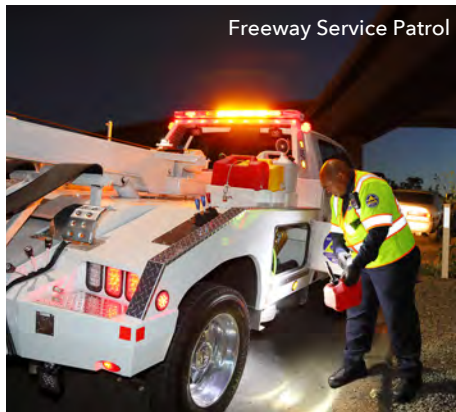
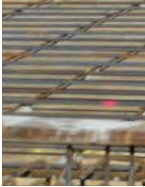




15/91 Express Lanes Connector



Freeway Service Patrol



15 Express Lanes



Moreno Valley – March Field
Station Improvements



FY 2023/24 BUDGET

Riverside County Transportation Commission
Riverside County, California

June 14, 2023

Honorable Commissioners
Riverside County Transportation Commission
Riverside, California

FY 2023/24 BUDGET INTRODUCTION

RCTC: Safety. Fiscal Responsibility. Economic Recovery.

Thank you for reviewing the Fiscal Year (FY) 2023/24 budget for the Riverside County Transportation Commission (Commission or RCTC). This document provides an opportunity to evaluate the financial backbone of an innovative, active, and essential public transportation agency that connects the lives of Riverside County (County) residents daily. Riverside County's population continues to grow faster than many other areas in California and the nation. The region's transportation systems also continue to see increased use from goods movement, approximately 40% of which travel from the Ports of Los Angeles and Long Beach through the Inland Empire to the rest of the country. As a result, the Commission's mission to provide transportation projects and services is increasingly important in protecting and improving the quality of life for more than 2.4 million residents. RCTC has responded to that challenge.

RCTC continues to adapt not just to a changing climate from the perspective of building lasting infrastructure, but also to varying funding and delivery processes as the state and federal governments endeavor to reduce carbon emissions. RCTC is developing and promoting multimodal transportation alternatives that improve air quality in a region historically impacted by pollution in the South Coast Air Basin, reduces carbon emissions, and promotes commuter choice and equitable access.

The region has demonstrated resiliency with the unemployment rate nearing pre-pandemic levels of 5% and sales tax revenues continuing its upward trajectory due to changes in consumer habits and recently adopted legislation (Wayfair Case). Sales tax revenues derived from Riverside County's voter-approved Measure A program are anticipated to be relatively flat in the upcoming year when comparing to the most recently completed fiscal year (2021/22). With the opening of the 15 Express Lanes in April 2021, the Commission owns and operates two toll facilities within the County. Toll revenues for both express lanes are outpacing are on target to meet projections as commuters begin returning to work rather than working alternative schedule. Expenditures for the 15 Express lanes continue to be lower than anticipated offsetting reductions in revenue. While the 91 Express Lanes is experiencing higher than anticipated required repair and rehabilitation expenditures offset by continued strong revenue performance. However, recent economic studies project a slowdown for the region due to continued high inflation and interest rates. Other indicators to note is the recent slowdown in real estate transactions during the calendar year 2023.

It is with this backdrop that RCTC presents its FY 2023/24 budget. Overall, while the budget assumes relatively flat projections for Measure A sales tax and its express lanes revenues, when compared to fiscal year 2022/23 projections it also serves as the foundation for a smart and aggressive program to fund highway, regional arterial, and multimodal services. These improvements help create a transportation system that will foster mobility, enhance connections, promote economic development, and ensures a better quality of life for Riverside County residents, now and in the future.

RCTC is poised to deliver these necessary transportation infrastructure projects and programs to meet the needs of Riverside County's growing population and economy. As noted, several economic forecasts predict a slowdown in the near future for the region due to higher inflation levels and anticipated increases in interest rates. The combination of these factors will impact economic progress for the County. However, the Commission will attempt to mitigate this impact by ramping up infrastructure projects, which create jobs and economic opportunities. Furthermore, RCTC will take a leading role in that effort under the direction of our 34-member Commission, whose mission is to serve the taxpayers of Riverside County. Moreover, the Commission will continue to aggressively seek additional revenue from grants and other funding sources to meet the County's transportation needs.

FORECASTING FUTURE TRANSPORTATION NEEDS WHILE MEETING TODAY'S CHALLENGES

RCTC's voter-approved half-cent sales tax measure serves as a key revenue source for transportation funding in Riverside County. Historically Measure A sales tax revenues have experienced stable growth year over year. However, since FY 2018/19 (pre-pandemic) through the most recently completed FY 2021/22, the revenue source has increased approximately 40% largely due to of increases in online sales and legislation for taxation of e-commerce companies. Measure A revenues fund not only capital projects and multimodal services, but also local transportation priorities and

needs. During FY 2023/24, the Commission has allocated \$84.5 million in funding to local cities and the County for locally prioritized street and road improvements.

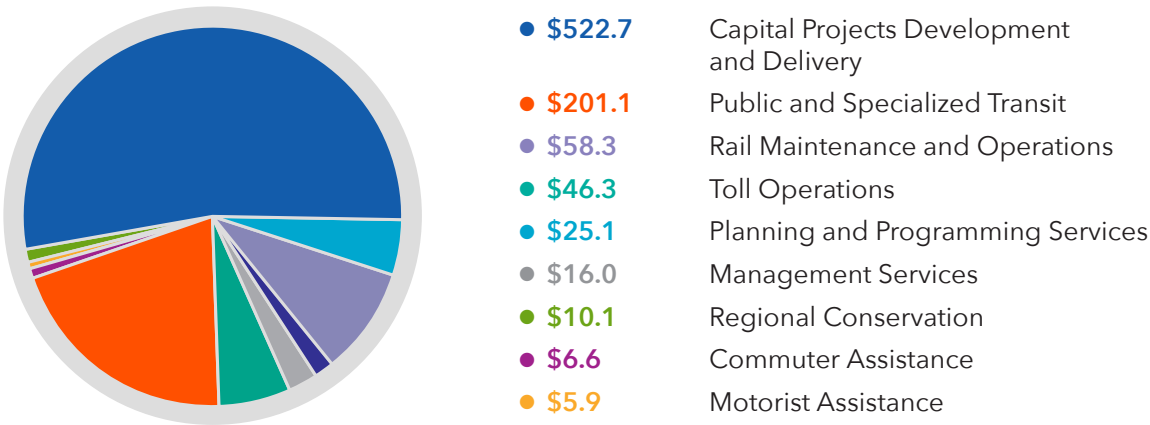
To augment Measure A funding, the Coachella Valley Association of Governments, and the Western Riverside Council of Governments (WRCOG) administer Transportation Uniform Mitigation Fee (TUMF) programs to serve local and regional arterial needs. In the Coachella Valley, arterials are funded through a combination of TUMF, Measure A, and additional local contributions. In Western Riverside County, TUMF dollars are equally split between WRCOG and the Commission with RCTC's dollars allocated to regional arterials and new highway corridors.

Ongoing capital for transportation projects and services requires a combination of funding sources. Specifically, the Commission receives and programs funding from state and federal sources, such as the California's Transportation Development Act, which are allocated primarily to the County's major public transit operators. Services provided by transit operators include but are not limited to:

- Transit fare discounts
- Reduced fare and/or discounts for senior citizens, persons with disabilities, or other disadvantaged members of the community
- Commuter rail and intercity bus services
- Commuter assistance programs that provide traveler information and ridesharing support to employers and commuters

Chart 1 summarizes the Commission's overall budget of \$983.5 million for FY 2023/24 by program, including delivery of capital projects, administration, planning and programming, rail and transit operations, smaller programs such as motorist and commuter assistance, toll operations, regional conservation, and debt service.

CHART 1 - FY 2023/24 BUDGET (IN MILLIONS \$)



BUILDING A BETTER FUTURE

The Commission and its project partners such as the California Department of Transportation (Caltrans), local jurisdictions, and transit agencies will continue investing in mobility throughout the County using a variety of local, state, and federal sources. These funds will be used to deliver capital projects and strengthen multimodal transportation services countywide.

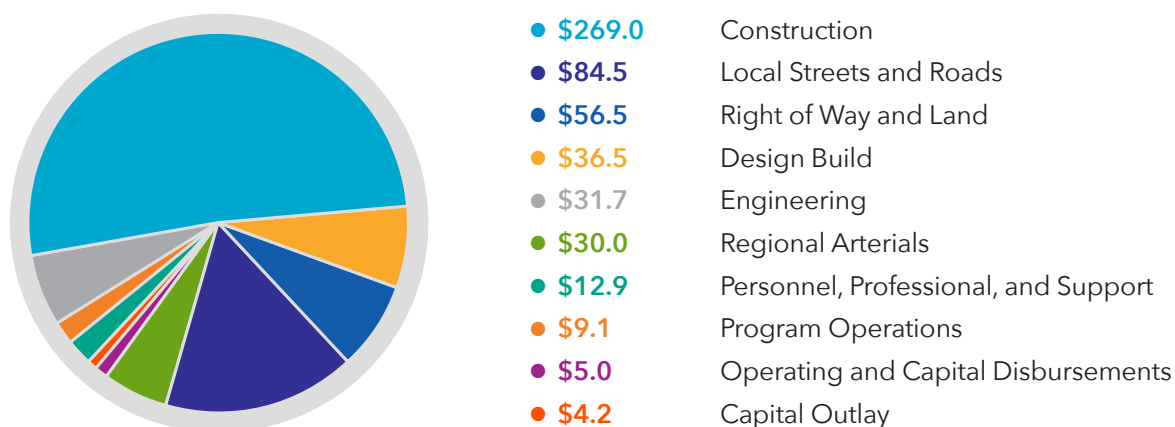
During FY 2023/24, the Commission will invest \$522.7 million in capital projects (Chart 2) that include highway, regional arterial, local streets and roads, and rail projects. Riverside County is in a fortunate position, as significant pre-construction work has taken place with several projects and the Commission has successfully sought funding from a variety of funding sources to ensure a productive year.

Notable capital projects funded in FY 2023/24 include but are not limited to the following:

- 15/91 Express Lanes Connector
- Regional Arterial Projects funded by both Measure A and TUMF revenues
- Construction of the Moreno Valley-March Field station project
- Construction of the 71/91 Connector
- Construction of the Interstate (I) 15 Smart Freeways project
- Construction of the Jurupa Avenue grade separation project and the widening of the Hamner Avenue Bridge
- Engineering and environmental studies for the I-15 Corridor Operations Project
- Engineering and environmental studies for the 15 Express Lanes Project – Southern Extension
- Engineering and environmental studies for the I-10/Highland Springs Avenue Interchange
- Engineering and environmental studies for the 91 Eastbound Corridor Operations Project
- Project development for the Mid County Parkway (MCP) projects including right of way land purchases

The Commission is a project-driven agency. Capital project costs comprise 53% of the Commission's FY 2023/24 overall budget. Chart 2 illustrates the capital projects expenditures by function.

CHART 2 - CAPITAL PROJECTS (IN MILLIONS \$)



RCTC 15 EXPRESS LANES AND 91 EXPRESS LANES

Following the Commission's opening of the 15 Express Lanes in April 2021, RCTC now operates two tolling facilities totaling approximately 30 miles and up to eight lanes, providing the region an efficient alternative form of travel. Specifically, the 15 Express Lanes facility is located within the cities of Corona, Norco, Eastvale, and Jurupa Valley while the 91 Express Lanes facility is located in the City of Corona between the Orange County/Riverside County line and I-15.

Thanks to its conservative fiscal strategy and reserves set aside for debt service, the Commission's near-term and mid-term debt service requirements are fully funded. Furthermore, operating revenues are outpacing projections, further enhancing the financial viability of these operations. Also, the 2021 refinancing provided further relief to the 91 Express Lanes debt portfolio via prepayment and retirement of its Transportation Infrastructure Finance and Innovation Act loan and 2013 Toll Bonds while also mitigating administrative burdens resulting from federal funding.

Traffic congestion return from the post-pandemic; the express lanes will continue to serve as a key link for the region's overall traffic congestion relief goals. However, staff will continue to work on interim corridor improvements such as the recently completed 91 Corridor Operations Project and the near-term construction of the I-15 Interim Corridor Operations Project, as well as longer term solutions such as the I-15 Express Lanes Southern Extension.

PLANNING FOR THE NEEDS OF TODAY AND THE CHALLENGES OF TOMORROW

Funding is a key element in determining the future of transportation. To help guide the Commission through the County's challenges with population growth, changing demographics, economic needs, and technological change, in FY 2024 RCTC will update the Riverside County Traffic Relief Plan, which was originally adopted in May 2020. Future projects listed in this long-range transportation plan included the MCP, realignment of State Route (SR)-79, passenger rail service to the Coachella Valley, expanded Metrolink passenger rail service, a variety of active transportation projects, and a new expressway along Ethanac Road within Southwestern Riverside County. In addition, the plan included funding for new interchanges and local streets and roads. The plan was developed as a blueprint for not only traffic relief, but also for improving equity and access to transportation systems and services countywide. The 2023 refresh of the Traffic Relief Plan will affirm transportation priorities of the communities within Riverside County and provide a foundation for a potential sales tax measure to fund transportation projects and services to be proposed to Riverside County voters in a future election. Concurrently, RCTC is sponsoring Assembly Bill 1385 (E. Garcia) to increase RCTC's statutory authority to implement a transportation sales tax from one half-cent to one and one-half cents.

RCTC will continue to seek funding from state and federal sources for key projects. The planning and delivery for these projects will be influenced by shifting funding program guidelines and project delivery processes from the state and federal governments. Commissioners have provided clear direction to find ways to phase large projects so that smaller, fundable, buildable segments can become a reality sooner. Although uncertainty will continue to present challenges, RCTC stands ready to meet that challenge thanks to strong and innovative leadership from Commissioners and its staff.

Effective January 1, 2021, the Commission became the managing agency for the Western Riverside County Regional Conservation Authority (RCA). RCTC is fully reimbursed by the RCA for management and oversight costs; accordingly, RCTC's funding sources do not support this new role. As the managing agency, RCTC provides strong management and places a high priority on the completion of the region's Multiple Habitat Species Conservation Plan (MSHCP). In addition to conserving habitat to protect 146 native animal and plant species, the MSHCP enables RCTC and others a more streamlined approach to develop needed infrastructure. Thanks to this program, the time needed to get projects to construction has been reduced, which, in turn, has a positive impact on the Commission's overall efficiency in delivering projects.

