – Administration**

	FY 20/21 Actual	FY 21/22 Revised Budget	FY 21/22 Projected	FY 22/23 Budget	Dollar Change	Percent Change
Personnel	\$ 714,000	\$ 881,200	\$ 715,400	\$ 1,241,400	\$ 360,200	41%
Professional	1,016,100	1,241,600	1,071,000	1,194,000	(47,600)	-4%
Support	811,600	1,350,400	1,052,400	1,425,200	74,800	6%
Capital Outlay	-	360,000	235,000	325,000	(35,000)	-10%
Debt Service	15,800	-	-	-	-	N/A
<b>TOTAL</b>	<b>\$ 2,557,500</b>	<b>\$ 3,833,200</b>	<b>\$ 3,073,800</b>	<b>\$ 4,185,600</b>	<b>\$ 352,400</b>	<b>9%</b>

## External Affairs

- Develop effective partnerships with transportation providers to communicate a unified message to Congress regarding mobility needs.
- Advocate on behalf of Riverside County's interests regarding the State's Climate Action Plan for Transportation Infrastructure.
- Advocate positions in the State Legislature and in Congress that advance the County's transportation interests.
- Continue a leadership role in formulating a countywide direction on federal transportation policies.
- Conduct a concerted outreach effort to new federal and state representatives on local transportation issues.
- Use modern technology to support a robust public communication and engagement effort focusing on accessible and transparent communication of the Commission's projects and programs.
- Engage and seek understanding of the Riverside County's community-based stakeholders to build trust and gain support to inform the decision-making process.
- Build awareness and support for the RCA and the implementation of the MSHCP.

**Table 7 – External Affairs**

	FY 20/21 Actual	FY 21/22 Revised Budget	FY 21/22 Projected	FY 22/23 Budget	Dollar Change	Percent Change
Personnel	\$ 640,000	\$ 974,600	\$ 737,200	\$ 1,318,100	\$ 343,500	35%
Professional	505,800	1,014,900	950,000	1,347,000	332,100	33%
Support	15,100	230,500	175,500	235,100	4,600	2%
Capital Outlay	-	-	-	5,000	5,000	N/A
<b>TOTAL</b>	<b>\$ 1,160,900</b>	<b>\$ 2,220,000</b>	<b>\$ 1,862,700</b>	<b>\$ 2,905,200</b>	<b>\$ 685,200</b>	<b>31%</b>

## Finance

- Proactively monitor, assess, manage, and minimize COVID-19 financial impacts on the Commission's programs and projects to the maximum extent possible.
- Continue appropriate uses of long- and short-term financing to advance the Commission's 2009 Measure A projects.
- Provide support to the RCTC 91 Express Lanes and 15 Express Lanes toll operations contractor back offices to ensure the proper accounting of toll revenues and operations and maintenance costs.
- Keep abreast of Governmental Accounting Standards Board (GASB) technical activities affecting the Commission's accounting and financial reporting activities and implement new pronouncements.

- Upgrade the Enterprise Resource Planning (ERP) system to benefit all staff in the management of accounting and project information and automation of a paperless workflow system.
- Manage a centralized procurements process in order to strengthen controls and ensure consistency in the application of procurement policies and procedures and adherence to applicable laws and regulations.
- Support outreach activities to encourage disadvantaged business enterprise (DBE) and small business enterprise (SBE) participation in various contracts.

**Table 8 – Finance**

	FY 20/21 Actual	FY 21/22 Revised Budget	FY 21/22 Projected	FY 22/23 Budget	Dollar Change	Percent Change
Personnel	\$ 1,421,800	\$ 1,706,200	\$ 1,706,200	\$ 1,973,800	\$ 267,600	16%
Professional	1,377,900	2,217,000	1,697,100	2,450,300	233,300	11%
Support	591,500	933,800	868,700	1,059,800	126,000	13%
Capital Outlay	73,300	870,000	404,000	1,313,900	443,900	51%
Transfers Out	10,015,900	10,078,600	10,078,600	10,080,800	2,200	0%
TOTAL	\$ 13,480,400	\$ 15,805,600	\$ 14,754,600	\$ 16,878,600	\$ 1,073,000	7%

### **Planning and Programming**

- Monitor funding authority and responsibility related to the State Transportation Improvement Program (STIP).
- Ensure administration and implementation of STIP/Regional Improvement Program (RIP), Active Transportation Program (ATP), and other funded projects consistent with California Transportation Commission (CTC), Caltrans, and Southern California Association of Governments (SCAG) policies.
- Continue to strategically program projects for all local agencies countywide into the Federal Transportation Improvement Program (FTIP) and obligate funds in an expeditious manner for the maximum use of all available funding, including monitoring the use of such funding to prevent from lapsing.
- Monitor all projects programmed to receive 2009 Measure A, TUMF, state, and federal funds to ensure timely delivery and prevent funds from lapsing.
- Focus on interregional concerns and maintain effective working relationships involving various multi-county transportation issues.
- Coordinate planning efforts with regional and local agencies relating to the development of Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and greenhouse gas reduction (GHG) implementation guidelines.
- Administer the Bicycle and Pedestrian Facilities Program (SB 821).
- Implement a customized database system to assist in the administration of 2009 Measure A local streets and roads and LTF SB 821 programs.

**Table 9 – Planning and Programming**

	FY 20/21 Actual	FY 21/22 Revised Budget	FY 21/22 Projected	FY 22/23 Budget	Dollar Change	Percent Change
Personnel	\$ 864,700	\$ 1,265,600	\$ 917,600	\$ 1,359,100	\$ 93,500	7%
Professional	46,300	133,000	31,000	111,500	(21,500)	-16%
Support	4,500	28,600	33,200	84,500	55,900	195%
Projects and Operations	1,578,800	5,520,200	4,555,900	5,315,500	(204,700)	-4%
Capital Outlay	29,500	340,000	352,400	200,000	(140,000)	-41%
Transfers Out	290,600	842,000	842,000	1,995,000	1,153,000	137%
TOTAL	\$ 2,814,400	\$ 8,129,400	\$ 6,732,100	\$ 9,065,600	\$ 936,200	12%

### **Rail Maintenance and Operations**

- As a member of the SCRRA, continue active participation in the governance and operations of the Metrolink commuter rail system.
- Continue the planning and implementation of capital improvements at the commuter rail stations in the County, including security and rehabilitation projects and meeting parking requirements.
- Continue to support and evaluate activities related to the PVL service, such as promoting ridership especially for weekend service.
- Establish the best approach to build, maintain, and operate cost effective and environmentally sustainable facilities that meet the public's transportation needs.



- Lead the service development process and actively coordinate with all stakeholders along the Coachella Valley-San Geronio Pass Corridor for intercity passenger rail service.
- Advance the next generation rail feasibility study to evaluate future growth opportunities for passenger rail in the County.

**Table 10 – Rail Maintenance and Operations**

	FY 20/21 Actual	FY 21/22 Revised Budget	FY 21/22 Projected	FY 22/23 Budget	Dollar Change	Percent Change
Personnel	\$ 679,600	\$ 930,300	\$ 930,300	\$ 844,600	\$ (85,700)	-9%
Professional	1,032,000	2,231,900	1,912,600	1,065,300	(1,166,600)	-52%
Support	2,287,800	3,630,400	2,414,600	2,844,400	(786,000)	-22%
Projects and Operations	13,860,200	33,213,700	23,412,500	47,421,700	14,208,000	43%
Capital Outlay	167,900	1,867,700	1,307,100	1,680,000	(187,700)	-10%
Transfers Out	429,400	907,900	907,800	1,023,400	115,500	13%
<b>TOTAL</b>	<b>\$ 18,456,900</b>	<b>\$ 42,781,900</b>	<b>\$ 30,884,900</b>	<b>\$ 54,879,400</b>	<b>\$ 12,097,500</b>	<b>28%</b>

## **Public and Specialized Transit**

- Coordinate the operation of all public transportation services, especially for disadvantaged communities and essential workers, within the County by promoting program efficiency between transit operators.
- Monitor and coordinate federal stimulus (CARES Act, Coronavirus Response and Relief Supplemental Appropriations Act, and American Rescue Plan Act of 2021) allocations for COVID-19-related service impacts with transit operators, with an emphasis on recovery.
- Monitor and coordinate state and federal regulations for operating and/or capital impacts with transit operators.
- Continue public transit operator oversight and fiduciary responsibilities to ensure completion of annual fiscal audits and state triennial performance audits in accordance with TDA regulations.
- Support innovative programs that provide transit assistance in hard to serve rural areas or for riders having very special transit needs and monitor funding of these programs.
- Continue long-range planning activities to ensure that anticipated revenues are in line with projected levels of service by transit operators.