A COMMITMENT TO RIVERSIDE COUNTY

Ensuring local funding for transportation will require ongoing outreach along with transparent oversight and management of public funds. As public stewards, a conservative budgeting approach while planning for anticipated expenditures ensures public confidence in the Commission's fiduciary, oversight, and visionary roles. This budget document is intended to demonstrate the Commission's commitment to the public as well as documenting its dedication to sound budget practices. This budget document is one of many ways the Commission works to ensure public accountability and full transparency of its actions.

The Commission has also expanded its commitment to communicate with the public and closely monitors its public engagement activities, reporting these efforts on a quarterly basis. RCTC welcomes public input and participation and invites the public to visit rctc.org and to follow @theRCTC on Facebook, Twitter, and Instagram. A major emphasis for the Commission during the coming year is to seek and achieve equity in mobility for all stakeholders within Riverside County.

Ongoing communication will be critical as needs rapidly change in an uncertain environment. Staff will likely return with periodic budget updates and adjustments. The basic nature of this document reflects the current macroeconomic situation while providing current and needed budgetary information.

ACKNOWLEDGMENTS

This budget document serves as a policy document, an operations guide, a financial plan, and a communications device. This budget provides the information necessary for the Commission to manage its resources in FY 2023/24. The preparation of this budget has been a collaborative effort of the Commission's staff. The budget reflects the Commission's desire to communicate the components of the budget in terms that are easily understandable and supportable for the public. Staff acknowledges and appreciates the guidance, inspiration, and leadership of the Commissioners in advancing the future of transportation in Riverside County.



Anne Mayer, Executive Director



Sergio Vidal, Chief Financial Officer

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COMMISSION INTRODUCTION

State of California (State or California) law created the Riverside County Transportation Commission (Commission or RCTC) in 1976 to oversee the funding and coordination of all public transportation services within Riverside County (County). The Commission's mission is to assume a leadership role in improving mobility in the County. The governing body consists of:

- All five members of the County Board of Supervisors;
- One elected official from each of the County's 28 cities; and
- One non-voting member appointed by the Governor of California.

The Commission is responsible for setting policies, establishing priorities, and coordinating activities among the County's various transit operators and other agencies. The Commission also programs and/or reviews the allocation of federal, state, and local funds for highway, transit, rail, non-motorized travel (bicycle and pedestrian), and other transportation activities.

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

The Commission serves as the tax authority and implementation agency for the voter approved Measure A Transportation Improvement Program (TIP). The County's electorate originally approved Measure A in 1988 to impose a one-half of one cent transaction and use tax (sales tax) to fund specific transportation programs that commenced in July 1989 (1989 Measure A). Voters approved the 1989 Measure A for 20 years, and it expired on June 30, 2009. On November 5, 2002, the voters of Riverside County approved the renewal of Measure A beginning in July 2009 through June 2039 (2009 Measure A).

Additionally, the Commission provides motorist aid services designed to expedite traffic flow. These services include:

- The Service Authority for Freeway Emergencies (SAFE), a program that provides call box service for motorists;
- The Freeway Service Patrol (FSP), a roving tow truck service to assist motorists with disabled vehicles on the main highways of the County during peak rush hour traffic periods; and
- A traveler information system.

The Commission provides these services at no charge to motorists. A \$1 surcharge on vehicle registrations, a state allocation, and a portion of Senate Bill (SB) 1's increase in the state gas tax fund these services.

The Commission is designated as the Congestion Management Agency (CMA) for the County. As the CMA, the Commission coordinates with local jurisdictions to establish congestion mitigation procedures for the County's roadway system.

The Commission participates in ongoing funding and governance of the Southern California Regional Rail Authority (SCRRA), known as Metrolink. The Commission owns and operates all nine commuter rail stations serving the County.

In March 2017, the Commission commenced toll operations on the RCTC 91 Express Lanes following the substantial completion of the State Route (SR) 91 corridor improvement project (91 Project). The Commission reached substantial completion on the (I)-15 Express Lanes project and commenced toll operations on the 15 Express Lanes in April 2021. The 15/91 Express Lanes connector, a tolled connector between the existing RCTC 91 Express Lanes and the 15 Express Lanes north of SR-91, by 2023 will be open to traffic in 2023.

Effective January 1, 2021, RCTC became the managing agency for the Western Riverside County Regional Conservation Authority (RCA). RCTC is fully reimbursed by RCA for management and oversight costs. As the managing agency, RCTC provides strong management and places a high priority on the completion of the region's Multiple Species Habitat Conservation Plan (MSHCP).

RIVERSIDE COUNTY TRANSPORTATION COMMISSION – LIST OF PRINCIPAL OFFICIALS

BOARD OF COMMISSIONERS

NAME	TITLE	AGENCY
Kevin Jeffries	Member	County of Riverside, District 1
Karen Spiegel	2nd Vice Chair (Commission)	County of Riverside, District 2
Chuck Washington	Member	County of Riverside, District 3
V. Manuel Perez	Member	County of Riverside, District 4
Yxstian Gutierrez	Member	County of Riverside, District 5
Sheri Flyn	Member	City of Banning
Lloyd White	Vice Chair (Commission)	City of Beaumont
Joseph DeConinck	Member	City of Blythe
Linda Molina	Vice Chair (Budget and Implementation Committee)	City of Calimesa
Jeremy Smith	Chair (Budget and Implementation Committee)	City of Canyon Lake
Raymond Gregory	Member	City of Cathedral City
Steven Hernandez	Member	City of Coachella
Wes Speake	Vice Chair (Western Riverside County Programs and Projects Committee)	City of Corona
Scott Matas	Member	City of Desert Hot Springs
Clint Lorimore	Member	City of Eastvale
Linda Krupa	Member	City of Hemet
Dana Reed	Member	City of Indian Wells
Waymond Fermon	Member	City of Indio
Brian Berkson	Chair (Western Riverside County Programs and Projects Committee)	City of Jurupa Valley
Kathleen Fitzpatrick	Member	City of La Quinta
Bob Magee	Chair (Commission)	City of Lake Elsinore
Bill Zimmerman	Member	City of Menifee
Ulises Cabrera	Member	City of Moreno Valley
Cindy Warren	Member	City of Murrieta
Katherine Aleman	Member	City of Norco
Jan Harnik	Member	City of Palm Desert
Lisa Middleton	Member	City of Palm Springs
Michael M. Vargas	Vice Chair (Toll Policy and Operations Committee)	City of Perris
Meg Marker	Member	City of Rancho Mirage
Chuck Conder	Member	City of Riverside
Alonso Ledezma	Member	City of San Jacinto
James Stewart	Member	City of Temecula
Joseph Morabito	Chair (Toll Policy and Operations Committee)	City of Wildomar
Catalino Pining	Governor's Appointee	Caltrans, District 8

EXECUTIVE MANAGEMENT

NAME	TITLE
Anne Mayer	Executive Director
Aaron Hake	Deputy Executive Director
Sergio Vidal	Chief Financial Officer
David Knudsen	External Affairs Director
Lorelle Moe-Luna	Multimodal Director
Jillian Guizado	Planning and Programming Director
Erik Galloway	Project Delivery Director
Aaron Gabbe	Regional Conservation Director
Jennifer Crosson	Toll Operations Director
David Thomas	Toll Project Delivery Director

EXECUTIVE SUMMARY

INTRODUCTION

The budget for Fiscal Year (FY) 2023/24 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. 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. The discussion in each department includes a review of accomplishments, major initiatives, and key assumptions.

POLICY GOALS AND OBJECTIVES

As approved at its March 8, 2023, 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:

QUALITY OF LIFE

RCTC is focused on improving life for the people of Riverside County and empowering them to live life at their pace.

Choice	RCTC empowers the residents of Riverside County to choose how to safely get to where they are going.
Environmental Stewardship	RCTC protects and preserves the County's environment for its residents.
Mobility	RCTC provides access, equity, and choice in transportation; RCTC is a multimodal mobility partner.
Equity	RCTC supports transportation services and projects that address inequities, especially those in rural, low income, and disadvantaged communities.
Access	RCTC projects and programs are the connection to employment, housing, schools, community institutions, parks, medical facilities, and shopping in the region, and should be equitably accessible to all communities served.
Goods Movement	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 maintain the supply chain and to protect public health. Also identifies solutions to reduce truck congestion and the community impacts from the flow of goods from nearby ports.
Public Engagement	RCTC is committed to engaging Riverside County residents through ongoing two-way communication and public outreach.

OPERATIONAL EXCELLENCE

RCTC is a responsible and conservative steward of taxpayer dollars.

State of Good Repair	RCTC invests in road safety and maintenance in its residents' neighborhoods and sustainable practices to maintain its stations and facilities.
Promises Fulfilled	Projects are completed on-time, on-budget; RCTC delivers on its promises as a steward of Riverside County residents' investment.
Efficiency	RCTC operates in an efficient and cost-effective manner.
Innovation	RCTC seeks to implement innovative transportation solutions.
Information	RCTC seeks to provide information to the public that is transparent and easily accessible; ensure customers receive prompt, dependable, and quality service.

CONNECTING THE ECONOMY

RCTC is a driver of economic growth in Riverside County.

Workforce Mobility	RCTC improves the economy by creating a robust workforce to workplace system; RCTC fosters workforce development by improving transportation access from housing to employment, and education centers.
Population Growth	Since 1976, RCTC has been responsible for connecting the County's economy as the County's population has quadrupled from 550,000 to over 2.5 million today. RCTC is sensitive to each geographic area's unique needs.
Economic Impact	RCTC has invested over \$4.5 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.

RESPONSIBLE PARTNER

RCTC partners with local, tribal, regional, and state governments to deliver transportation projects and programs.

Streets and Roads	RCTC has invested over \$1.4 billion in local priorities for maintaining streets and roads and fixing potholes.
Transit	RCTC partners with transit operators to provide residents mobility choices, flexibility, intercity and intercounty connectivity, and access—especially during a post-pandemic recovery.
Active Transportation Facilities	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.
Grants	RCTC is a steward of state and federal grants to leverage Measure A dollars and improve mobility for our communities.
Local Measure A Value	RCTC invests Measure A dollars into projects and programs that benefit local communities throughout the County.
Partnerships	RCTC will strive to form partnerships with key stakeholders in both the public and private sector. The goal of collaborating with other entities is to ensure support for projects and programs, relief from regulations, and to find solutions for shared challenges.

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 2023/24 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.
- Continue as lead agency for partner agency projects, closeout the I-15/Railroad Canyon Interchange project, continue preliminary engineering of the I-10/Highland Springs Avenue Interchange project, and continue environmental clearance and design 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. Finalize plans, specifications and estimates 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 the 91 and 15 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 station 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 consideration for transportation projects and funding to key regional needs and mobility choice.
- 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; Southern Regional Rail Authority (SCRRA) is the operator of Metrolink.
- Provide continued leadership in the planning and development for the Coachella Valley-San Geronimo Pass Rail Corridor Service (CV Rail).
- Support innovative programs that provide transit assistance in 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 including Measure A.
- Develop and execute a communication, public information, and community engagement strategy for the purposes of education, partnership building, information sharing, and customer service.
- Maintain administrative program delivery costs below the policy threshold of 4% of Measure A revenues; the FY 2023/24 Management Services budget is 1.30% of Measure A revenues.
- Maintain administrative salaries and benefits at less than 1% of Measure A revenues; the FY 2023/24 administrative salaries and benefits is 0.46% of Measure A revenues.
- Maintain prudent cash reserves to provide some level of insulation for unplanned expenditures or economic downturns.
- Maintain 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, and rehabilitation, administration, 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
Management Services				
Executive Management	X	X	X	X
Administration		X		
External Affairs	X	X	X	X
Finance		X		
Regional Programs				
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

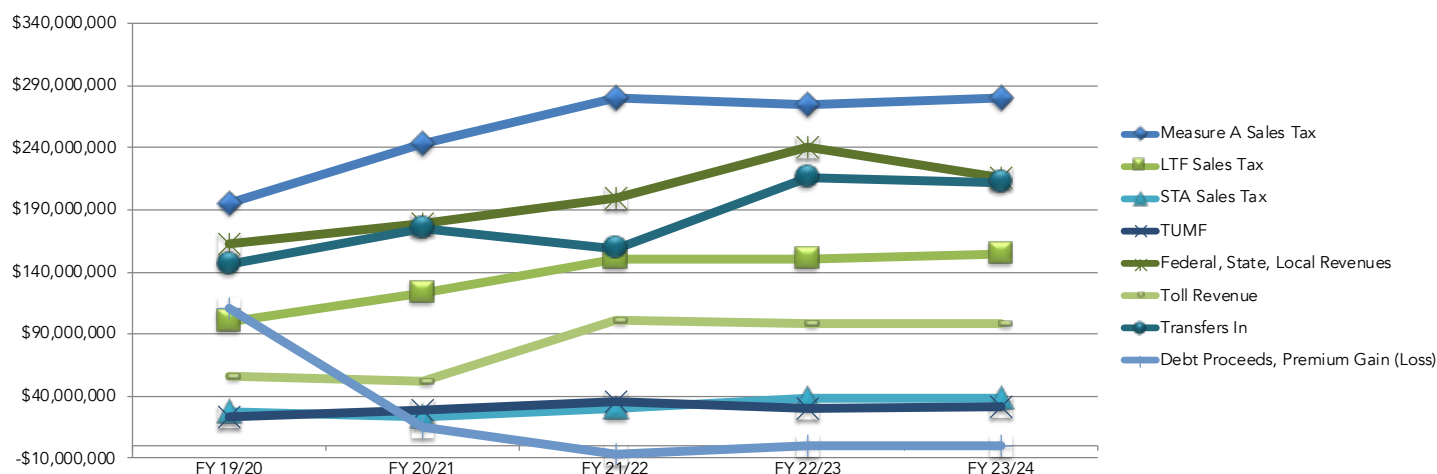
Total sources (Table 2) are budgeted at \$1,029,720,100, a 5% decrease over the FY 2022/23 budget. The decrease is largely a result in the reduction in intergovernmental revenues primarily related to various SB 132 projects nearing completion. Total sources are comprised of revenues of \$818,045,300 and transfers in of \$211,674,800. The projected fund balance at June 30, 2023, available for expenditures/expenses (excluding amounts restricted for debt service of \$11,282,000 and advances receivable of \$15,469,900) is \$1,355,468,400. Accordingly, total funding available for the FY 2023/24 budget totals \$2,385,188,500.

TABLE 2 - SOURCES FY 2022-2024

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Measure A Sales Tax	\$ 280,170,600	\$ 275,000,000	\$ 275,000,000	\$ 280,000,000	\$ 5,000,000	2%
LTF Sales Tax	150,694,000	150,000,000	150,000,000	155,000,000	5,000,000	3%
STA Sales Tax	29,988,300	30,964,600	39,055,000	38,363,900	7,399,300	24%
Intergovernmental	213,865,000	246,701,300	235,145,100	201,726,200	(44,975,100)	-18%
TUMF Revenue	35,509,000	31,000,000	30,750,000	31,000,000	-	0%
Tolls, Penalties, and Fees	100,992,600	97,771,800	98,794,100	97,989,000	217,200	0%
Other Revenue	3,926,900	707,000	719,100	723,500	16,500	2%
Investment Income (Loss)	(17,686,500)	1,168,400	5,103,000	13,242,700	12,074,300	1033%
Transfers In	158,254,900	247,462,200	216,171,100	211,674,800	(35,787,400)	-14%
Debt Proceeds, Premium Gain (Loss)	(6,733,700)	-	-	-	-	N/A
TOTAL Sources	\$ 948,981,100	\$ 1,080,775,300	\$ 1,050,737,400	\$ 1,029,720,100	\$ (51,055,200)	-5%

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.

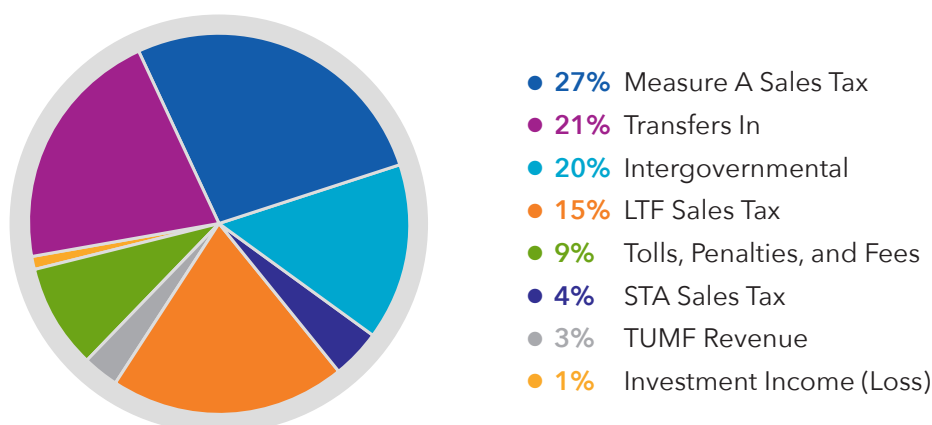
CHART 3 - SOURCES: FIVE-YEAR TREND



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 \$280,000,000 for FY 2023/24. This is a 2% change from the FY 2022/23 revised projection of \$275,000,000. 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 2023/24 as other key economic indicators such as the County's unemployment rate and interest rates become known.

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 \$155,000,000, a 3% change from the FY 2022/23 revised \$150,000,000 projection. The projection for the upcoming year is based on economic activity remaining relatively flat due to uncertainty with the economy.

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 2023/24 STA/SGR allocations, based on recent State estimates, is \$38,363,900.

Intergovernmental revenues, estimated to be \$201,726,200, include reimbursement revenues from federal sources of \$89,308,100, state sources of \$82,343,100, and local agencies of \$30,075,000 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 anticipated decrease of 18% in FY 2023/24 compared to the revised FY 2022/23 budget is related to decreases in state reimbursements primarily related to SB 132 funding expended on various projects. SB 132 enacted in April 2017 provided state funding for the 15/91 Express Lanes Connector and pass-through funding to the County for projects such as the Hamner Bridge widening and to both the County and city of Corona for various grade separation projects. Other state reimbursements will fund the 71/91 Connector, Mid County Parkway (MCP) projects, station rehabilitation and planning and programming projects. Federal reimbursements provide funding for the I-15 Express Lanes–Southern Extension, SR-91 East Corridor Operations project, 71/91 Connector, MCP projects, Smart Freeways, and station rehabilitation projects. Local reimbursements will fund the I-15 Express Lanes – Northern Extension, 91 Express Lanes eastbound to McKinley Avenue, 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 48.1% 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 2023/24 TUMF related fees at \$31,000,000.

FY 2022/23 marked the sixth 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. The Commission estimates FY 2023/24 toll revenues, penalties, and fees of \$65,080,500 – comparable to the FY 2022/23 projected revenues of \$65,548,100.

FY 2022/23 marked the second 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 2023/24, the Commission projects \$32,908,500 in toll revenues, penalties and fees for the 15 Express Lanes, a slight decrease of 2% compared to the FY 2022/23 projected revenues of \$33,246,000. The 2% decrease is based on a slight downward trend identified in the past few months. Staff will continue to monitor toll revenues and transactions and adjust the FY 2023/24 projections as necessary.

Other revenue of \$723,500 includes property management generated from properties acquired in connection with various highway and rail properties.

The Commission anticipates a 1033% increase in FY 2023/24 investment income from the FY 2022/23 budget due to higher estimated investment yields. The FY 2023/24 budget conservatively projects investment income at a 1.1% investment yield compared to a 0.10% investment yield budgeted in FY 2022/23.

Transfers in of \$211,674,800 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.

Total uses (Table 3), including transfers out of \$211,674,800, are budgeted at \$1,190,165,000 a 2% increase from the prior year revised budget amount of \$1,165,858,200. Program expenditures and transfers out totaling \$1,072,639,700 represent 90.1% of total budgeted uses in FY 2023/24. Program costs increased by 2% from \$1,049,417,700 in FY 2022/23 due to projects and programs identified below.

TABLE 3 - USES FY 2022-2023

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Capital Highway, Rail, and Regional Arterials	\$ 399,705,700	\$ 537,782,500	\$ 443,289,400	\$ 548,527,400	\$ 10,744,900	2%
Capital Local Streets and Roads	84,801,100	83,029,900	83,029,900	84,545,100	1,515,200	2%
Commuter Assistance	3,434,500	4,640,100	4,429,700	6,819,200	2,179,100	47%
Debt Service	98,396,400	91,756,300	91,756,400	91,416,200	(340,100)	0%
Management Services	18,544,400	24,684,200	21,211,600	26,109,100	1,424,900	6%
Motorist Assistance	6,755,000	9,560,300	7,363,400	8,952,100	(608,200)	-6%
Planning and Programming	5,009,400	10,683,600	8,606,500	29,600,500	18,916,900	177%
Public and Specialized Transit	95,994,500	202,068,600	185,862,300	243,247,900	41,179,300	20%
Rail Maintenance and Operations	16,869,100	53,671,400	48,345,000	59,091,100	5,419,700	10%
Regional Conservation	3,974,200	11,628,900	10,495,000	11,034,600	(594,300)	-5%
Toll Operations	34,909,000	136,352,400	105,139,600	85,821,800	(50,530,600)	-37%
TOTAL Uses	\$ 768,393,300	\$ 1,165,858,200	\$ 1,009,528,800	\$ 1,195,165,000	\$ 29,306,800	3%

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

Capital highway, rail, and regional arterials budgeted uses of \$548,527,400 are 2% higher compared to the FY 2022/23 budget due to project activities in various phases related to the 71/91 Connector, SR-79 realignment, I-15 Express Lanes project – southern extension, MCP projects, Smart Freeways, 91 eastbound Corridor Operations Project (COP), rail station improvements, and Western County Measure A and TUMF 2009 regional arterial call for projects.

Local streets and roads expenditures of \$84,545,100 reflects an increase of \$1,515,200 over the FY 2022/23 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 \$6,819,200 is 47% higher than the FY 2022/23 budget due to launching of a new free rail pass program and potential comprehensive bi-county Transportation Demand Management plan.

Debt service of \$91,416,200 is comparable to the FY 2022/23 budget.

Management services expenditures of \$26,109,100 increased 6% due to audit services, staff training and travel, technology equipment upgrades, and office improvements and expansion.

Motorist assistance expenditures of \$8,952,100 decreased 6% due to cost savings with current FSP radio systems and transfers out for SAFE matching funds to FSP and commuter assistance special projects.

Planning and programming budgeted expenditures of \$29,600,500 increased 177% due to increased projects and operation activities in connection with LTF disbursements for planning and programming, other agency projects, and special studies related to Regional Early Action Plan (REAP 2.0) and toll lanes.

Public and specialized transit budgeted expenditures of \$243,247,900 are 20% higher than the FY 2022/23 budget due to expiration of federal stimulus funds (CARES Act, Coronavirus Response and Relief Supplemental Appropriations Act, and American Rescue Plan Act of 2021) concur available in the prior year to help respond to COVID-19 impacts rather than traditional operating subsidies to public transit operators.

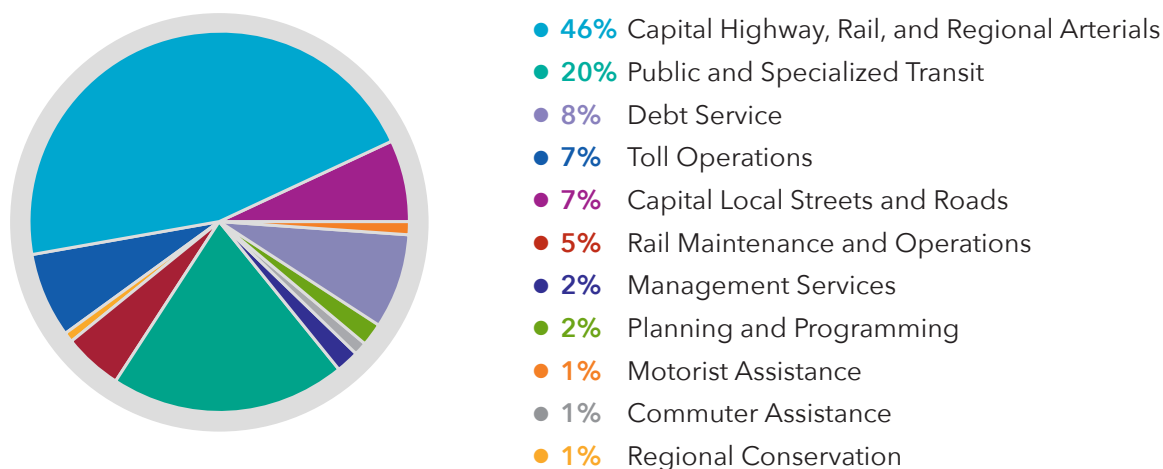
The rail maintenance and operations budgeted expenditures of \$59,091,100 are 10% higher than the FY 2022/23 budget due to increases in rail station security guards, program management, utilities, and Metrolink operations.

Regional conservation budgeted expenditures of \$11,034,600 reflects a second full year serving as the managing agency for the RCA. FY 2023/24 reflects a decrease of \$594,300 or 5% primarily due to a reduction in administration cost allocation and program management.

Toll operations expenses are budgeted at \$85,821,800 to manage the operations, maintenance, and capital support of the RCTC 91 Express Lanes and 15 Express Lanes. The 37% decrease for toll operational expenses is due to lower required repair and rehabilitation activity on the RCTC 91 Express Lanes, design build activity on the 91 Express Lanes eastbound lane to McKinley Avenue project, and transfer of surplus toll revenues required for the 15/91 Express Lanes Connector project than the previous year.

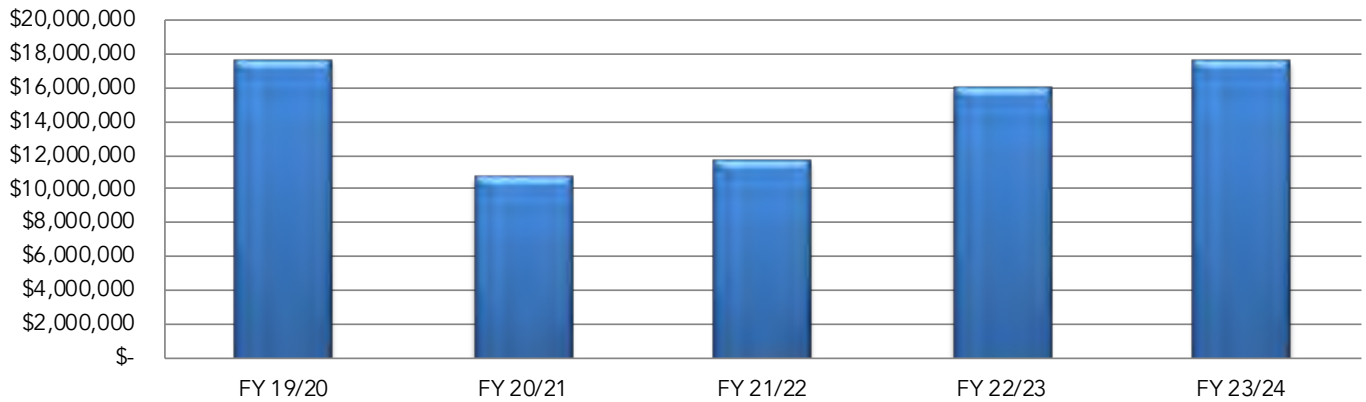
Chart 5 is an illustration of total uses included in the FY 2023/24 budget by major categories.