**Table 11 – Public and Specialized Transit**

	FY 20/21 Actual	FY 21/22 Revised Budget	FY 21/22 Projected	FY 22/23 Budget	Dollar Change	Percent Change
Personnel	\$ 494,100	\$ 547,700	\$ 471,900	\$ 593,000	\$ 45,300	8%
Professional	255,100	1,179,700	237,700	949,900	(229,800)	-19%
Support	69,600	115,600	93,500	111,600	(4,000)	-3%
Projects and Operations	39,668,100	124,531,400	91,674,700	165,663,400	41,132,000	33%
Transfers Out	17,075,900	20,499,400	17,401,100	31,484,300	10,984,900	54%
<b>TOTAL</b>	<b>\$ 57,562,800</b>	<b>\$ 146,873,800</b>	<b>\$ 109,878,900</b>	<b>\$ 198,802,200</b>	<b>\$ 51,928,400</b>	<b>35%</b>

## **Commuter Assistance**

- Operate a cost-effective Transportation Demand Management (TDM) program within the County that results in a reduction of single occupant vehicles, vehicle miles traveled, and emissions.
- Transition from a locally provisioned Inland Empire-based rideshare and vanpool system to a regional platform/database.
- Maintain and grow employer partnerships through value-added services and tools for rideshare and telework programs.
- Continue to pilot expanding Commuter Assistance services and incentives to the Coachella Valley to stimulate countywide employer and TDM participation.
- Maintain the long-term partnership with San Bernardino County Transportation Authority (SBCTA) to manage and implement a “sister” commuter assistance program for residents and employers in San Bernardino County; release a request for proposals for the Commission and SBCTA’s next evolution of the region’s TDM program.
- Optimize Park and ride facilities to support shared-ride arrangements and facilitate transit connections.



**Table 12 – Commuter Assistance**

	FY 20/21 Actual	FY 21/22 Revised Budget	FY 21/22 Projected	FY 22/23 Budget	Dollar Change	Percent Change
Personnel	\$ 324,600	\$ 319,400	\$ 260,100	\$ 269,200	\$ (50,200)	-16%
Professional	255,900	509,200	357,700	369,700	(139,500)	-27%
Support	2,300	57,900	30,200	59,900	2,000	3%
Projects and Operations	2,301,000	3,600,600	2,898,800	3,686,600	86,000	2%
Transfers Out	188,000	296,600	241,600	259,700	(36,900)	-12%
<b>TOTAL</b>	<b>\$ 3,071,800</b>	<b>\$ 4,783,700</b>	<b>\$ 3,788,400</b>	<b>\$ 4,645,100</b>	<b>\$ (138,600)</b>	<b>-3%</b>

## Motorist Assistance

- Maintain a high benefit-to-cost ratio related to the performance of the FSP program.
- Support regional mobility by providing 24/7 access to real-time traffic information, transportation options, and services.
- Enhance highway safety and reduce congestion by providing a roving motorist assistance service that patrols designated urban freeways and assists stranded or disabled vehicles.
- Continue to pilot focused effort that expands access to transportation demand management services and incentives to eastern Riverside County constituents.

**Table 13 – Motorist Assistance**

	FY 20/21 Actual	FY 21/22 Revised Budget	FY 21/22 Projected	FY 22/23 Budget	Dollar Change	Percent Change
Personnel	\$ 134,800	\$ 223,500	\$ 199,100	\$ 253,900	\$ 30,400	14%
Professional	282,000	535,300	449,000	205,500	(329,800)	-62%
Support	114,000	203,600	181,600	186,000	(17,600)	-9%
Projects and Operations	3,765,700	5,227,000	4,707,000	5,459,500	232,500	4%
Transfers Out	2,155,500	2,907,200	2,907,200	3,432,200	525,000	18%
<b>TOTAL</b>	<b>\$ 6,452,000</b>	<b>\$ 9,096,600</b>	<b>\$ 8,443,900</b>	<b>\$ 9,537,100</b>	<b>\$ 440,500</b>	<b>5%</b>

## Regional Conservation

- Maintain commitment to protecting sensitive habitat and ensuring open space is a key component in enhancing the quality of life for local residents.
- Enhance communications to stakeholders, members of the public, and elected officials to be transparent about the RCA's conservation efforts, funding, and collaboration opportunities.
- Build upon relationships with local, state, and federal agencies to manage lands purchased or controlled by the RCA.

**Table 14 – Regional Conservation**

	FY 20/21 Actual	FY 21/22 Revised Budget	FY 21/22 Projected	FY 22/23 Budget	Dollar Change	Percent Change
Personnel	\$ 1,176,200	\$ 3,550,100	\$ 3,550,100	\$ 3,660,800	\$ 110,700	3%
Professional	48,600	243,900	158,300	3,614,100	3,370,200	1382%
Support	8,100	60,300	7,900	369,800	309,500	513%
Projects and Operations	124,300	500,000	400,000	839,600	339,600	68%
Transfers Out	364,200	1,413,900	1,413,900	1,869,400	455,500	32%
<b>TOTAL</b>	<b>\$ 1,721,400</b>	<b>\$ 5,768,200</b>	<b>\$ 5,530,200</b>	<b>\$ 10,353,700</b>	<b>\$ 4,585,500</b>	<b>79%</b>

## Capital Project Development and Delivery

- Continue project work on the 91 COP, I-15 Express Lanes–Southern Extension, 15/91 Express Lanes Connector, I-15 Corridor Operations Project (15 COP), MCP I-215/Placentia Avenue Interchange, MCP second construction contract package, 71/91 Connector, SR-60 Truck Lanes, and Smart Freeway projects included in the Western County Delivery Plan as well as projects on behalf of other agencies, including the I-15/Railroad Canyon Interchange, I-10/Highland Springs Road Interchange, and Santa Ana River Trail.
- Continue design and operations planning of the 15/91 Express Lanes Connector, 91 Express Lanes eastbound lane to McKinley Avenue, and design and development led by other agencies related to the 241/91 Express Lanes Connector and I-15 Express Lanes–Northern Extension.

- Provide 2009 Measure A funding to the incorporated cities and the County for local streets and roads maintenance, repair, and construction and to the Coachella Valley Association of Governments (CVAG) for highways and regional arterials.
- Provide TUMF regional arterial funding and support to local jurisdictions for regional arterial project engineering, right of way acquisition, and construction.
- Maintain a right of way acquisition and management program in support of capital projects and in the most cost-effective manner within project schedules, while adhering to federal and state regulations.
- Maintain and manage the access, use, safety, and security of Commission-owned properties including commuter rail stations, properties in acquisition process, and income-generating properties.
- Develop strategies to implement alternative financing structures including public express lanes.

**Table 15 – Capital Project Development and Delivery**

	FY 20/21 Actual	FY 21/22 Revised Budget	FY 21/22 Projected	FY 22/23 Budget	Dollar Change	Percent Change
Personnel	\$ 2,796,300	\$ 3,569,800	\$ 3,558,000	\$ 3,839,300	\$ 269,500	8%
Professional	2,285,400	4,683,300	2,698,500	2,765,400	(1,917,900)	-41%
Support	1,414,800	1,174,000	378,000	1,496,600	322,600	27%
Projects and Operations	305,958,100	565,724,000	423,679,600	489,915,700	(75,808,300)	-13%
Capital Outlay	4,552,900	4,482,000	2,950,000	2,700,000	(1,782,000)	-40%
Debt Service	69,744,900	70,037,700	69,594,300	69,555,300	(482,400)	-1%
Transfers Out	135,132,800	141,317,700	112,423,800	117,918,400	(23,399,300)	-17%
<b>TOTAL</b>	<b>\$ 521,885,200</b>	<b>\$ 790,988,500</b>	<b>\$ 615,282,200</b>	<b>\$ 688,190,700</b>	<b>\$ (102,797,800)</b>	<b>-13%</b>

## Toll Operations

- Manage the operations of the RCTC 91 Express Lanes and 15 Express Lanes adhering to the Commission's Express Lanes toll policies.
- Manage toll operations using investment grade traffic and revenue studies and cost estimate assumptions specific to each express lane facility.
- Provide timely and effective reporting of toll operation metrics including revenue, transactions, carpool usage, and performance indicators.
- Support the design-build activities related to the 15/91 Express Lanes Connector and 91 Express Lanes eastbound lane to McKinley Avenue; and the design and development led by other agencies related to the 241/91 Express Lanes Connector and I-15 Express Lanes–Northern Extension.
- Participate in the California Toll Operators Committee (CTOC) to advance regional and statewide tolling initiatives, technology, interoperability, and coordination among California toll agencies.