CHART 5 - USES: MAJOR CATEGORIES



COMMISSION PERSONNEL

The Commission's salaries and benefits total \$17,563,900 for FY 2023/24. This represents an increase of \$196,800 or 1% over the FY 2022/23 budget of \$17,367,100 (Chart 6). The increase relates primarily to a 4% pool for performance merit-based salary increases and a 4% annual salary range structure cost of living adjustment (COLA). The COLA only applies to the Commission's salary range structure and is not automatically applied to the current employees' salaries. In June 2019, the Board approved the COLA will be predicated on the percent change in the Consumer Price Index (CPI) – All Urban Wage Earners, covering Riverside, CA for the 12-month period ending December 31, rounded to the nearest half percent, with a maximum adjustment of 4%. The COLA will be equal to the CPI, but no less than 0% and no greater than 4%. The CPI for the All-Urban Wage Earners, covering Riverside, CA for the 12-month period ending December 31, 2022, was 8.7%. In accordance with the Board's action, CPI was capped at 4% and applied to the Commission's salary range structure for FY 2023/24. Significant variances in prior years (Chart 6) 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; 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; and an increase to the Commission's contribution to employee health benefits in FY 2022/23. The Commission's salary schedule for FY 2023/24 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

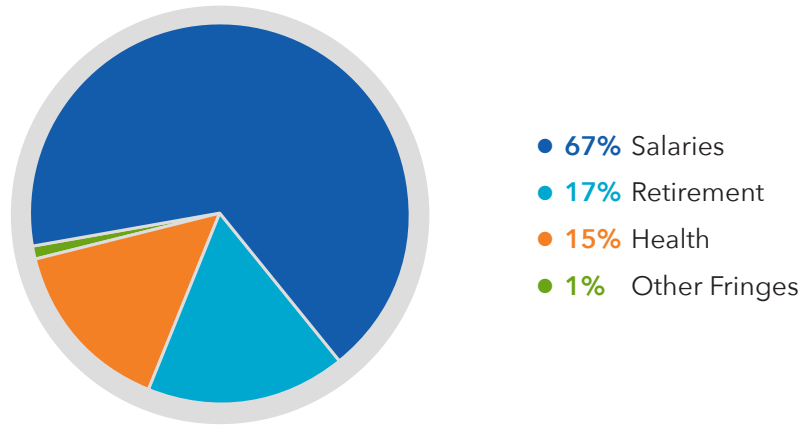
The 81 FTE positions included in the FY 2023/24 budget (Table 4) is comparable to the FY 2022/23 budget and Management continues its commitment with its intent for the Commission's enabling legislation requiring a lean organization. The Commission will continue providing staff the tools needed to ensure 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 2022–2024

	FY 21/22	FY 22/23	FY 23/24
Executive Management	0.5	0.5	1.0
Administration	7.4	8.9	9.2
External Affairs	4.3	5.3	3.9
Finance	10.8	10.6	10.5
Planning and Programming	4.1	5.7	6.2
Rail Maintenance and Operations	3.8	4.0	4.1
Public and Specialized Transit	2.7	2.9	2.7
Commuter Assistance	0.9	1.3	1.3
Motorist Assistance	1.5	1.4	1.5
Regional Conservation	11.4	18.3	18.1
Capital Project Development and Delivery	13.1	14.7	14.7
Toll Operations	6.5	7.4	7.8
TOTAL	67.0	81.0	81.0

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 2022/23, major initiatives for FY 2023/24, 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.
- Continue planning efforts to advance passenger rail service in the CV Rail.
- 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 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Personnel	\$	336,000	\$ 403,200	\$ 403,200	\$ 536,500	\$ 133,300	33%
Professional		61,300	300,000	126,300	300,000	-	0%
Support		59,000	96,700	97,200	130,900	34,200	35%
TOTAL	\$	456,300	\$ 799,900	\$ 626,700	\$ 967,400	\$ 167,500	21%

ADMINISTRATION

- Provide high quality support services to the Commission and to internal and external customers.
- 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 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Personnel	\$	850,200	\$ 1,169,100	\$ 815,500	\$ 1,290,700	\$ 121,600	10%
Professional		1,139,600	1,184,000	1,104,000	1,187,100	3,100	0%
Support		334,600	1,435,200	1,237,400	1,635,800	200,600	14%
Capital Outlay		172,500	325,000	75,000	1,365,000	1,040,000	320%
Debt Service		606,000	-	-	-	-	N/A
TOTAL	\$	3,102,900	\$ 4,113,300	\$ 3,231,900	\$ 5,478,600	\$ 1,365,300	33%

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 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Personnel	\$	861,900	\$ 1,318,100	\$ 872,800	\$ 798,700	\$ (519,400)	-39%
Professional		654,700	1,335,000	793,000	1,306,000	(29,000)	-2%
Support		84,200	247,100	103,500	324,800	77,700	31%
Capital Outlay		-	5,000	-	5,000	-	0%
TOTAL	\$	1,600,800	\$ 2,905,200	\$ 1,769,300	\$ 2,434,500	\$ (470,700)	-16%

FINANCE

- Proactively monitor, assess, manage, and minimize 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 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Personnel	\$ 1,748,600	\$ 1,974,000	\$ 1,953,400	\$ 2,052,800	\$ 78,800	4%
Professional	1,247,200	2,410,800	1,874,700	2,372,400	(38,400)	-2%
Support	865,000	1,086,300	1,085,900	1,879,900	793,600	73%
Capital Outlay	115,000	1,313,900	588,900	840,000	(473,900)	-36%
Transfers Out	10,014,600	10,080,800	10,080,800	10,083,500	2,700	0%
TOTAL	\$ 13,990,400	\$ 16,865,800	\$ 15,583,700	\$ 17,228,600	\$ 362,800	2%

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).
- Monitor and track local, state, and federal funding sources in a customized database system including assisting in the administration of 2009 Measure A local streets and roads and LTF SB 821 programs.

TABLE 9 - PLANNING AND PROGRAMMING

		FY 21/22 Actual		FY 22/23 Revised Budget		FY 22/23 Projected		FY 23/24 Budget		Dollar Change	Percent Change
Personnel	\$	957,100	\$	1,117,300	\$	899,700	\$	1,478,200	\$	360,900	32%
Professional		21,800		142,500		102,000		128,100		(14,400)	-10%
Support		10,100		323,500		184,200		176,100		(147,400)	-46%
Projects and Operations		3,131,500		6,855,300		6,309,300		23,080,700		16,225,400	237%
Capital Outlay		480,300		250,000		250,000		200,000		(50,000)	-20%
Transfers Out		408,600		1,995,000		861,300		4,537,400		2,542,400	127%
TOTAL	\$	5,009,400	\$	10,683,600	\$	8,606,500	\$	29,600,500	\$	18,916,900	177%

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 CV Rail 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 21/22 Actual		FY 22/23 Revised Budget		FY 22/23 Projected		FY 23/24 Budget		Dollar Change	Percent Change
Personnel	\$	721,100	\$	970,400	\$	970,400	\$	917,100	\$	(53,300)	-5%
Professional		1,051,600		1,259,300		713,500		3,136,500		1,877,200	149%
Support		2,392,400		2,836,400		2,695,400		3,083,600		247,200	9%
Projects and Operations		10,431,600		45,887,900		42,334,300		49,978,300		4,090,400	9%
Capital Outlay		1,730,800		1,694,000		608,000		1,155,000		(539,000)	-32%
Debt Service		14,400		-		-		-		-	N/A
Transfers Out		541,600		1,023,400		1,023,400		820,600		(202,800)	-20%
TOTAL	\$	16,883,500	\$	53,671,400	\$	48,345,000	\$	59,091,100	\$	5,419,700	10%

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 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 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Personnel	\$	518,600	\$ 574,600	\$ 468,100	\$ 534,200	\$ (40,400)	-7%
Professional		334,900	943,300	812,100	340,200	(603,100)	-64%
Support		69,100	119,700	116,000	392,300	272,600	228%
Projects and Operations		86,842,100	166,087,700	150,884,400	199,847,300	33,759,600	20%
Transfers Out		8,229,800	34,343,300	33,581,700	42,133,900	7,790,600	23%
TOTAL	\$	95,994,500	\$ 202,068,600	\$ 185,862,300	\$ 243,247,900	\$ 41,179,300	20%

COMMUTER ASSISTANCE

- Position the program for the future by being more visible, regional, and innovative to enhance the experience and participation of employer partners, commuters, and communities.
- 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.
- 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.
- Launch a free rail pass program for Riverside and San Bernardino County residents to experience Metrolink for work, school, and play.
- Optimize Park and ride facilities to support shared-ride arrangements and facilitate transit connections.

TABLE 12 - COMMUTER ASSISTANCE

		FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Personnel	\$	217,100	\$ 269,200	\$ 263,800	\$ 230,800	\$ (38,400)	-14%
Professional		228,800	382,900	223,800	695,000	312,100	82%
Support		2,900	59,900	13,600	19,200	(40,700)	-68%
Projects and Operations		2,823,600	3,668,400	3,668,800	5,693,000	2,024,600	55%
Debt Service		8,500	-	-	-	-	N/A
Transfers Out		162,100	259,700	259,700	181,200	(78,500)	-30%
TOTAL	\$	3,443,000	\$ 4,640,100	\$ 4,429,700	\$ 6,819,200	\$ 2,179,100	47%

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 21/22 Actual		FY 22/23 Revised Budget		FY 22/23 Projected		FY 23/24 Budget		Dollar Change	Percent Change
Personnel	\$	155,400	\$	272,100	\$	272,100	\$	254,600	\$	(17,500)	-6%
Professional		325,200		214,900		188,800		209,600		(5,300)	-2%
Support		129,200		186,600		179,700		335,000		148,400	80%
Projects and Operations		3,651,400		5,454,500		3,939,600		5,076,700		(377,800)	-7%
Transfers Out		2,493,800		3,432,200		2,783,200		3,076,200		(356,000)	-10%
TOTAL	\$	6,755,000	\$	9,560,300	\$	7,363,400	\$	8,952,100	\$	(608,200)	-6%

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 21/22 Actual		FY 22/23 Revised Budget		FY 22/23 Projected		FY 23/24 Budget		Dollar Change	Percent Change
Personnel	\$	2,525,400	\$	3,776,800	\$	3,776,400	\$	3,749,100	\$	(27,700)	-1%
Professional		134,100		3,484,000		2,692,700		3,988,600		504,600	14%
Support		7,400		426,300		355,200		525,800		99,500	23%
Projects and Operations		489,800		2,072,400		1,801,300		1,821,400		(251,000)	-12%
Transfers Out		817,500		1,869,400		1,869,400		949,700		(919,700)	-49%
TOTAL	\$	3,974,200	\$	11,628,900	\$	10,495,000	\$	11,034,600	\$	(594,300)	-5%

CAPITAL PROJECT DEVELOPMENT AND DELIVERY

- Continue project work on the 91 COP, I-15 Express Lanes–Southern Extension, 15/91 Express Lanes Connector, MCP projects, 71/91 Connector, SR-79 realignment, 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 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Personnel	\$	2,765,700	\$ 3,278,300	\$ 3,097,200	\$ 3,886,900	\$ 608,600	19%
Professional		2,246,700	3,192,100	3,078,600	6,486,000	3,293,900	103%
Support		280,900	1,583,100	266,200	2,517,500	934,400	59%
Projects and Operations		359,027,000	489,690,500	402,259,700	505,581,600	15,891,100	3%
Capital Outlay		3,739,300	5,150,000	5,150,000	4,187,200	(962,800)	-19%
Debt Service		69,594,300	69,555,300	69,555,400	69,215,200	(340,100)	0%
Transfers Out		116,447,200	117,918,400	112,467,600	110,413,300	(7,505,100)	-6%
TOTAL	\$	554,101,100	\$ 690,367,700	\$ 595,874,700	\$ 702,287,700	\$ 11,920,000	2%

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 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Personnel	\$	1,357,200	\$ 2,244,000	\$ 2,243,800	\$ 1,834,300	\$ (409,700)	-18%
Professional		2,251,900	3,811,000	1,410,200	3,469,000	(342,000)	-9%
Support and Maintenance		5,309,400	9,895,400	7,077,500	10,627,400	732,000	7%
Projects and Operations		19,978,700	43,737,000	41,155,700	30,327,100	(13,409,900)	-31%
Capital Outlay		11,000	125,000	8,400	85,000	(40,000)	-32%
Debt Service		28,173,200	22,201,000	22,201,000	22,201,000	-	0%
Transfers Out		6,000,800	76,540,000	53,244,000	39,479,000	(37,061,000)	-48%
TOTAL	\$	63,082,200	\$ 158,553,400	\$ 127,340,600	\$ 108,022,800	\$ (50,530,600)	-32%

FUND BALANCES

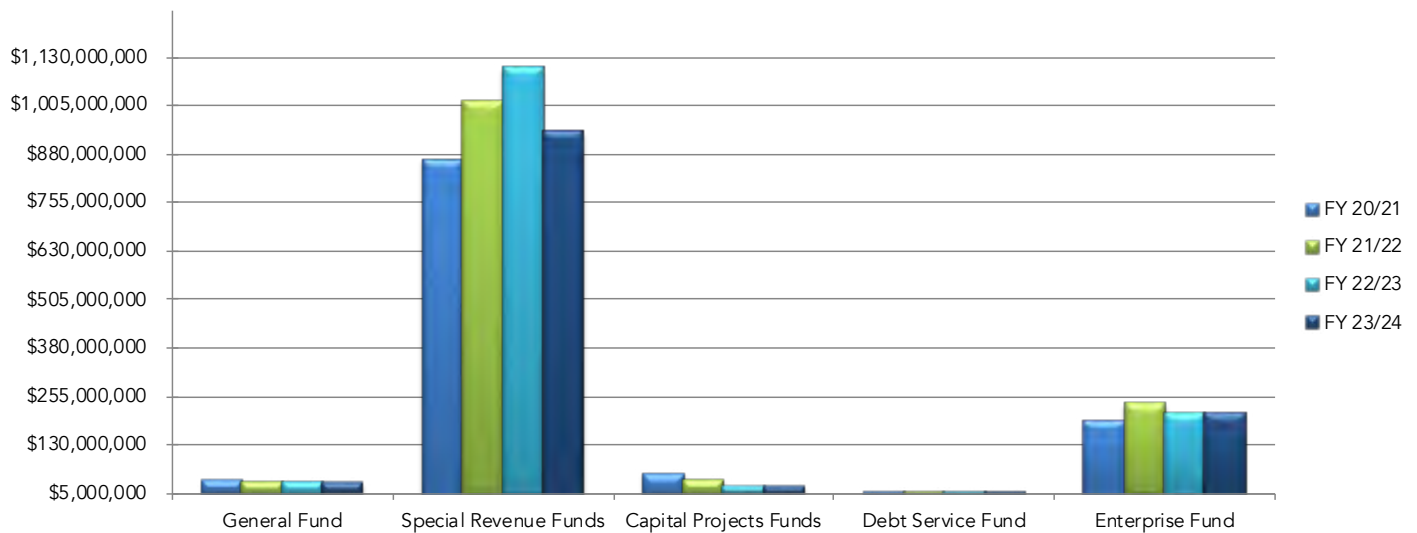
The projected total fund balance as of June 30, 2023, is \$1,382,220,300. The Commission expects the FY 2023/24 budgeted activities to result in a \$165,444,900 decrease of total fund balance at June 30, 2024 to \$1,216,775,400. The primary cause of the decrease is project activities in FY 2023/24 related to the 15/91 Express Lanes Connector, 15 COP, MCP projects close-out activity on the 91 Project, 91 Express Lanes repair and rehabilitation, Smart Freeways, SR-79 realignment, 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, 2024.