**Table 16 – Toll Operations**

	FY 20/21 Actual	FY 21/22 Revised Budget	FY 21/22 Projected	FY 22/23 Budget	Dollar Change	Percent Change
Personnel	\$ 816,400	\$ 1,855,900	\$ 1,710,900	\$ 1,683,000	\$ (172,900)	-9%
Professional	1,419,900	5,327,000	2,423,200	3,611,000	(1,716,000)	-32%
Support and Maintenance	3,438,300	8,775,500	5,152,300	9,895,400	1,119,900	13%
Projects and Operations	11,309,500	35,129,500	22,159,900	33,936,500	(1,193,000)	-3%
Capital Outlay	-	180,000	43,800	125,000	(55,000)	-31%
Debt Service	7,119,900	696,655,900	27,317,500	22,201,000	(674,454,900)	-97%
Transfers Out	2,358,400	20,428,700	7,001,400	76,540,000	56,111,300	275%
<b>TOTAL</b>	<b>\$ 26,462,400</b>	<b>\$ 768,352,500</b>	<b>\$ 65,809,000</b>	<b>\$ 147,991,900</b>	<b>\$ (620,360,600)</b>	<b>-81%</b>

## Fund Balances

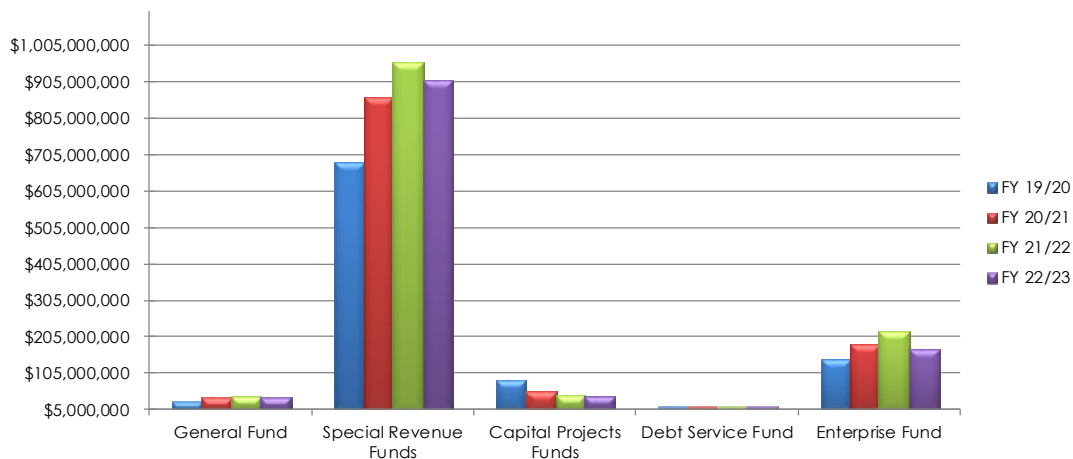
The projected total fund balance as of June 30, 2022 is \$1,278,326,000. The Commission expects the FY 2022/23 budgeted activities to result in an \$109,080,500 decrease of total fund balance at June 30, 2023 to \$1,169,245,500. The primary cause of the decrease is project activities in FY 2022/23 related to the 15/91 Express Lanes Connector, 15 COP, 91 COP, SR-60 Truck Lanes completion, MCP projects, I-15/Railroad Canyon Interchange, close-out activity on the 91 Project, rail station rehabilitation and maintenance, Western County Measure A and TUMF regional arterial projects, and public transit allocations. Table 17 presents the components of the projected fund balance by program at June 30, 2023.

**Table 17 – Projected Fund Balances by Fund Type and Program at June 30, 2023**

	Measure A Sales Tax				
	Western County	Coachella Valley	Palo Verde	Other	Total
<i>Restricted:</i>					
Bond Financing	\$ 28,849,300	\$ -	\$ -	\$ -	\$ 28,849,300
Commuter Assistance	19,418,400	-	-	-	19,418,400
Debt Service	-	-	-	11,550,100	11,550,100
Economic Development	9,396,600	-	-	-	9,396,600
Highways	96,183,800	66,546,900	-	41,754,200	204,484,900
Local Streets and Roads	900	300	-	-	1,200
New Corridors	63,243,600	-	-	-	63,243,600
Planning and Programming	-	-	-	2,186,100	2,186,100
Public and Specialized Transit	13,274,900	767,900	-	372,578,700	386,621,500
Rail	46,550,400	-	-	28,428,400	74,978,800
CETAP	-	-	-	74,523,400	74,523,400
Regional Conservation	-	-	-	200	200
Regional Arterials	73,107,900	-	-	33,198,600	106,306,500
Motorist Assistance	-	-	-	9,702,000	9,702,000
Toll Operations	-	-	-	171,605,000	171,605,000
<i>Assigned:</i>					
Management Services	-	-	-	6,377,900	6,377,900
<b>TOTAL Fund Balance</b>	<b>\$ 350,025,800</b>	<b>\$ 67,315,100</b>	<b>\$ -</b>	<b>\$ 751,904,600</b>	<b>\$ 1,169,245,500</b>

Chart 8 illustrates the actual and projected trends in fund balances for each governmental and enterprise fund type from FY 2019/20 through FY 2022/23.

**Chart 8 – Projected Fund Balance Trends by Fund Type FY 2020 – 2023**



## Budget Summary

The overall budget for FY 2022/23 is presented in Table 18 by summarized line items, Table 19 by operating and capital classifications, and Table 20 by fund type. Highway, regional arterial, rail, and regional conservation program projects expenditures are summarized in Table 21.

**Table 18 – Budget Comparative by Summarized Line Item FY 2021—2023**

	FY 20/21 Actual	FY 21/22 Revised Budget	FY 21/22 Projected	FY 22/23 Budget	Dollar Change	Percent Change
<b>Revenues</b>						
Measure A Sales Tax	\$ 242,943,800	\$ 250,000,000	\$ 250,000,000	\$ 255,000,000	\$ 5,000,000	2%
LTF Sales Tax	123,038,700	127,000,000	127,000,000	130,000,000	3,000,000	2%
STA Sales Tax	23,576,900	23,909,100	28,465,200	30,964,600	7,055,500	30%
Federal Reimbursements	60,679,800	107,438,700	68,130,000	83,605,900	(23,832,800)	-22%
State Reimbursements	115,962,800	210,931,000	212,859,800	147,821,900	(63,109,100)	-30%
Local Reimbursements	12,875,600	21,656,500	14,125,000	16,439,400	(5,217,100)	-24%
TUMF Revenue	28,301,500	30,000,000	30,100,000	31,000,000	1,000,000	3%
Tolls, Penalties, and Fees	51,769,400	65,123,700	98,646,900	97,771,800	32,648,100	50%
Other Revenue	6,733,900	658,600	1,403,000	707,000	48,400	7%
Investment Income	2,711,100	910,100	5,012,900	1,168,400	258,300	28%
<b>TOTAL Revenues</b>	<b>668,593,500</b>	<b>837,627,700</b>	<b>835,742,800</b>	<b>794,479,000</b>	<b>(43,148,700)</b>	<b>-5%</b>
<b>Expenditures/Expenses</b>						
Personnel Salaries and Benefits	10,545,400	16,213,200	15,141,500	17,367,100	1,153,900	7%
Professional and Support						
Professional Services	8,667,300	19,616,800	12,100,000	17,983,700	(1,633,100)	-8%
Support Costs	8,822,300	16,652,400	10,450,000	17,865,000	1,212,600	7%
<b>TOTAL Professional and Support Costs</b>	<b>17,489,600</b>	<b>36,269,200</b>	<b>22,550,000</b>	<b>35,848,700</b>	<b>(420,500)</b>	<b>-1%</b>
Projects and Operations						
Program Operations	24,449,100	41,108,600	32,059,200	38,950,700	(2,157,900)	-5%
Engineering	18,315,900	27,562,300	16,064,500	29,503,200	1,940,900	7%
Construction	115,376,900	271,061,600	174,120,000	223,273,900	(47,787,700)	-18%
Design Build	61,861,100	96,159,000	75,635,500	82,493,500	(13,665,500)	-14%
Right of Way/Land	19,539,300	69,467,200	53,560,500	57,471,000	(11,996,200)	-17%
Operating and Capital Disbursements	52,159,900	155,885,400	114,971,200	211,200,900	55,315,500	35%
Special Studies	181,700	2,021,000	1,180,200	2,243,400	222,400	11%
Local Streets and Roads	73,745,400	75,897,300	75,897,300	77,101,900	1,204,600	2%
Regional Arterials	12,936,400	34,284,000	30,000,000	30,000,000	(4,284,000)	-12%
<b>TOTAL Projects and Operations</b>	<b>378,565,700</b>	<b>773,446,400</b>	<b>573,488,400</b>	<b>752,238,500</b>	<b>(21,207,900)</b>	<b>-3%</b>
Debt Service						
Principal Payments	28,505,100	555,986,600	29,995,000	31,405,000	(524,581,600)	-94%
Interest Payments	48,375,500	60,335,600	56,400,100	60,351,300	15,700	0%
Cost of Issuance	-	2,883,400	3,783,000	-	(2,883,400)	-100%
<b>TOTAL Debt Service</b>	<b>76,880,600</b>	<b>619,205,600</b>	<b>90,178,100</b>	<b>91,756,300</b>	<b>(527,449,300)</b>	<b>-85%</b>
Capital Outlay	4,823,600	8,099,700	5,292,300	6,348,900	(1,750,800)	-22%
<b>TOTAL Expenditures/Expenses</b>	<b>488,304,900</b>	<b>1,453,234,100</b>	<b>706,650,300</b>	<b>903,559,500</b>	<b>(549,674,600)</b>	<b>-38%</b>
<b>Excess (deficiency) of Revenues over (under) Expenditures/Expenses</b>	<b>180,288,600</b>	<b>(615,606,400)</b>	<b>129,092,500</b>	<b>(109,080,500)</b>	<b>506,525,900</b>	<b>-82%</b>
<b>Other Financing Sources (Uses)</b>						
Transfers In	173,536,200	198,692,000	153,217,400	244,603,200	45,911,200	23%
Transfers Out	(168,010,700)	(198,692,000)	(153,217,400)	(244,603,200)	(45,911,200)	23%
Debt Proceeds	-	638,300,000	-	-	(638,300,000)	-100%
TIFIA Loan Proceeds	15,661,000	6,919,000	-	-	(6,919,000)	-100%
Bond Premium	-	39,978,000	-	-	(39,978,000)	-100%
Payment to Escrow Agent	-	(147,488,000)	(6,733,700)	-	147,488,000	-100%
<b>Net Financing Sources (Uses)</b>	<b>21,186,500</b>	<b>537,709,000</b>	<b>(6,733,700)</b>	<b>-</b>	<b>(537,709,000)</b>	<b>-100%</b>
<b>Excess (deficiency) of Revenues over (under) Expenditures/Expenses and Other Financing Sources (Uses)</b>	<b>201,475,100</b>	<b>(77,897,400)</b>	<b>122,358,800</b>	<b>(109,080,500)</b>	<b>(31,183,100)</b>	<b>40%</b>
Beginning Fund Balance	954,492,100	1,155,967,200	1,155,967,200	1,278,326,000	122,358,800	11%
<b>ENDING FUND BALANCE</b>	<b>\$ 1,155,967,200</b>	<b>\$ 1,078,069,800</b>	<b>\$ 1,278,326,000</b>	<b>\$ 1,169,245,500</b>	<b>\$ 91,175,700</b>	<b>8%</b>