TABLE 17 - PROJECTED FUND BALANCES BY FUND TYPE AND PROGRAM AT JUNE 30, 2024

	Measure A Sales Tax				Other	Total
	Western County	Coachella Valley	Palo Verde			
Restricted:						
Bond Financing	\$ 40,071,500	\$ -	\$ -	\$ -	\$ 40,071,500	
Commuter Assistance	24,111,300	-	-	-	24,111,300	
Debt Service	-	-	-	11,406,100	11,406,100	
Economic Development	11,788,400	-	-	-	11,788,400	
Highways	125,539,900	74,706,800	-	22,792,400	223,039,100	
New Corridors	72,074,900	-	-	-	72,074,900	
Planning and Programming	-	-	-	1,504,900	1,504,900	
Public and Specialized Transit	19,800,300	506,200	-	417,253,200	437,559,700	
Rail	49,879,100	-	-	25,867,300	75,746,400	
CETAP	-	-	-	66,894,400	66,894,400	
Regional Arterials	7,436,200	-	-	15,629,500	23,065,700	
Motorist Assistance	-	-	-	11,455,900	11,455,900	
Toll Operations	-	-	-	211,068,700	211,068,700	
Assigned:						
Management Services	-	-	-	6,988,400	6,988,400	
TOTAL Fund Balance	\$ 350,701,600	\$ 75,213,000	\$ -	\$ 790,860,800	\$ 1,216,775,400	

Chart 8 illustrates the actual and projected trends in fund balances for each governmental and enterprise fund type from FY 2020/21 through FY 2023/24.

CHART 8 - PROJECTED FUND BALANCE TRENDS BY FUND TYPE FY 2021 - 2024



BUDGET SUMMARY

The overall budget for FY 2023/24 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 2022–2024

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Revenues						
Measure A Sales Tax	\$ 280,170,600	\$ 275,000,000	\$ 275,000,000	\$ 280,000,000	\$ 5,000,000	2%
LTF Sales Tax	150,694,000	150,000,000	150,000,000	155,000,000	5,000,000	3%
STA Sales Tax	29,988,300	30,964,600	39,055,000	38,363,900	7,399,300	24%
Federal Reimbursements	45,608,400	82,205,900	49,581,100	89,308,100	7,102,200	9%
State Reimbursements	156,813,300	148,621,900	167,689,800	82,343,100	(66,278,800)	-45%
Local Reimbursements	11,443,300	15,873,500	17,874,200	30,075,000	14,201,500	89%
TUMF Revenue	35,509,000	31,000,000	30,750,000	31,000,000	-	0%
Tolls, Penalties, and Fees	100,992,600	97,771,800	98,794,100	97,989,000	217,200	0%
Other Revenue	3,926,900	707,000	719,100	723,500	16,500	2%
Investment Income	(17,686,500)	1,168,400	5,103,000	13,242,700	12,074,300	1033%
TOTAL Revenues	797,459,900	833,313,100	834,566,300	818,045,300	(15,267,800)	-2%
Expenditures/Expenses						
Personnel Salaries and Benefits	13,014,300	17,367,100	16,036,400	17,563,900	196,800	1%
Professional and Support						
Professional Services	9,697,800	18,659,800	13,119,700	23,618,500	4,958,700	27%
Support Costs	9,544,200	18,296,200	13,411,800	21,648,300	3,352,100	18%
TOTAL Professional and Support Costs	19,242,000	36,956,000	26,531,500	45,266,800	8,310,800	22%
Projects and Operations						
Program Operations	32,467,700	40,768,600	36,179,400	49,582,800	8,814,200	22%
Engineering	10,967,600	30,339,200	18,197,200	33,235,000	2,895,800	10%
Construction	142,507,200	233,601,300	199,423,400	273,036,400	39,435,100	17%
Design Build	74,817,600	74,712,300	62,235,800	37,921,000	(36,791,300)	-49%
Right of Way/Land	23,332,900	56,897,300	29,708,400	45,923,500	(10,973,800)	-19%
Operating and Capital Disbursements	95,379,500	210,451,900	192,212,400	252,272,300	41,820,400	20%
Special Studies	1,075,100	1,874,200	1,366,600	14,890,000	13,015,800	694%
Local Streets and Roads	84,801,100	83,029,900	83,029,900	84,545,100	1,515,200	2%
Regional Arterials	21,027,000	31,779,000	30,000,000	30,000,000	(1,779,000)	-6%
TOTAL Projects and Operations	486,375,700	763,453,700	652,353,100	821,406,100	57,952,400	8%
Debt Service						
Principal Payments	30,573,200	31,405,000	31,405,000	32,635,000	1,230,000	4%
Interest Payments	64,039,700	60,351,300	60,351,400	58,781,200	(1,570,100)	-3%
Cost of Issuance	3,783,500	-	-	-	-	N/A
TOTAL Debt Service	98,396,400	91,756,300	91,756,400	91,416,200	(340,100)	0%
Capital Outlay	6,248,900	8,862,900	6,680,300	7,837,200	(1,025,700)	-12%
TOTAL Expenditures/Expenses	623,277,300	918,396,000	793,357,700	983,490,200	65,094,200	7%
Excess (deficiency) of Revenues over (under) Expenditures/Expenses	174,182,600	(85,082,900)	41,208,600	(165,444,900)	(80,362,000)	94%
Other Financing Sources (Uses)						
Transfers In	158,254,900	247,462,200	216,171,100	211,674,800	(35,787,400)	-14%
Transfers Out	(145,116,000)	(247,462,200)	(216,171,100)	(211,674,800)	35,787,400	-14%
Debt Proceeds, Premium Gain (Loss)	(6,733,700)	-	-	-	-	N/A
Net Financing Sources (Uses)	6,405,200	-	-	-	-	N/A
Excess (deficiency) of Revenues over (under) Expenditures/Expenses and Other Financing Sources (Uses)	180,587,800	(85,082,900)	41,208,600	(165,444,900)	(80,362,000)	94%
Beginning Fund Balance	1,160,423,900	1,341,011,700	1,341,011,700	1,382,220,300	41,208,600	3%
ENDING FUND BALANCE	\$ 1,341,011,700	\$ 1,255,928,800	\$ 1,382,220,300	\$ 1,216,775,400	\$ (39,153,400)	-3%

TABLE 19 - OPERATING AND CAPITAL BUDGET FY 2023/24

	FY 23/24 Operating Budget		FY 23/24 Capital Budget		FY 23/24 TOTAL Budget
Revenues					
Measure A Sales Tax	\$	38,641,000	\$	241,359,000	\$ 280,000,000
LTF Sales Tax		155,000,000		-	155,000,000
STA Sales Tax		38,363,900		-	38,363,900
Federal Reimbursements		19,828,900		69,479,200	89,308,100
State Reimbursements		23,146,000		59,197,100	82,343,100
Local Reimbursements		13,554,800		16,520,200	30,075,000
TUMF Revenue		-		31,000,000	31,000,000
Tolls, Penalties, and Fees		-		97,989,000	97,989,000
Other Revenue		-		723,500	723,500
Investment Income		5,961,200		7,281,500	13,242,700
TOTAL Revenues		294,495,800		523,549,500	818,045,300
Expenditures/Expenses					
Personnel Salaries and Benefits		11,572,700		5,991,200	17,563,900
Professional and Support					
Professional Services		13,644,500		9,974,000	23,618,500
Support Costs		8,401,400		13,246,900	21,648,300
TOTAL Professional and Support Costs		22,045,900		23,220,900	45,266,800
Projects and Operations					
Program Operations		15,269,400		34,313,400	49,582,800
Engineering		-		33,235,000	33,235,000
Construction		-		273,036,400	273,036,400
Design Build		-		37,921,000	37,921,000
Right of Way and Land		6,140,000		39,783,500	45,923,500
Operating and Capital Disbursements		247,272,300		5,000,000	252,272,300
Special Studies		14,890,000		-	14,890,000
Local Streets and Roads		-		84,545,100	84,545,100
Regional Arterials		-		30,000,000	30,000,000
TOTAL Projects and Operations		283,571,700		537,834,400	821,406,100
Debt Service					
Principal Payments		-		32,635,000	32,635,000
Interest Payments		-		58,781,200	58,781,200
TOTAL Debt Service		-		91,416,200	91,416,200
Capital Outlay		3,565,000		4,272,200	7,837,200
TOTAL Expenditures/Expenses		320,755,300		662,734,900	983,490,200
Excess (deficiency) of Revenues over (under) Expenditures/Expenses		(26,259,500)		(139,185,400)	(165,444,900)
Other Financing Sources (Uses)					
Transfers In		54,793,700		156,881,100	211,674,800
Transfers Out		(61,782,500)		(149,892,300)	(211,674,800)
Net Financing Sources (Uses)		(6,988,800)		6,988,800	-
Excess (deficiency) of Revenues over (under) Expenditures/Expenses and Other Financing Sources (Uses)		(33,248,300)		(132,196,600)	(165,444,900)
Beginning Fund Balance		569,180,100		813,040,200	1,382,220,300
ENDING FUND BALANCE	\$	535,931,800	\$	680,843,600	\$ 1,216,775,400

TABLE 20 - BUDGET BY FUND TYPE FY 2023/24

	General Fund	Special Revenue	Capital Projects	Debt Service	Enterprise	FY 23/24 TOTAL Budget
Revenues						
Measure A Sales Tax	\$ -	\$ 280,000,000	\$ -	\$ -	\$ -	\$ 280,000,000
LTF Sales Tax	-	155,000,000	-	-	-	155,000,000
STA Sales Tax	-	38,363,900	-	-	-	38,363,900
Federal Reimbursements	19,221,100	67,274,900	-	2,812,100	-	89,308,100
State Reimbursements	13,541,900	68,801,200	-	-	-	82,343,100
Local Reimbursements	2,000	21,998,600	-	-	8,074,400	30,075,000
TUMF Revenue	-	31,000,000	-	-	-	31,000,000
Tolls, Penalties, and Fees	-	-	-	-	97,989,000	97,989,000
Other Revenue	-	623,500	-	-	100,000	723,500
Investment Income	353,500	10,220,500	248,100	124,100	2,296,500	13,242,700
TOTAL Revenues	33,118,500	673,282,600	248,100	2,936,200	108,459,900	818,045,300
Expenditures/Expenses						
Personnel Salaries and Benefits	6,912,700	8,816,900	-	-	1,834,300	17,563,900
Professional and Support						
Professional Services	5,549,100	14,600,400	-	-	3,469,000	23,618,500
Support Costs	4,679,100	6,341,800	-	-	10,627,400	21,648,300
TOTAL Professional and Support Costs	10,228,200	20,942,200	-	-	14,096,400	45,266,800
Projects and Operations						
Program Operations	-	24,661,000	-	-	24,921,800	49,582,800
Engineering	-	33,235,000	-	-	-	33,235,000
Construction	-	269,014,100	-	-	4,022,300	273,036,400
Design Build	-	36,538,000	-	-	1,383,000	37,921,000
Right of Way/Land	-	45,923,500	-	-	-	45,923,500
Operating and Capital Disbursements	47,425,000	204,847,300	-	-	-	252,272,300
Special Studies	14,890,000	-	-	-	-	14,890,000
Local Streets and Roads	-	84,545,100	-	-	-	84,545,100
Regional Arterials	-	30,000,000	-	-	-	30,000,000
TOTAL Projects and Operations	62,315,000	728,764,000	-	-	30,327,100	821,406,100
Debt Service						
Principal Payments	-	-	-	32,635,000	-	32,635,000
Interest Payments	-	-	-	36,580,200	22,201,000	58,781,200
TOTAL Debt Service	-	-	-	69,215,200	22,201,000	91,416,200
Capital Outlay	3,410,000	4,342,200	-	-	85,000	7,837,200
TOTAL Expenditures/Expenses	82,865,900	762,865,300	-	69,215,200	68,543,800	983,490,200
Excess (deficiency) of Revenues over (under) Expenditures/Expenses	(49,747,400)	(89,582,700)	248,100	(66,279,000)	39,916,100	(165,444,900)
Other Financing Sources (Uses)						
Transfers In	50,976,300	91,173,300	-	69,215,200	310,000	211,674,800
Transfers Out	(5,877,700)	(163,506,000)	-	(2,812,100)	(39,479,000)	(211,674,800)
Net Financing Sources (Uses)	45,098,600	(72,332,700)	-	66,403,100	(39,169,000)	-
Excess (deficiency) of Revenues over (under) Expenditures/Expenses and Other Financing Sources (Uses)	(4,648,800)	(161,915,400)	248,100	124,100	747,100	(165,444,900)
Beginning Fund Balance	36,780,100	1,101,292,400	22,544,200	11,282,000	210,321,600	1,382,220,300
ENDING FUND BALANCE	\$ 32,131,300	\$ 939,377,000	\$ 22,792,300	\$ 11,406,100	\$ 211,068,700	\$ 1,216,775,400