**Table 19 – Operating and Capital Budget FY 2022/23**

	FY 22/23 Operating Budget	FY 22/23 Capital Budget	FY 22/23 TOTAL Budget
Revenues			
Measure A Sales Tax	\$ 35,152,000	\$ 219,848,000	\$ 255,000,000
LTF Sales Tax	130,000,000	-	130,000,000
STA Sales Tax	30,964,600	-	30,964,600
Federal Reimbursements	19,643,800	63,962,100	83,605,900
State Reimbursements	8,739,400	139,082,500	147,821,900
Local Reimbursements	12,654,800	3,784,600	16,439,400
TUMF Revenue	-	31,000,000	31,000,000
Tolls, Penalties, and Fees	-	97,771,800	97,771,800
Other Revenue	-	707,000	707,000
Investment Income	481,500	686,900	1,168,400
TOTAL Revenues	237,636,100	556,842,900	794,479,000
Expenditures/Expenses			
Personnel Salaries and Benefits	11,703,600	5,663,500	17,367,100
Professional and Support			
Professional Services	11,599,800	6,383,900	17,983,700
Support Costs	6,473,000	11,392,000	17,865,000
TOTAL Professional and Support Costs	18,072,800	17,775,900	35,848,700
Projects and Operations			
Program Operations	13,157,400	25,793,300	38,950,700
Engineering	-	29,503,200	29,503,200
Construction	-	223,273,900	223,273,900
Design Build	-	82,493,500	82,493,500
Right of Way and Land	945,000	56,526,000	57,471,000
Operating and Capital Disbursements	210,213,400	987,500	211,200,900
Special Studies	2,143,400	100,000	2,243,400
Local Streets and Roads	-	77,101,900	77,101,900
Regional Arterials	-	30,000,000	30,000,000
TOTAL Projects and Operations	226,459,200	525,779,300	752,238,500
Debt Service			
Principal Payments	-	31,405,000	31,405,000
Interest Payments	-	60,351,300	60,351,300
TOTAL Debt Service	-	91,756,300	91,756,300
Capital Outlay	3,523,900	2,825,000	6,348,900
TOTAL Expenditures/Expenses	259,759,500	643,800,000	903,559,500
Excess (deficiency) of Revenues over (under) Expenditures/Expenses	(22,123,400)	(86,957,100)	(109,080,500)
Other Financing Sources (Uses)			
Transfers In	46,786,800	197,816,400	244,603,200
Transfers Out	(50,144,800)	(194,458,400)	(244,603,200)
Net Financing Sources (Uses)	(3,358,000)	3,358,000	-
Excess (deficiency) of Revenues over (under) Expenditures/Expenses and Other Financing Sources (Uses)	(25,481,400)	(83,599,100)	(109,080,500)
Beginning Fund Balance	499,886,200	778,439,800	1,278,326,000
ENDING FUND BALANCE	\$ 474,404,800	\$ 694,840,700	\$ 1,169,245,500

**Table 20 – Budget by Fund Type FY 2022/23**

	General Fund	Special Revenue	Capital Projects	Debt Service	Enterprise	FY 22/23 TOTAL Budget
<b>Revenues</b>						
Measure A Sales Tax	\$ -	\$ 255,000,000	\$ -	\$ -	\$ -	\$ 255,000,000
LTF Sales Tax	-	130,000,000	-	-	-	130,000,000
STA Sales Tax	-	30,964,600	-	-	-	30,964,600
Federal Reimbursements	19,442,400	61,351,400	-	2,812,100	-	83,605,900
State Reimbursements	3,167,200	144,654,700	-	-	-	147,821,900
Local Reimbursements	1,000	16,438,400	-	-	-	16,439,400
TUMF Revenue	-	31,000,000	-	-	-	31,000,000
Tolls, Penalties, and Fees	-	-	-	-	97,771,800	97,771,800
Other Revenue	-	607,000	-	-	100,000	707,000
Investment Income	36,400	907,400	41,700	11,500	171,400	1,168,400
<b>TOTAL Revenues</b>	<b>22,647,000</b>	<b>670,923,500</b>	<b>41,700</b>	<b>2,823,600</b>	<b>98,043,200</b>	<b>794,479,000</b>
<b>Expenditures/Expenses</b>						
Personnel Salaries and Benefits	7,030,700	8,653,400	-	-	1,683,000	17,367,100
Professional and Support						
Professional Services	6,017,800	8,354,900	-	-	3,611,000	17,983,700
Support Costs	3,252,100	4,717,500	-	-	9,895,400	17,865,000
<b>TOTAL Professional and Support Costs</b>	<b>9,269,900</b>	<b>13,072,400</b>	<b>-</b>	<b>-</b>	<b>13,506,400</b>	<b>35,848,700</b>
Projects and Operations						
Program Operations	-	20,153,700	-	-	18,797,000	38,950,700
Engineering	-	29,503,200	-	-	-	29,503,200
Construction	-	213,517,900	-	-	9,756,000	223,273,900
Design Build	-	77,110,000	-	-	5,383,500	82,493,500
Right of Way/Land	-	57,471,000	-	-	-	57,471,000
Operating and Capital Disbursements	45,050,000	166,150,900	-	-	-	211,200,900
Special Studies	2,143,400	100,000	-	-	-	2,243,400
Local Streets and Roads	-	77,101,900	-	-	-	77,101,900
Regional Arterials	-	30,000,000	-	-	-	30,000,000
<b>TOTAL Projects and Operations</b>	<b>47,193,400</b>	<b>671,108,600</b>	<b>-</b>	<b>-</b>	<b>33,936,500</b>	<b>752,238,500</b>
Debt Service						
Principal Payments	-	-	-	31,405,000	-	31,405,000
Interest Payments	-	-	-	38,150,300	22,201,000	60,351,300
<b>TOTAL Debt Service</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>69,555,300</b>	<b>22,201,000</b>	<b>91,756,300</b>
Capital Outlay	3,343,900	2,880,000	-	-	125,000	6,348,900
<b>TOTAL Expenditures/Expenses</b>	<b>66,837,900</b>	<b>695,714,400</b>	<b>-</b>	<b>69,555,300</b>	<b>71,451,900</b>	<b>903,559,500</b>
Excess (deficiency) of Revenues over (under) Expenditures/Expenses	(44,190,900)	(24,790,900)	41,700	(66,731,700)	26,591,300	(109,080,500)
Other Financing Sources (Uses)						
Transfers In	43,220,600	131,827,300	-	69,555,300	-	244,603,200
Transfers Out	(2,990,800)	(159,223,400)	(3,036,900)	(2,812,100)	(76,540,000)	(244,603,200)
<b>Net Financing Sources (Uses)</b>	<b>40,229,800</b>	<b>(27,396,100)</b>	<b>(3,036,900)</b>	<b>66,743,200</b>	<b>(76,540,000)</b>	<b>-</b>
Excess (deficiency) of Revenues over (under) Expenditures/Expenses and Other Financing Sources (Uses)	(3,961,100)	(52,187,000)	(2,995,200)	11,500	(49,948,700)	(109,080,500)
Beginning Fund Balance	40,030,200	960,454,100	44,749,400	11,538,600	221,553,700	1,278,326,000
<b>ENDING FUND BALANCE</b>	<b>\$ 36,069,100</b>	<b>\$ 908,267,100</b>	<b>\$ 41,754,200</b>	<b>\$ 11,550,100</b>	<b>\$ 171,605,000</b>	<b>\$ 1,169,245,500</b>

**Table 21 – Highway, Regional Arterial, Rail, and Regional Conservation Program Projects FY 2022/23**

Description	
HIGHWAY ENGINEERING	
15 COP	\$ 3,700,000
15 Interim COP	250,000
71/91 Connector	580,000
91 COP eastbound	1,000,000
Grade separation projects	850,000
I-15 Express Lanes—Southern Extension	6,000,000
I-15 Smart Corridor	1,060,200
I-15 Express Lanes - Ingress/Egress	1,000,000
Mid County Parkway (MCP)	50,000
MCP I-215/Placentia Avenue Interchange	100,000
MCP Sweeney mitigation	10,000
MCP second construction package	5,000,000
Riverside County-Santa Ana River Trail Extension <i>(details presented in Section 3.2 Planning and Programming)</i>	1,710,000
SR-91 corridor operations project	10,000
SR-74 corridor — Ethanac Road	968,000
SR-79 realignment	200,000
SR-60 Truck Lanes	10,000
Smart Freeways	1,400,000
SUBTOTAL HIGHWAY ENGINEERING	23,898,200
REGIONAL ARTERIAL ENGINEERING	
I-15/Railroad Canyon Interchange	300,000
I-10/Highland Springs Avenue Interchange	1,000,000
Various Western County MARA and TUMF regional arterial projects	2,210,000
SUBTOTAL REGIONAL ARTERIAL ENGINEERING	3,510,000
RAIL ENGINEERING	
Moreno Valley - March Field station upgrade	275,000
Riverside layover facility	115,000
Riverside Downtown station track and platform	1,705,000
SUBTOTAL RAIL ENGINEERING	2,095,000
<b>TOTAL HIGHWAY, REGIONAL ARTERIAL, AND RAIL ENGINEERING</b>	<b>\$ 29,503,200</b>
HIGHWAY CONSTRUCTION	
15/91 Express Lanes Connector	\$ 4,177,000
15 Interim COP	1,250,000
71/91 Connector	46,500,000
91 COP	1,700,000
91 Project	1,464,500
91 Express Lanes <i>(details presented in Section 3.4 Toll Operations)</i>	9,756,000
Hamner Bridge widening	22,773,000
I-15 Express Lanes	2,500,000
I-15 Express Lanes - Northern Extension	50,000
Jurupa Avenue grade separation	35,839,000
MCP I-215/Placentia Avenue Interchange	8,250,000
McKinley Avenue grade separation	34,435,000
Pachappa Underpass	2,000
SR-60 Truck Lanes	2,650,000
Smart Freeways	10,300,000
General <i>(details presented in Section 3.3 Capital Projects)</i>	3,698,400
SUBTOTAL HIGHWAY CONSTRUCTION	185,344,900
REGIONAL ARTERIAL CONSTRUCTION	
I-15/Railroad Canyon Interchange	1,050,000
Various Western County MARA and TUMF regional arterial projects	22,074,000
SUBTOTAL REGIONAL ARTERIAL CONSTRUCTION	23,124,000
RAIL CONSTRUCTION	
Moreno Valley - March Field station upgrade	14,800,000
Riverside layover facility	5,000
SUBTOTAL RAIL CONSTRUCTION	14,805,000
<b>TOTAL HIGHWAY, REGIONAL ARTERIAL, AND RAIL CONSTRUCTION</b>	<b>\$ 223,273,900</b>

**Table 21 - Highway, Regional Arterial, Rail, and Regional Conservation Program Projects, continued**

Description	
<b>HIGHWAY DESIGN BUILD</b>	
15/91 Express Lanes Connector	\$ 75,851,000
91 Express Lanes <i>(details presented in Section 3.4 Toll Operations)</i>	2,631,800
91 Express Lanes eastbound lane to McKinley Avenue <i>(details presented in Section 3.4 Toll Operations)</i>	2,651,700
91 Project	460,000
I-15 Express Lanes	299,000
I-15 Express Lanes - Northern Extension	500,000
SR-91/241 Connector <i>(details presented in Section 3.4 Toll Operations)</i>	100,000
<b>TOTAL HIGHWAY DESIGN BUILD</b>	<b>\$ 82,493,500</b>
<b>HIGHWAY RIGHT OF WAY AND LAND</b>	
15/91 Express Lanes connector	\$ 95,000
60/215 East Junction high occupancy vehicle (HOV) lane connectors	50,000
71/91 Connector	1,850,000
91 Project	13,146,000
I-15 Express Lanes	100,000
I-15/Limonite interchange	1,228,000
Jurupa Avenue grade separation	2,000,000
McKinley Avenue grade separation	2,387,000
MCP	110,000
MCP I-215/Placentia Avenue Interchange	15,850,000
MCP Sweeney mitigation	3,000,000
Riverside County-Santa Ana River Trail Extension <i>(details presented in Section 3.2 Planning and Programming)</i>	295,000
SR-60 Truck Lanes	600,000
SR-91 HOV lanes/Adams Street to 60/91/215 interchange	30,000
General <i>(details presented in Section 3.3 Capital Projects)</i>	2,402,500
<b>SUBTOTAL HIGHWAY RIGHT OF WAY AND LAND</b>	<b>43,143,500</b>
<b>REGIONAL ARTERIAL RIGHT OF WAY AND LAND</b>	
I-15/Railroad Canyon Interchange	10,000
I-10/Highland Springs Avenue Interchange	10,000
Various Western County MARA and TUMF regional arterial projects	13,020,000
<b>SUBTOTAL REGIONAL ARTERIAL RIGHT OF WAY AND LAND</b>	<b>13,040,000</b>
<b>RAIL RIGHT OF WAY AND LAND</b>	
Moreno Valley - March Field station upgrade	35,000
Riverside Downtown station track and platform	450,000
General	152,500
<b>SUBTOTAL RAIL RIGHT OF WAY AND LAND</b>	<b>637,500</b>
<b>REGIONAL CONSERVATION RIGHT OF WAY AND LAND</b>	
Regional Conservation acquisition consultant costs <i>(details presented in Section 3.2 Regional Conservation)</i>	650,000
<b>TOTAL HIGHWAY, REGIONAL ARTERIAL, RAIL, AND REGIONAL CONSERVATION RIGHT OF WAY AND LAND</b>	<b>\$ 57,471,000</b>
<b>GRAND TOTAL HIGHWAY, REGIONAL ARTERIAL, RAIL, AND REGIONAL CONSERVATION PROGRAMS</b>	<b>\$ 392,741,600</b>





# **AGENDA ITEM 8**



<b><i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i></b>	
<b>DATE:</b>	April 25, 2022
<b>TO:</b>	Budget and Implementation Committee
<b>FROM:</b>	Jillian Guizado, Planning and Programming Director
<b>THROUGH:</b>	John Standiford, Deputy Executive Director
<b>SUBJECT:</b>	Adopted 2022 State Transportation Improvement Program

**STAFF RECOMMENDATION:**

This item is for the Committee to:

- 1) Receive and file the California Transportation Commission (CTC) adopted 2022 State Transportation Improvement Program (STIP); and
- 2) Forward to the Commission for final action.