TABLE 21 - HIGHWAY, REGIONAL ARTERIAL, RAIL, AND REGIONAL CONSERVATION PROGRAM PROJECTS FY 2023/24

Description	
HIGHWAY ENGINEERING	
15 COP	\$ 2,746,000
71/91 Connector	300,000
91 eastbound COP	2,000,000
I-15 Express Lanes–Ingress/Egress	1,000,000
I-15 Express Lanes–Southern Extension	8,178,000
MCP	50,000
MCP construction package	5,000,000
MCP I-215/Placentia Avenue Interchange	5,000
Riverside County-Santa Ana River Trail Extension <i>(details presented in Section 3.2 Planning and Programming)</i>	1,581,000
Smart Freeways	1,700,000
SR-60 Truck Lanes Habitat Mitigation	500,000
SR-74 corridor – Ethanac Road	565,000
SR-79 realignment	440,000
SUBTOTAL HIGHWAY ENGINEERING	24,065,000
REGIONAL ARTERIAL ENGINEERING	
I-10/Highland Springs Avenue Interchange	1,000,000
I-15/Railroad Canyon Interchange	30,000
Various Western County Measure A regional arterial (MARA) and TUMF regional arterial projects	3,910,000
SUBTOTAL REGIONAL ARTERIAL ENGINEERING	4,940,000
RAIL ENGINEERING	
Moreno Valley–March Field Station upgrade	200,000
Perris Valley Line Double Track	2,250,000
Perris Valley Line Layover Facility	1,030,000
Riverside Downtown Station grade crossing	500,000
Riverside Downtown Station track and platform	250,000
SUBTOTAL RAIL ENGINEERING	4,230,000
TOTAL HIGHWAY, REGIONAL ARTERIAL, AND RAIL ENGINEERING	\$ 33,235,000
HIGHWAY CONSTRUCTION	
15 Express Lanes <i>(details presented in Section 3.4 Toll Operations)</i>	\$ 100,000
15/91 Express Lanes Connector	3,114,000
71/91 Connector	64,000,000
91 Express Lanes <i>(details presented in Section 3.4 Toll Operations)</i>	3,922,300
91 Project	1,445,000
Hamner Bridge widening	15,000,000
I-15 Express Lanes Project	497,000
Jurupa Avenue grade separation	1,242,400
MCP I-215/Placentia Avenue Interchange	550,500
Riverside County–Santa Ana River Trail <i>(details presented in Sections 5.2 Planning and Programming and 5.3 Capital Projects)</i>	35,000
Smart Freeways	12,240,000
SR-60 Truck Lanes	520,000
General <i>(details presented in Section 3.3 Capital Projects)</i>	1,900,200
SUBTOTAL HIGHWAY CONSTRUCTION	104,566,400
REGIONAL ARTERIAL CONSTRUCTION	
I-15/Railroad Canyon Interchange	231,000
Various Western County MARA and TUMF regional arterial projects	150,864,000
SUBTOTAL REGIONAL ARTERIAL CONSTRUCTION	151,095,000
RAIL CONSTRUCTION	
Moreno Valley–March Field station upgrade	17,250,000
Perris Valley Line Station Layover Facility	125,000
SUBTOTAL RAIL CONSTRUCTION	17,375,000
TOTAL HIGHWAY, REGIONAL ARTERIAL, AND RAIL CONSTRUCTION	\$ 273,036,400

TABLE 21 - HIGHWAY, REGIONAL ARTERIAL, RAIL, AND REGIONAL CONSERVATION PROGRAM PROJECTS FY 2023/24
(continued)

Description	
HIGHWAY DESIGN-BUILD	
15/91 Express Lanes Connector	\$ 33,073,000
91 Express Lanes <i>(details presented in Section 3.4 Toll Operations)</i>	203,000
91 Express Lanes eastbound lane to McKinley Avenue <i>(details presented in Section 3.4 Toll Operations)</i>	1,180,000
91 Project	440,000
I-15 Express Lanes Project	542,000
I-15 Express Lanes–Northern Extension	483,000
I-15 Express Lanes–Southern Extension	2,000,000
TOTAL HIGHWAY DESIGN-BUILD	\$ 37,921,000
HIGHWAY RIGHT OF WAY AND LAND	
15/91 Express Lanes connector	\$ 55,000
60/215 East Junction high occupancy vehicle (HOV) lane connectors	25,000
71/91 Connector	640,000
91 Project	700,000
I-15 Express Lanes Project	198,000
I-215 corridor improvements (central segment)/Scott Road to Nuevo Road	250,000
Jurupa Avenue grade separation	1,000,000
McKinley Avenue grade separation	2,400,000
MCP	5,150,000
MCP I-215/Placentia Avenue Interchange	20,862,000
Pachappa Underpass	4,000
Riverside County–Santa Ana River Trail Extension <i>(details presented in Section 3.2 Planning and Programming)</i>	4,440,000
SR-60 Truck Lanes Habitat Mitigation	25,000
SR-91 HOV lanes/Adams Street to 60/91/215 interchange	30,000
General <i>(details presented in Section 3.3 Capital Projects)</i>	150,500
SUBTOTAL HIGHWAY RIGHT OF WAY AND LAND	35,929,500
REGIONAL ARTERIAL RIGHT OF WAY AND LAND	
I-10/Highland Springs Avenue Interchange	10,000
I-15/Railroad Canyon Interchange	10,000
Various Western County MARA and TUMF regional arterial projects	7,814,000
SUBTOTAL REGIONAL ARTERIAL RIGHT OF WAY AND LAND	7,834,000
RAIL RIGHT OF WAY AND LAND	
Moreno Valley–March Field station upgrade	10,000
Perris Valley Line double track	150,000
General	300,000
SUBTOTAL RAIL RIGHT OF WAY AND LAND	460,000
REGIONAL CONSERVATION RIGHT OF WAY AND LAND	
Regional Conservation acquisition consultant costs <i>(details presented in Section 3.2 Regional Conservation)</i>	1,700,000
TOTAL HIGHWAY, REGIONAL ARTERIAL, RAIL, AND REGIONAL CONSERVATION RIGHT OF WAY AND LAND	\$ 45,923,500
GRAND TOTAL HIGHWAY, REGIONAL ARTERIAL, RAIL, AND REGIONAL CONSERVATION PROGRAMS	\$ 390,115,900

GANN APPROPRIATIONS LIMIT

In November 1979, the voters of the State approved Proposition 4, commonly known as the Gann Initiative (Gann). The proposition created Article XIII B of the State Constitution, placing limits on the amount of revenue that can be spent by public agencies from the “proceeds of taxes.” In 1980, the State Legislature added Section 7910 to the Government Code, providing that the governing body of each local jurisdiction must establish, by resolution, appropriations limit for the following year. The appropriations limit for any fiscal year is equal to the previous year’s limit adjusted for population changes and changes in the California per capita income.

The Commission is subject to the requirements of Article XIII B. Gann appropriations limits are calculated for and applied to the Commission. In accordance with the requirements of Article XIII B implementing legislation, the Board approved Resolution No. 23-005 on June 14, 2023, establishing appropriations limits for the Commission at \$614,246,608. The FY 2023/24 budget appropriated \$367,962,700 in taxes for the Commission, falling well within the limits set by the Gann. Based on historic trends and future projections, it appears the Commission’s use of the proceeds of taxes, as defined by Article XIII B, will continue to fall below the appropriations limit.

The calculation for the FY 2023/24 appropriations limit is as follows:

FY 2022/23 Appropriations Limit		\$586,140,603
FY 2023/24 adjustment:		x 1.0479510
• Change in California per capita personal income	1.0444% $((4.44 + 100) / 100 = 1.0444)$	
• Change in Population, Riverside County	1.0034% $((0.34 + 100) / 100 = 1.0034)$	
• Calculation of factor for FY 2023/24	$1.0444 \times 1.0034 = 1.0479510$	
FY 2023/24 Appropriations Limit		\$614,246,608

- $\$586,140,603 \times 1.0479510 = \$614,246,608$

Source: California per capita income - California Department of Finance
Population, Riverside County - California Department of Finance





71/91 Interchange Project



RIVERSIDE
COUNTY
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SECTION 1

FINANCIAL OVERVIEW

FINANCIAL OVERVIEW

FISCAL ACCOUNTABILITY POLICIES

As the steward of local, state, and federal resources, RCTC maintains financial policies that promote fiduciary responsibility and organizational excellence.

FINANCIAL PLANNING	
Balanced Budget	RCTC adopts an annual budget in which operating, and capital expenditures and other financing uses are equal to or less than identified revenues and other financing sources as well as available fund balances.
Administration	<p>Allocations from local and state sources and toll operations fund administrative costs, including salaries and benefits.</p> <ul style="list-style-type: none">• Administrative salaries and benefits cannot exceed 1% of Measure A sales tax revenues.• Administrative costs will not exceed 4% of Measure A sales tax revenues (inclusive of the 1% salary limitation).
Retirement Benefits	RCTC contributes 100% of the annual requirement related to its proportionate share of the net pension liability and for postretirement health care benefits.
Capital Projects	Multi-year capital projects are consistent with the strategic plan and budgeted by fiscal year, based on best available estimates.
Reserves	RCTC establishes and maintains reserves in accordance with Measure A and TDA policies as well as existing debt agreements.

REVENUES	
Sales Tax	RCTC prepares annual and mid-year revised revenue projections to ensure use of current and relevant data; staff may adjust amounts during the budget process to reflect current economic trends.
Tolls	<p>RCTC-adopted policies establish congestion pricing to optimize throughput on toll facilities while generating revenue to meet all financial commitments related to:</p> <ul style="list-style-type: none">• Debt issued to construct or repair any portion of the toll facility, payment of debt service, and satisfaction of other covenants and obligations related to indebtedness of the toll facility, including applicable reserves;• Development, maintenance, repair, rehabilitation, improvement, reconstruction, administration, and operation of the toll facilities, including toll collection and enforcement and applicable reserves; and• Projects within the corridor that generated the revenue.
Funding Sources	RCTC uses local funding sources to maximize federal and state funding of projects.
Sale of Properties	RCTC returns proceeds from the disposition of excess properties to the programs that provided the funding sources for the property acquisition.

EXPENDITURES/EXPENSES

Priorities	RCTC reviews established priorities for planning and programming of capital projects annually.
Accountability	RCTC compares actual expenditures/expenses to the budget on at least a quarterly basis and appropriately notes, explains, and justifies significant deviations.
Procurement	RCTC ensures competitive, transparent, objective, and fair procurement selection processes in accordance with policies adopted on February 10, 2021.
Capital and Intangible Assets	<p>On a government-wide basis, RCTC records capital and intangible assets at historical costs, estimated historical costs if purchased or constructed, or estimated fair value at date of donation. RCTC maintains such assets in a state of good repair and safeguards them from misuse and misappropriation.</p> <ul style="list-style-type: none">• RCTC does not capitalize infrastructure, which title will be vested with Caltrans or another governmental agency.• RCTC depreciates capital and amortizes intangible assets over the estimated useful life or service concession term.

DEBT MANAGEMENT

Debt Limitation	Outstanding sales tax revenue debt cannot exceed \$975 million, in accordance with Measure K approved by a majority of the voters in November 2010; RCTC can issue toll-supported debt for specific highway projects based on amounts authorized by the Commission.
Management	RCTC maintains and updates the Debt Management Policy, as adopted on March 11, 2020, and Interest Rate Swap Policy, as adopted July 12, 2006, for matters related to sales tax revenue and toll-supported indebtedness.
Coverage	RCTC maintains a minimum debt service coverage ratio of 2.0x on all senior sales tax revenue debt and 1.3x on all toll-supported debt.
Issuance	RCTC issues debt for major capital projects including engineering, right of way, construction, and design-build; RCTC will not finance operating requirements except for initial toll operations. Costs of issuance, including the standard underwriter's discount, do not exceed 2% unless specifically authorized.
Maturity	All sales tax revenue debt matures prior to the termination of 2009 Measure A on June 30, 2039; all toll-supported debt matures prior to the expiration of toll facility agreements.

CASH MANAGEMENT

Management	RCTC invests funds in order of priority (safety, liquidity, and yield) in accordance with the Investment Policy, adopted on December 14, 2022, or debt agreements.
Receipts	Where possible, RCTC encourages receipt of funds by wire or electronic funds transfer to its accounts.
Payments	RCTC remits cash disbursements to local jurisdictions and vendors/consultants in a timely manner.
Operating Balances	RCTC maintains amounts in the bank operating account at the amount necessary to meet monthly expenditures/expenses.

ACCOUNTING AND FINANCIAL REPORTING

Accounting System	RCTC maintains an ERP system that integrates project and toll operations accounting needs and improves accounting efficiency.
Reporting	RCTC issues an annual financial report; separate financial reports for the LTF, STA, Proposition 1B Rehabilitation and Security Project Accounts, SB 1 SGR Program, Low Carbon Transit Operations Program (LCTOP), and toll operations; and the State Controller's Transportation Planning Agency Financial Transactions Report and Government Compensation in California Report.
Audits	An independent accounting firm conducts an annual audit of the Commission's accounting books and records; RCTC obtains audits of Measure A and TDA funding recipients for compliance and other matters in a timely manner.

FUNCTIONAL MANAGEMENT

Unlike many governments that provide direct services to the public, the Commission's overall responsibility is to manage transportation planning and funding for the County. As a result, its budget in terms of dollars, is comprised primarily of capital-related programs and projects; the operating component of the budget is related to toll operations, multimodal programs (transit planning, rail operations, and commuter and motorist assistance services), and regional conservation. Management services, consisting of executive management, administration, external affairs, and finance, provide support to both capital and operating programs and projects. Chart 9 depicts the organization of the Commission's oversight and management functions.

CHART 9 - FUNCTIONAL ORGANIZATION CHART FY 2023/24

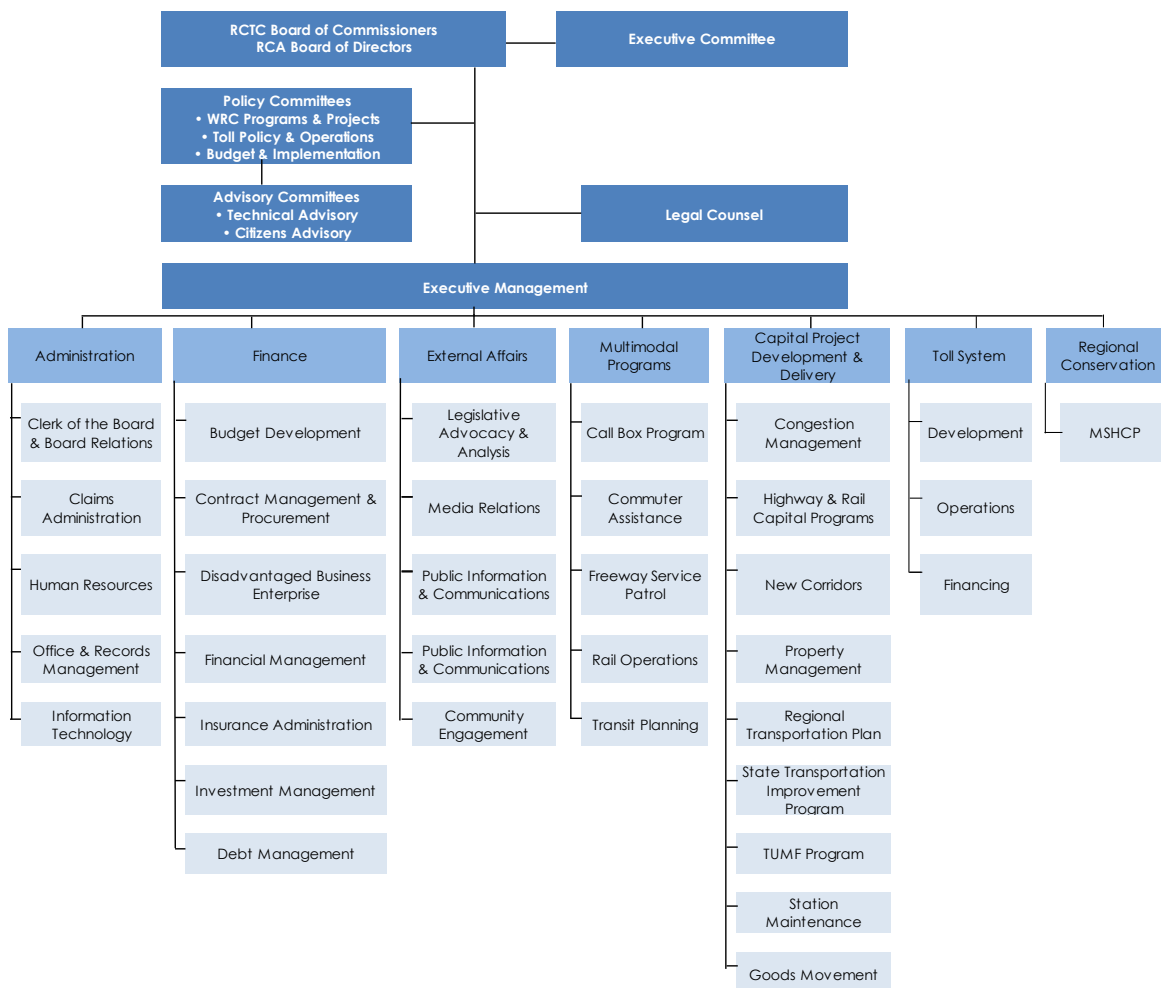


Chart 10 illustrates the relationship between the Commission's functional management or departments and the Commission's fund structure.