**BACKGROUND INFORMATION:**

During the March 16-17, 2022 CTC meeting, the 2022 STIP was adopted. The adopted STIP program of projects for Riverside County differs only slightly from what the Commission approved at its October 2021 meeting. Changes to proposed programming affect the Coachella Valley-San Geronio Pass Rail Corridor Service (CV Rail) project and Planning, Programming, and Monitoring (PPM) funds.

The CTC is required to adopt a financially constrained STIP per year. Therefore, CTC staff strive to accommodate each county's programming proposals. However, if every county frontloads its STIP or programs beyond its STIP target shares, which occurs most STIP cycles, the CTC must adhere to the STIP guidelines to balance out the proposals in a fair and equitable manner. Despite CTC disclosing during the STIP development process that the only new STIP programming capacity was in the outer years of the program, Fiscal Years (FYs) 2025/26 and 2026/27, there was a chance STIP capacity would be freed up as a result of projects being delayed or de-programmed. As such, the Commission proposed programming \$15 million of STIP funding on CV Rail in FY 2023/24 just in case there was capacity.

**DISCUSSION:**

**2022 STIP Programming Revisions**

The CTC ultimately could not fulfill the Commission's request to program 2022 STIP funding on CV Rail in FY 2023/24 but instead programmed the project for STIP funding in FY 2025/26. Additionally, staff is very pleased that the CTC approved programming an additional \$10 million

on CV Rail in response to a Caltrans partnering request with the Commission. In total, CV Rail has \$25,658,000 of 2022 STIP funding programmed for the Tier 2 Environmental Document in FY 2025/26.

STIP PPM funds are available for planning, programming, and monitoring activities. At the October 13, 2021 meeting, the Commission approved programming STIP PPM funds through FY 2027/28. Each STIP is a five-year program of projects. For the 2022 STIP, programming was only available between FYs 2022/23 through 2026/27. As such, the \$319,000 proposed in FY 2027/28 was reprogrammed in FY 2026/27 for a total amount of \$519,000 as illustrated in Table 1.

### **Other 2022 STIP Programming**

In accordance with the STIP Intracounty Memorandum of Understanding with Western Riverside Council and Governments and the Coachella Valley Association of Governments (CVAG), the Coachella Valley share of 2022 STIP programming was \$7,550,259. CVAG nominated Interstate 10/Monroe Street interchange for this funding in FY 2025/26 and also requested the \$2 million previously programmed in the 2020 STIP for the Interstate 10/Avenue 50 interchange be de-programmed. This request was based on action the CVAG Executive Committee took at its September 30, 2019 Executive Committee meeting. The \$2 million deprogrammed will need to be added back into the Coachella Valley share during the 2024 STIP cycle.

The Commission's other 2022 STIP programming proposals were accepted as submitted, including programming \$14,698,381 on the Interstate 10/Highland Springs interchange project in FY 2026/27; \$13 million on the Temescal Canyon Road widening also in FY 2026/27.

Table 1 depicts what the CTC ultimately approved versus what the Commission approved at its October 13, 2021 meeting.

**Table 1. 2022 STIP Programming in Riverside County**

Agency	Project Description	Phase	RIP \$(000's)							
			FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28
Caltrans/ Temecula	I-15/French Valley IC (extension to FY 21/22)	Cons	47,600							
RCTC	SR-71/SR-91 IC (AB 3090 - \$66,377)	Cons			<del>66,377</del> 19,913	33,189	13,275			
RCTC	SR-71/SR-91 IC CRRSAA	Cons			10,069					
Coachella	I-10/Ave 50 IC	Cons						2,000		
CVAG	Coachella Valley Regional Signal Synchronization, Ph 2	Cons		2,472						
RCTC	I-10/Highland Springs IC	Cons							14,698	
County of Riverside	Temescal Canyon Road	Cons							13,000	
CVAG	I-10/Monroe Street IC	Cons						7,550		
RCTC	CV Rail	PA&ED				15,658		15,658		
RCTC	PPM	Cons	1,000	900	696	600	315	200	<del>200</del> 519	<del>319</del>
RCTC	PPM - CRRSAA	Cons			205					
	<b>TOTAL</b>		<b>48,600</b>	<b>3,372</b>	<b>20,609</b>	<b>33,789</b>	<b>13,590</b>	<b>7,750</b>	<b>28,217</b>	<b>15,976</b>
	<b>TOTAL - CRRSAA</b>				<b>10,274</b>					

**FISCAL IMPACT:**

CTC approved the following STIP 2022 funding during its March 2022 meeting:

**PPM funds (Construction Phase)**

FY 2024/25 - \$315,000

FY 2025/26 - \$200,000

FY 2026/27 - \$519,000

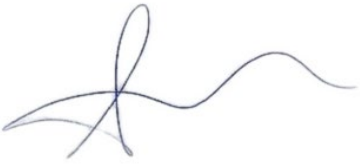
**I-10/Highland Springs Interchange (Construction Phase)**

FY 2026/27 - \$14,698,381

**CV Rail (Project Approval & Environmental Document Phase)**

FY 2026/27 - \$15,658,000

STIP funding for Commission projects and PPM will be included in future budgets. STIP funding for projects not led by RCTC will not pass through the Commission but will be received directly by project sponsors.

Financial Information					
In Fiscal Year Budget:	N/A	Year:	FY 2024/25+	Amount:	\$31,395,281
Source of Funds:	2022 STIP			Budget Adjustment:	N/A
GL/Project Accounting No.:	652040 415 41502 106 65 41501			\$ 1,034,000 (PPM)	
	005135 415 41502 210 72 41501			\$14,698,381 (I-10/Highland Springs)	
	004202 415 41502 245 25 41501			\$15,658,000 (CV Rail)	
Fiscal Procedures Approved:				Date:	04/15/2022

# **AGENDA ITEM 9**





<b>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</b>	
<b>DATE:</b>	April 25, 2022
<b>TO:</b>	Budget and Implementation Committee
<b>FROM:</b>	David Knudsen, Interim External Affairs Director
<b>THROUGH:</b>	John Standiford, Deputy Executive Director
<b>SUBJECT:</b>	State and Federal Legislative Update

**STAFF RECOMMENDATION:**

This item is for the Committee to:

- 1) Receive and file an update on state and federal legislation;
- 2) Adopt the following bill position:
  - a) AB 2237 (Friedman)—Oppose;
  - b) SB 1410 (Caballero) —Support; and
- 3) Forward to the Commission for final action.

**BACKGROUND INFORMATION:**

**State Update**

April 7, 2022, saw the beginning of the Legislative Spring Recess, which concluded when the legislature reconvened on April 18. This period closes in on the first major policy committee deadline of April 29, 2022, which is the last date policy committees may report approval of bills with a fiscal effect to the Appropriations Committee of the same house. Additionally, May 6, 2022, will be the last day for policy committees to hear and report to the floor non-fiscal bills introduced in their house. Consequently, the emphasis this month is on fine-tuning of bills with amendments in preparation to meet the deadline.

The budget actions in this period leading into May 2022, are focused on budget subcommittee analysis and reviews of the Administration’s annual series of adjustments to the pending Budget Act. Consequently, budget-related public hearings are relegated to May, when the Governor will release updated state revenue estimates and workload adjustments, as well as any new major budgetary initiatives, known as the May Revise.

***Assembly Bill 2237 (Friedman) – Staff Recommendation: Oppose***

Assembly Bill (AB) 2237, authored by Assemblymember Laura Friedman (Glendale), Chair of the Assembly Transportation Committee, would prohibit a regional transportation planning agency (RTPA) or county transportation commission from funding projects in a Regional Transportation

Improvement Program (RTIP) not aligned with the state's climate goals or most recent Sustainable Community Strategy (SCS). The bill also requires the California Air Resources Board (CARB), in consultation with the Governor's Office of Planning and Research (OPR), to reallocate funds not consistent with the state's climate goals or most recent SCS. It appears if a project is found to be inconsistent, a regional agency would be prohibited from funding that project, regardless of fund source—even local funds and fix-it first programs such as SB 1. Finally, the legislation creates a task force to include CARB, the California Department of Housing and Community Development, and the California State Transportation Agency to review the role and responsibilities of Metropolitan Planning Organizations (MPOs).

While the bill's objective is to ensure that regions adhere to the applicable regionally adopted SCS, the bill is overly restrictive in its approach and neglects the California Transportation Commission's role to prepare and adopt guidelines for the development and preparation of each SCS. The bill assumes current Transportation Improvement Plans are inconsistent with SCS based on flawed analysis in the Strategic Growth Council's California Transportation Assessment Report, pursuant to AB 285 (Friedman) Chapter 605, Statutes of 2019.

As a result of this continued shift away from local control and toward alignment with climate goals without commensurate new funding, staff recommends that the Commission oppose this bill. Taking this position is consistent with the Commission adopted 2022 State and Federal Legislative Platform, including:

#### *Equity and Fairness*

- Policies should be implemented recognizing regional variance by distinguishing high-growth regions for their impact on the economy, environment, and should be dynamic in order to address future population growth.

#### *Regional Control*

- Project selection and planning authority for state/federal funds should be as local as possible, preferably in the hands of the Commission.

#### *Environment*

- Oppose efforts to place new environmental criteria (such as GHG reduction or vehicle miles traveled reduction) on transportation projects and programs without commensurate funding for alternatives or mitigations.

#### *Funding*

- Policies should be sensitive to each region's unique needs and avoid "one size fits all" assumptions, over-reliance on one mode of transportation, and lack of distinction between urban, suburban, and rural needs.
- Support maintaining the legislative intent behind Senate Bill 1 (Statutes 2017) and historic base program funding, by:

- Opposing efforts to tie distribution of transportation funding to ancillary policy matters, such as housing.
- Opposing efforts to deviate from legislative intent and existing statute.

***Senate Bill 1410 (Caballero) – Staff Recommendation: Support***

Senate Bill (SB) 1410, authored by Anna Caballero with Senators Andreas Borgeas and Richard Roth as coauthors, that would modify the state’s California Environmental Quality Act (CEQA) vehicle miles traveled (VMT) regulations to limit the use to Transit Priority Areas (TPAs). A TPA is an area within one mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program. In areas outside of TPAs, Levels of Service (LOS) would be used to assess transportation impacts on the environment for projects subject to CEQA review.

In 2013, SB 743 (Steinberg) directed the Governor’s Office of Planning and Research (OPR) to develop an alternative traffic analytical process for CEQA guidelines for analyzing transportation impacts of projects within TPAs. The longstanding metrics that had previously formed the basis of environmental analyses for traffic impacts had been the engineering-based LOS standards. SB 743 allowed but did not require the revised CEQA guidelines to apply an alternative to the LOS reviews for transportation impacts of projects outside of TPAs. However, the state adopted new CEQA guidelines in 2018 that have now been applied across the state, rather than in TPAs or urbanized areas alone.

OPR and Caltrans implemented the new VMT regulation in 2020 with a zero-increase VMT approach when considering transportation projects for funding. At that time former RCTC Chair, Ben J. Benoit sent a letter to the Governor, in addition to a letter signed by a group of Legislators, requesting a delay to the implementation. The delay was not granted.

The County of San Diego and other jurisdictions have subsequently proposed VMT mitigation fees for new homes, which would drive up the cost of housing in those areas, demonstrating one of many potential consequences to one-size-fits-all approaches to reducing or mitigating VMT.

SB 1410 seeks to differentiate between transportation needs for infill—transit corridors in urban or transit priority areas—and projects for communities outside urban centers.

Supporting this legislation is consistent with the Commission’s adopted 2022 State and Federal Legislative Platform, including:

***Environment***

- Support the simplification of SB 743 VMT modeling and analysis for highway projects

### *Equity and Fairness*

- Policies should be implemented recognizing regional variance by distinguishing high-growth regions for their impact on the economy, environment, and should be dynamic in order to address future population growth.

### **Federal Update**

#### ***Congressionally Directed Spending and Community Project Funding***

The recently signed omnibus federal appropriations bill included nearly 5,000 earmarks totaling nearly \$9 billion across 10 of the 12 appropriations bills. This omnibus bill included \$5 million to fund RCTC's request for the I-15 Smart Freeway Pilot project.

While the House and Senate have chosen different names for their earmarking process, Community Project Funding (CPF) in the House and Congressionally Directed Spending (CDS) in the Senate, both are soliciting earmark requests as part of the upcoming FY 2023 appropriations process.

Therefore, RCTC is requesting \$21 million in funds for three projects for FY 2023. These requests are:

- \$5 million for Coachella Valley-San Geronio Pass Rail Corridor Service Tier II from each from Senators Dianne Feinstein and Alex Padilla, as well as from Representative Raul Ruiz;
- \$3 million the Downtown Third Street Grade Separation, Safety and Mobility project from Representative Mark Takano; and
- \$3 million for the I-15 Express Lanes Southern Extension from Representative Ken Calvert.

### **FISCAL IMPACT:**

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

#### **Attachments:**

- 1) State and Federal Update Legislative Matrix – April 2022
- 2) Congressionally Directed Spending Request to Senator Dianne Feinstein
- 3) Congressionally Directed Spending Request to Senator Alex Padilla
- 4) Community Project Funding request to Representative Raul Ruiz, M.D.
- 5) Community Project Funding request to Representative Mark Takano
- 6) Community Project Funding request to Representative Ken Calvert

## RIVERSIDE COUNTY TRANSPORTATION COMMISSION - POSITIONS ON STATE AND FEDERAL LEGISLATION – APRIL 2022

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
<b>AB 2438 (Friedman)</b>	<p>This bill would require the agencies that administer those programs to revise the guidelines or plans applicable to those programs to ensure that projects included in the applicable program align with the California Transportation Plan, the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency, and specified greenhouse gas emissions reduction standards.</p> <p>The bill would require the Transportation Agency, the Department of Transportation, and the California Transportation Commission, in consultation with the State Air Resources Board and the Strategic Growth Council, to jointly prepare and submit a report to the Legislature on or before January 1, 2025, that comprehensively reevaluates transportation program funding levels, projects, and eligibility criteria with the objective of aligning the largest funding programs with the goals set forth in the above-described plans and away from projects that increase vehicle capacity.</p>	Referred to Assembly Appropriations March 29, 2022	<i>OPPOSE</i> <i>Staff action based on platform</i>	March 24, 2022
<b>AB1778 (Cristina Garcia)</b>	This bill would prohibit any state funds or personnel time from being used to fund or permit freeway widening projects in areas with high rates of pollution and poverty.	Referred to Assembly Transportation Committee February 10, 2022	<i>OPPOSE</i>	March 9, 2022
<b>AB 1499 (Daly)</b>	Removes the January 1, 2024 sunset date for Department of Transportation and regional transportation agencies to use the design-build procurement method for transportation projects in California.	Signed by the Governor  September 22, 2021	<i>SUPPORT</i>	April 14, 2021
<b>SB 623 (Newman)</b>	Clarifies existing law to ensure toll operators statewide can improve service to customers and enforce toll policies while increasing privacy protections for the use of personally identifiable information (PII).	Failed to Pass House of Origin by January 31, 2022 deadline.  February 1, 2022	<i>SUPPORT</i> <i>Staff action based on platform</i>	April 5, 2021
<b>SB 261 (Allen)</b>	This bill would require that the sustainable communities strategy be developed to additionally achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the board. The bill would make various conforming changes to integrate those additional targets into regional transportation plans.	Failed to Pass House of Origin by January 31, 2022 deadline.  February 1, 2022	<i>OPPOSE</i>	May 12, 2021

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
<b>Federal</b>				
<b>HR 972 (Calvert)</b>	This bill establishes the Western Riverside County Wildlife Refuge which would provide certainty for development of the transportation infrastructure required to meet the future needs of southern California.	Ordered Reported by the House Committee on Natural Resources  July 14, 2021	<i>SUPPORT</i>  <i>Staff action based on platform</i>	June 11, 2021



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April 4, 2022

The Honorable Dianne Feinstein  
 United States Senate  
 331 Hart Senate Office Building  
 Washington, D.C. 20510

**Subject: Request funding for the Coachella Valley-San Geronimo Pass Rail Corridor Service**

Dear Senator Feinstein:

On behalf of the Riverside County Transportation Commission (RCTC), I am pleased to request \$5 million in Congressionally Directed Spending for the Coachella Valley-San Geronimo Pass Rail Corridor Service (Project) - Preliminary Engineering and Environmental Documentation. This Project is critical to bringing new passenger rail service between Los Angeles Union Station to the communities of Coachella Valley.

RCTC is taking the lead in developing this 144-mile route connecting Los Angeles, Orange, San Bernardino, and Riverside Counties into the Coachella Valley. Inland Southern California is the only region of its size and population in the state without daily intercity rail service. That's what makes this project so important.

The Service Development Plan and National Environmental Policy Act/California Environmental Quality Act (NEPA/CEQA) Tier I environmental clearance for the corridor is expected to be approved this year. With your support, the requested funds would help advance both the NEPA/CEQA Tier II project-level environmental documentation and preliminary engineering phase of the Project, the next step toward construction.