CHART 10 - RELATIONSHIP OF FUNCTIONAL MANAGEMENT AND FUND STRUCTURE

Functional Management/Department	General Fund	Special Revenue Fund	Capital Projects Fund	Debt Service Fund	Enterprise Fund
Management Services					
Executive Management	X				
Administration	X				
External Affairs	X				
Finance	X	X		X	
Regional Programs					
Planning and Programming Services	X	X			
Rail Maintenance and Operations	X	X			
Public and Specialized Transit	X	X			
Commuter Assistance		X			
Motorist Assistance		X			
Regional Conservation		X			
Capital Projects Development and Delivery		X	X	X	
Toll Operations					X

BUDGET PROCESS

The budget is the primary performance tool used to measure and control accountability of public agencies for taxpayer dollars. The budget communicates to all stakeholders (i.e., elected officials, regional agencies, and citizens) how the investment they made will be used by providing detailed information on the specifics of resource allocation and uses. The Commission monitors progress monthly, and it makes revisions and updates as necessary to reflect changing dynamics and accommodate unplanned requests. This results in a budget document that is useful and meaningful as a benchmark against which to evaluate government accomplishments and/or challenges and to assess compliance with fiscal accountability.

The budget process consists of six primary tasks conducted in phases throughout the fiscal year. Chart 11 illustrates the budget process for the development of the FY 2023/24 budget and monitoring of the FY 2022/23 budget. Each task is summarized below.

CHART 11 - BUDGET PROCESS

ID	TASK NAME	DURATION	2 0 2 2						2 0 2 3					
			J	A	S	O	N	D	J	F	M	A	M	J
1	Short Term Strategic Direction Phase	140 Days												
2	Resource Identification and Allocation Phase	200 Days												
3	Needs Assessment Phase	120 Days												
4	Development and Review Phase	150 Days												
5	Adoption and Implementation Phase	60 Days												
6	Budget Roles and Responsibilities	365 Days												

SHORT-TERM STRATEGIC DIRECTION PHASE

The first phase of the budget process is to determine the direction of the Commission in the short-term and to integrate this with the Commission's long-term goals and objectives, including the Western County Delivery Plan as updated and discussed in the Capital Project Development and Delivery department section. Annually, a workshop is held for the Board to evaluate and determine where the Commission plans to be and what it desires to accomplish over the next five to 10 years. The Commission held a workshop recently in February 2023. Priorities identified by Commissioners include but not limited to the following: Need to update the Traffic Relief Plan and identify a method towards funding recognized projects and initiatives; prioritize traffic/congestion/bottlenecks/projects/goods movement related projects; match growth with capacity and utilize it more effectively; form strategic partnerships with key stakeholders; develop job creation and retention ideas; and educate the public on existing transportation options.

Annual reviews allow for timely responsiveness to any significant political, legislative, or economic developments that may occur locally, statewide, or nationally. Staff then adjusts its course based on the long-term strategic direction of the policy makers.

Staff convenes beginning in early January to both assess actual results, compared to the current year budget, and map changes in strategy for the ensuing fiscal year. Additionally, staff reviews and, if necessary, updates Commission goals and departmental mission statements. Those goals, upon review by the Board, become the Commission's short-term strategic direction.

RESOURCE IDENTIFICATION AND ALLOCATION PHASE

Simultaneous with the short-term strategic direction phase, staff focuses on available funding sources and estimated carryover amounts from the current year. The Commission analyzes its fund balances, the excess of fund assets over fund liabilities, for available appropriation in the following fiscal year. Resource identification occurs throughout the year, but it is finalized in the upcoming fiscal year budget. In connection with the long-term strategic planning process, the Commission determines borrowing needs, but it adjusts such amounts in the annual budget to reflect current information.

NEEDS ASSESSMENT PHASE

Staff and consultants evaluate projects and studies for consideration in the next year. Project priority and sequencing set in the long-term strategic plan are the top candidates for budget submission. However, priorities may have changed due to economic necessities or political realities, resulting in rescheduling projects by acceleration or postponement. The Commission may add new projects or delete existing priorities.

DEVELOPMENT AND REVIEW PHASE

Using all the data and information gathered from the previously mentioned stages, department managers submit their desired budgets to the Finance Department. Finance staff compiles the information, along with staff and overhead allocations, into a preliminary or draft budget. After review by the Executive Director and inclusion of the desired changes, staff presents the draft budget to the Board for input.

ADOPTION AND IMPLEMENTATION PHASE

Staff submits the proposed budget to the Commission no later than its June meeting, and the Commission conducts a public hearing to allow for public comment on the proposed budget. The Commission may choose, after the public hearing, to adopt the budget or to request additional information and/or changes to the budget. The budget, including the salary schedule, must be adopted no later than June 15 of each year. Upon adoption by the Commission, staff enters the budget into the ERP system effective July 1 for the next fiscal year.

BUDGET ROLES AND RESPONSIBILITIES

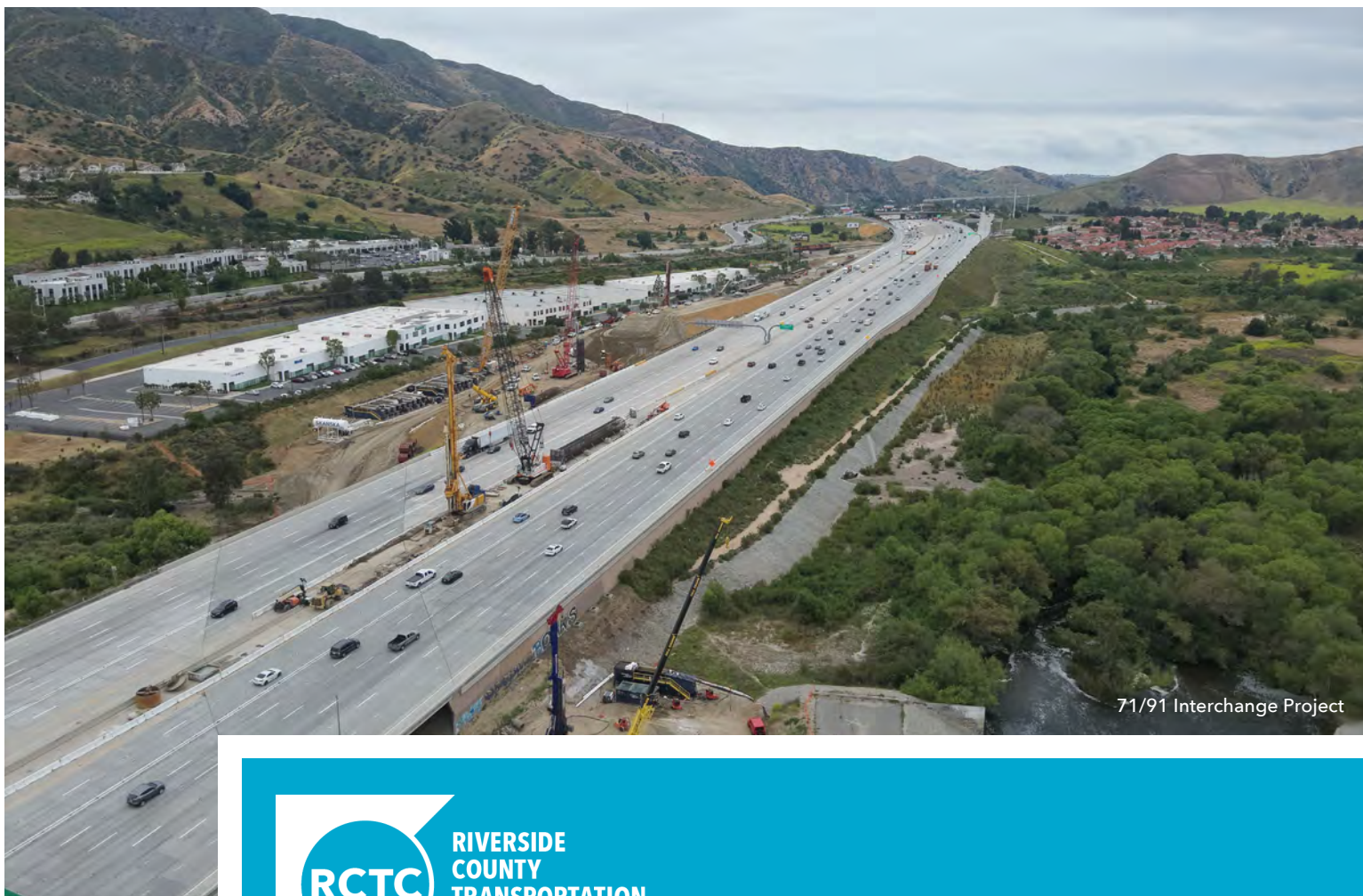
Involvement in the budget permeates all staffing levels at the Commission, as presented in the staff organization chart in Appendix B, from clerical support staff to policy makers. Each program manager develops a detailed line-item budget that consists of the operating and/or capital components and submits those budgets, by program, to the department director for review and concurrence. While all departments have operating components, Rail station operations and maintenance and Toll Operations represent the Commission's primary operation functions that consider long-range planning. Details on these operations are included in the Rail and Toll Operations department sections, respectively. The department managers submit their budgets to the Chief Financial Officer by mid-March, and the Finance Department compiles the department budgets. Both the capital and operating budgets are combined into the draft budget for the

entire Commission. The Chief Financial Officer and Executive Director review the entire budget for overall consistency with both the short- and long-term strategic direction of the Commission, appropriateness of funding sources for the identified projects and programs, and reasonableness of the operating and capital budget expenditures/expenses.

Expenditure/expense activities of the funds are controlled at the budgetary unit, which is the financial responsibility level (General, Measure A, Motorist Assistance, LTF, STA, TUMF, Other Agency Projects, Capital Projects, Debt Service Funds, and Enterprise Fund) for each function (i.e., administration, operations, programs, intergovernmental distributions, debt service, capital outlay, and other financing uses). These functions provide the legal level of budgetary control (i.e., the level at which expenditures/expenses cannot legally exceed the appropriated amount).

Budget-to-actual reports are available to program managers and directors on a real-time basis through the ERP system for informational and management purposes, including identification and evaluation of any significant budget variations. During the fiscal year, management has the discretion to transfer budgeted amounts within the fiscal responsibility unit according to function or may provide support for supplemental budget appropriations requests including reallocating budget authority between/across all Commission fund types if the overall authorized Commission approved budget authority is not increased. Supplemental budget appropriation requests that increase approved budget authority amount, require the authorization of the Commission. The Commission may act at any monthly meeting to amend the budget. In some years, the Finance Department may compile miscellaneous requests and submit a budget appropriations adjustment at mid-year to the Commission for approval. Those budget amendments approved by the Commission are incorporated into the budget, as they occur, and are reflected in the annual financial report in the final budget amounts reported in the budgetary schedules.





71/91 Interchange Project



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SECTION 2

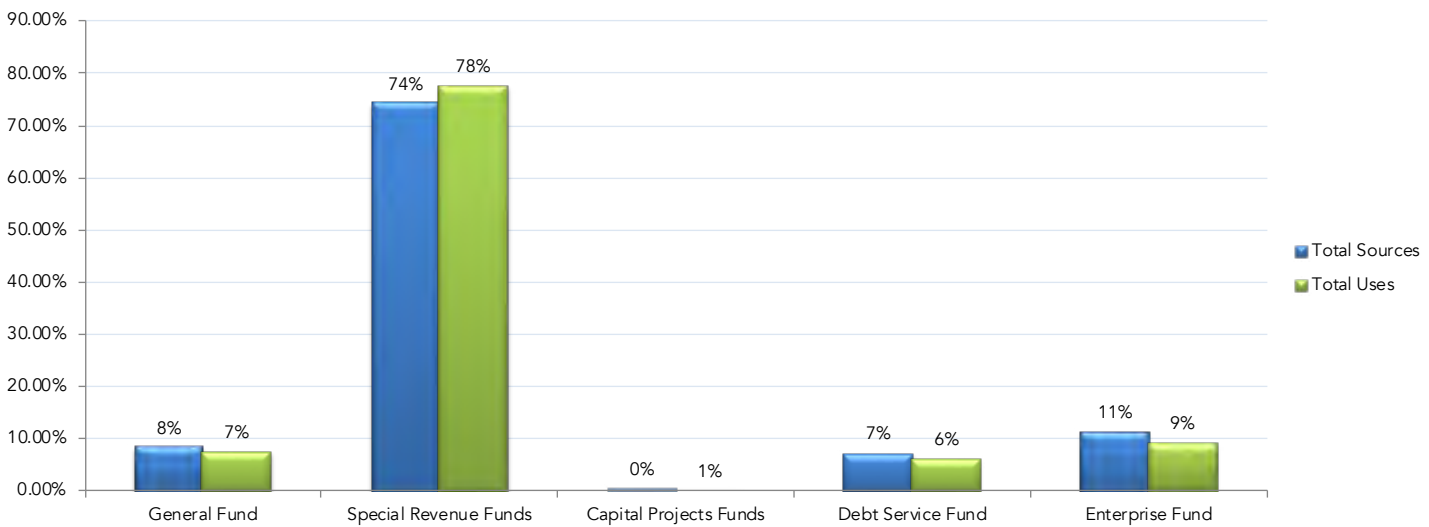
FUND BUDGETS

FUND BUDGETS

BUDGETARY BASIS

The Commission accounts for its budgeted funds using the modified and current financial resources measurement focus for governmental funds and the accrual basis of accounting and the economic resources measurement focus for enterprise funds. The basis of accounting is the same as the basis of budgeting. The Commission recognizes governmental fund revenues when measurable and available to meet current year obligations. Such revenues are available when guaranteed as to receipt, based on expenditure of funds (i.e., government matching funds), or certain to be received within 180 days of the end of the fiscal year. The Commission generally records governmental fund expenditures when it incurs a liability; however, debt service expenditures are recorded when the payment is due. Enterprise fund revenues are recognized when earned, and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Chart 12 illustrates total sources and uses by fund type for the FY 2023/24 budget.