Both Congress and the State Legislature have prioritized investment in transportation projects that reduce vehicle miles traveled (VMT), ensure equity and access, and support a climate-resilient future. To meet these goals, RCTC is working with the California Department of Transportation (Caltrans) and the Federal Rail Administration to environmentally clear this new intercity passenger rail service corridor.

The Coachella Valley-San Geronimo Pass Rail Service Project is a once-in-a-generation and regionally transformational project that will connect our diverse communities, spur economic growth and prosperity, and provide mobility options to our growing region. For these reasons, we are proud to request Congressionally Directed Spending to advance the Project.

Senator Feinstein, I would like to take a moment to thank you for supporting RCTC projects throughout your years of service. Your voice of collaboration has made a difference in transportation for Riverside County. Please contact me at (951) 787-7141 if you have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Anne E. Mayer".

Anne Mayer  
 Executive Director







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April 4, 2022

The Honorable Alex Padilla  
 United States Senate  
 112 Hart Senate Office Building  
 Washington, DC 20510

**Subject: Request funding for the Coachella Valley-San Gorgonio Pass Rail Corridor Service**

Dear Senator Padilla:

On behalf of the Riverside County Transportation Commission (RCTC), I am pleased to request \$5 million in Congressionally Directed Spending for the Coachella Valley-San Gorgonio Pass Rail Corridor Service (Project) – Preliminary Engineering and Environmental Documentation. This Project is critical to bringing new passenger rail service between Los Angeles Union Station to the communities of Coachella Valley.

RCTC is taking the lead in developing this 144-mile route connecting Los Angeles, Orange, San Bernardino, and Riverside Counties into the Coachella Valley. Inland Southern California is the only region of its size and population in the state without daily intercity rail service. That's what makes this project so important.

The Service Development Plan and National Environmental Policy Act/California Environmental Quality Act (NEPA/CEQA) Tier I environmental clearance for the corridor is expected to be approved this year. With your support, the requested funds would help advance both the NEPA/CEQA Tier II project-level environmental documentation and preliminary engineering phase of the Project, the next step toward construction.

Both Congress and the State Legislature have prioritized investment in transportation projects that reduce vehicle miles traveled (VMT), ensure equity and access, and support a climate-resilient future. To meet these goals, RCTC is working with the California Department of Transportation (Caltrans) and the Federal Rail Administration to environmentally clear this new inter-city passenger rail service corridor.

The Coachella Valley-San Gorgonio Pass Rail Service Project is a once-in-a-generation and regionally transformational project that will connect our diverse communities, spur economic growth and prosperity, and provide mobility options to our growing region. For these reasons, we are proud to request Congressionally Directed Spending to advance the Project.

Please contact me at (951) 787-7141 if you have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Anne E. Mayer".

Anne Mayer  
 Executive Director





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April 8, 2022

The Honorable Raul Ruiz, M.D.  
 United States House of Representatives  
 2342 Rayburn House Office Building  
 Washington, D.C. 20515

**Subject: Request for CPF Funding for the Coachella Valley-San Geronio Pass Rail Corridor Service**

Dear Representative Ruiz:

On behalf of the Riverside County Transportation Commission (RCTC), I am pleased to request \$5 million in Community Project Funding (CPF) for the Coachella Valley-San Geronio Pass Rail Corridor Service (Project) Tier II Project Approval and Environmental Documentation phase. This Project is critical to bringing new passenger rail service between Los Angeles Union Station to the communities of Coachella Valley.

RCTC is taking the lead in developing this 144-mile route connecting Los Angeles, Orange, San Bernardino, and Riverside Counties into the Coachella Valley. Inland Southern California is the only region of its size in the state without daily intercity rail service. That's what makes this project so important.

The Service Development Plan and National Environmental Policy Act/California Environmental Quality Act (NEPA/CEQA) Tier I environmental clearance for the corridor is expected to be approved this year. With your support, the requested funds would help advance both the NEPA/CEQA Tier II Project Approval and the Environmental Documentation phase of the Project, the next step toward construction.

Both Congress and the State Legislature have prioritized investment in transportation projects that reduce vehicle miles traveled (VMT), ensure equity and access, and support a climate-resilient future. To meet these goals, RCTC is working with the California Department of Transportation (Caltrans) and the Federal Rail Administration to environmentally clear this new intercity passenger rail service corridor.

The Coachella Valley-San Geronio Pass Rail Service Project is a once-in-a-generation and regionally transformational project that will connect our diverse communities, spur economic growth and prosperity, and provide mobility options to our growing region. For these reasons, we are proud to request this Community Project Funding.

Please accept our sincere appreciation for your ongoing support for transportation mobility in Riverside County. If you have questions regarding this request, please contact me at (951) 787-7141.

Sincerely,

A handwritten signature in blue ink that reads "Anne E. Mayer".

Anne Mayer  
 Executive Director





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April 8, 2022

The Honorable Mark Takano  
 United States Senate House of Representatives  
 420 Cannon Building  
 Washington, DC 20515

**Subject: Community Project Funding Request for the Downtown Third Street Grade Separation**

Dear Representative Takano:

On behalf of the Riverside County Transportation Commission (RCTC), I write to request \$3 million in Community Project Funding (CPF) to help complete construction of the Downtown Third Street Grade Separation, Safety and Mobility Project (Project). Led by the City of Riverside, this Project is a regional priority that addresses significant mobility and safety issues in the Downtown area of Riverside and would reconnect the community.

The Project will improve connectivity between Downtown Riverside, the Eastside Neighborhood, and an active freight system network, which will allow high volumes of automobile traffic, bicyclists, pedestrians, and transit vehicles to safely move through a crowded area.

Active rail lines bisect Riverside's Downtown including the BNSF Railway mainline and Union Pacific Railroad. RCTC and the City of Riverside recognize these railroad crossings as the area's most significant conflict points for rail and road traffic, causing undue traffic delays to motorists, transit riders, and rail commuters, as well as safety risks to cyclists and pedestrians.

Not only is the Inland Empire the fastest growing region in California and the fifth fastest growing in the country, it is also the thoroughfare for goods traveling from the Ports of Los Angeles and Long Beach to the rest of the country, carrying over 100 total train movements daily. The grade separation and junction improvements resolve a bottleneck and inefficient operations on these significant regional and national routes.

With Community Project Funding, this project will substantially improve safety as well as reconnect two of Riverside's oldest neighborhoods. Please accept our sincere appreciation for your ongoing support for transportation mobility in Riverside County. If you have questions regarding this request, please contact me at (951) 787-7141.

Sincerely,

A handwritten signature in blue ink that reads "Anne E. Mayer".

Anne Mayer  
 Executive Director





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April 8, 2022

The Honorable Ken Calvert  
 United States Senate House of Representatives  
 2205 Rayburn Building  
 Washington, DC 20515

**Subject: Community Project Funding Request for I-15 Express Lanes Southern Extension**

Dear Representative Calvert:

On behalf of the Riverside County Transportation Commission (RCTC), I write to request \$3 million in Community Project Funding (CPF) to help complete the final design of the Interstate (I) 15 Express Lanes Southern Extension (Project). RCTC, in partnership with the California Department of Transportation, is conducting preliminary engineering and environmental studies to support an Environmental Impact Report and Environmental Assessment (EIR/EA) for the proposed Project.

The I-15 Express Lanes Southern Extension Project extends from Cajalco Road in Corona, through Temescal Valley, to Main Street in Lake Elsinore for a length of 15.8 miles. The Project will add express lanes in each direction to extend the existing I-15 Express Lanes and will add auxiliary lanes at the south end of the Project. Once built, the Project would improve traffic operations, expand travel choices through carpooling and mass transit, increase travel time reliability, and improve air quality. Implementation of the Project will further expand the Riverside Express Lanes network and southern California express lanes network.

Not only is the Inland Empire the fastest growing region in California and the fifth fastest growing in the country, it is also the thoroughfare for goods traveling from the Ports of Los Angeles and Long Beach to the rest of the country. As you know, many in our region compete with goods movement for limited space on our roadways each day to get to work. If awarded, this funding will bolster mobility choice for residents and support economic development.

The pre-construction, design, and construction represent an estimated \$600 million investment and will provide a cost-effective mobility solution that will significantly benefit the residents and businesses of Riverside County.

Please accept our sincere appreciation for your years of support for transportation mobility in Riverside County, including the funding for the Smart Freeway Pilot Project that you recently secured. If you have questions regarding this request, please contact me at (951) 787-7141.

Sincerely,

A handwritten signature in blue ink that reads "Anne E. Mayer".

Anne Mayer  
 Executive Director