CHART 12 - TOTAL SOURCES AND USES BY FUND TYPE FY 2023/24



FUND STRUCTURE

The Commission accounts for its sources and uses in 33 funds (Chart 13) categorized into five fund types: General fund, special revenue funds, capital projects funds, debt service fund, and enterprise fund. All of the Commission’s funds are budgeted. There are three funds reported in the General fund and 25 in the special revenue funds. Two capital projects funds are used to account for capital project expenditures financed with short- or long-term debt proceeds. The Commission has one debt service fund to account for debt-related activity. In addition, the Commission has two enterprise funds to account for the RCTC 91 Express Lanes and 15 Express Lanes operations.

CHART 13 - BUDGETED FUNDS STRUCTURE FY 2023/24

General Fund	Special Revenue Funds	Capital Projects Funds	Debt Service Fund	Enterprise Funds
Administration Rail Operations Planning & Programming	1989 MEASURE A Western County Highway	Commercial Paper Sales Tax Bonds		RCTC 91 Express Lanes 15 Express Lanes
	2009 MEASURE A Western County Highways Local Streets & Roads Public Transit Specialized Transit Bus Transit Rail Transit & Maintenance Commuter Assistance New Corridors Bond Financing Regional Arterials Economic Development Coachella Valley Highways & Regional Arterials Local Streets & Roads Specialized Transit Palo Verde Valley Local Streets & Roads			
	FSP SAFE LTF STA SGR TUMF Coachella Valley Rail Other Agency Projects Fund Regional Conservation SB132			

GENERAL FUND

OVERVIEW

The Commission's General fund accounts for all activities not legally required or designated by Board action to be accounted for separately. For many public agencies, the General fund is the largest fund; however, it is less significant for the Commission. The Commission's largest revenue source is Measure A, a locally levied sales tax that legally must be accounted for separately in special revenue funds. In addition to Commission administration and general operations, other General fund activities include commuter rail operations as well as planning and programming. Table 22 presents the FY 2023/24 budget for the General fund, followed by a discussion of significant components of the budget.

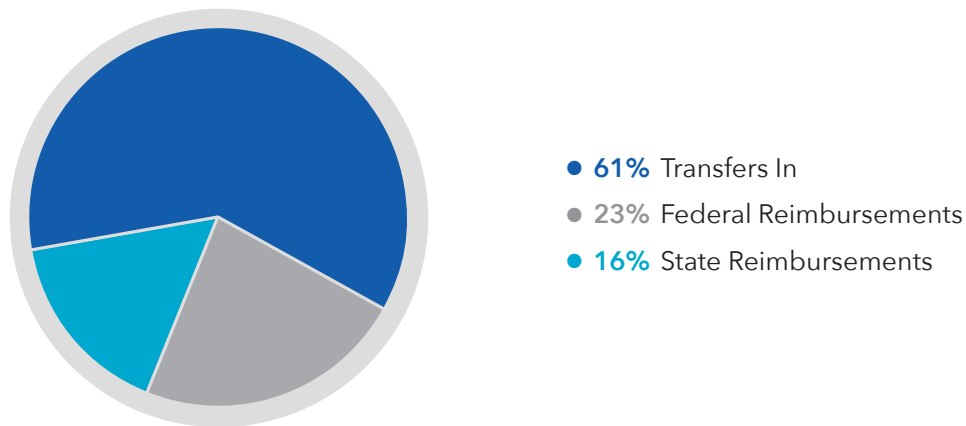
TABLE 22 - GENERAL FUND FY 2022 - 2024

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Revenues						
Federal Reimbursements	\$ 5,082,200	\$ 19,442,400	\$ 14,384,000	\$ 19,221,100	\$ (221,300)	-1%
State Reimbursements	2,326,900	3,167,200	737,400	13,541,900	10,374,700	328%
Local Reimbursements	(200,000)	1,000	313,000	2,000	1,000	100%
Other Revenue	701,800	-	-	-	-	N/A
Investment Income	(488,400)	36,400	11,500	353,500	317,100	871%
TOTAL Revenues	7,422,500	22,647,000	15,445,900	33,118,500	10,471,500	46%
Expenditures						
Personnel Salaries and Benefits	5,624,400	6,863,400	5,790,800	6,912,700	49,300	1%
Professional and Support						
Professional Services	3,305,400	6,179,700	4,401,500	5,549,100	(630,600)	-10%
Support Costs	1,471,800	3,496,200	2,922,100	4,679,100	1,182,900	34%
TOTAL Professional and Support Costs	4,777,200	9,675,900	7,323,600	10,228,200	552,300	6%
Projects and Operations						
Program Operations	6,200	-	9,300	-	-	N/A
Construction	-	311,000	311,000	-	(311,000)	-100%
Operating and Capital Disbursement	8,537,400	44,850,000	41,328,000	47,425,000	2,575,000	6%
Special Studies	1,075,100	1,774,200	1,288,400	14,890,000	13,115,800	739%
TOTAL Projects and Operations	9,618,700	46,935,200	42,936,700	62,315,000	15,379,800	33%
Debt Service						
Principal Payments	556,000	-	-	-	-	N/A
Interest Payments	50,000	-	-	-	-	N/A
TOTAL Debt Service	606,000	-	-	-	-	N/A
Capital Outlay	2,332,000	3,343,900	1,413,900	3,410,000	66,100	2%
TOTAL Expenditures	22,958,300	66,818,400	57,465,000	82,865,900	16,047,500	24%
Excess (deficiency) of Revenues over (under) Expenditures	(15,535,800)	(44,171,400)	(42,019,100)	(49,747,400)	(5,576,000)	13%
Other Financing Sources (Uses)						
Transfers In	14,208,500	44,979,600	44,867,800	50,976,300	5,996,700	13%
Transfers Out	(802,200)	(2,990,800)	(1,857,100)	(5,877,700)	(2,886,900)	97%
Net Financing Sources (Uses)	13,406,300	41,988,800	43,010,700	45,098,600	3,109,800	7%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)	(2,129,500)	(2,182,600)	991,600	(4,648,800)	(2,466,200)	113%
Beginning Fund Balance	37,918,000	35,788,500	35,788,500	36,780,100	991,600	3%
ENDING FUND BALANCE	\$ 35,788,500	\$ 33,605,900	\$ 36,780,100	\$ 32,131,300	\$ (1,474,600)	-4%

The sources for the General fund (Chart 14) consist of:

- Various federal and state reimbursements for planning activities and commuter rail station operations;
- Investment income;
- Transfers from various funds for the allocation of administrative costs;
- Transfers of LTF sales tax revenues for planning, programming, and monitoring (PPM) activities; and
- Transfers of LTF Article 4 allocations for commuter rail operations and capital.

CHART 14 - GENERAL FUND SOURCES FY 2023/24



Federal reimbursements relate to rail station preventative maintenance and transit-oriented communities' strategic plan. State reimbursements include station mobility improvements, as well as STIP funds for PPM activities.

The Commission allocates and transfers to the General fund a portion of LTF sales tax revenues for administration, planning and programming, and rail transit operations and capital for the following purposes:

- General fund administration allocations funded with LTF sales tax revenues of \$147,300 in FY 2023/24.
- State law sets planning allocations at 3% of estimated LTF sales tax revenues. The FY 2023/24 budget for planning allocations is \$4,650,000. The FY 2022/23 revised budget of \$5,659,000 includes the effect of the mid-year projection adjustment that includes the unapportioned carryover amount, which is not determined until after the prior year's fiscal year end, and revised revenue projections.
- LTF sales tax revenues of \$2,867,100 in FY 2023/24 will fund General fund allocations for planning, programming, and regional activities.
- Commuter rail operating and capital needs determine the amount of LTF and STA allocations to the extent that revenues and reserved fund balance are available. The FY 2023/24 budget includes \$28,000,000 in LTF allocations to fund operating contribution expenditures to SCRRA.

The Commission allocates administrative costs based on a cost allocation plan and recognizes reimbursements to the General fund from other funds as transfers in. The FY 2023/24 General fund administrative allocation of \$5,846,000 from Measure A may be adjusted based on actual expenditures, but in no event will it exceed 4% of total Measure A revenues (including administrative salaries and benefits). Administrative transfers in from STA, TUMF, motorist assistance, toll operations, SB 132, regional conservation, and other agency project funds of \$9,465,900 in FY 2023/24 increased from \$7,516,700 in FY 2022/23 due to increased level of activity requiring administrative support.

CHART 15 - GENERAL FUND USES FY 2023/24

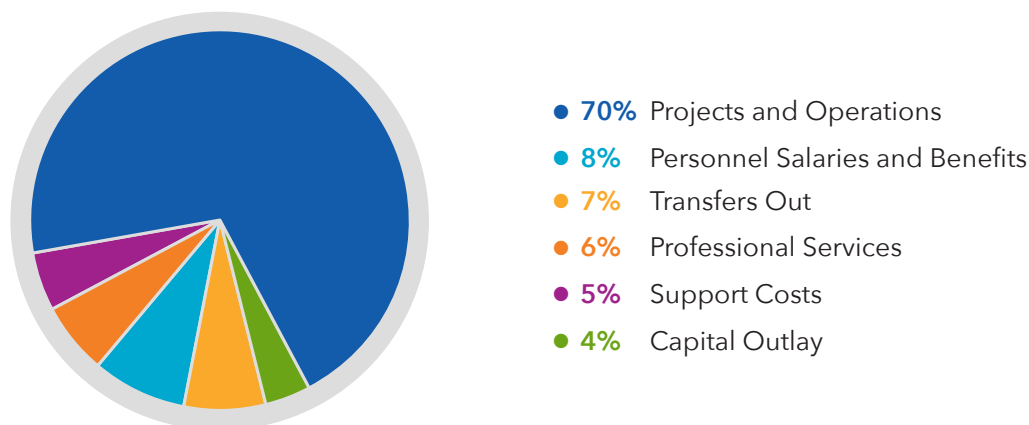


Chart 15 depicts General fund uses. Personnel salaries and benefits expenditures increased \$49,300 due to the net change in allocation of FTEs and a 4% pool for performance merit-based salary increases. Professional costs decreased 10% compared to the prior year due to development of a robust public engagement program in the prior year. Support costs increased 34% primarily due to Commission insurance services, software database maintenance, and social media improvements.

The FY 2023/24 operating and capital disbursements budget includes allocations of \$45,100,000 for the Metrolink commuter rail subsidy and \$2,325,000 for planning operating disbursements. Special studies expenditures include transit-oriented communities, pass area transit, truck impact, next generation rail, and toll studies. Capital outlay expenditures increased 2% due to information technology upgrades and station improvements. Transfers out include \$4,877,700 to the General fund for administration from rail operations and planning and programming activities and \$1,000,000 to the Measure A Western County highway fund for I-15 Express Lanes ingress/egress project study.

SPECIAL REVENUE FUNDS

OVERVIEW

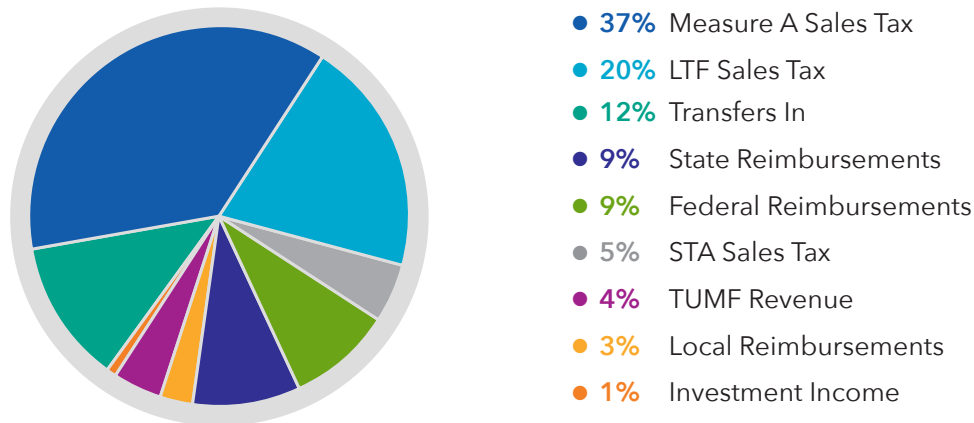
The Commission's special revenue funds are legally restricted as to use for Measure A projects and programs, TUMF projects, motorist assistance services, regional conservation, other agency project coordination, and funding transit operations and capital in the County. Table 23 is a summary of the special revenue funds' budgets, and Tables 24 through 36 present the individual budgets along with respective discussions.

TABLE 23 - SPECIAL REVENUE FUNDS FY 2022 - 2024

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Revenues						
Measure A Sales Tax	\$ 280,170,600	\$ 275,000,000	\$ 275,000,000	\$ 280,000,000	\$ 5,000,000	2%
LTF Sales Tax	150,694,000	150,000,000	150,000,000	155,000,000	5,000,000	3%
STA Sales Tax	29,988,300	30,964,600	39,055,000	38,363,900	7,399,300	24%
Federal Reimbursements	37,714,100	59,951,400	32,385,000	67,274,900	7,323,500	12%
State Reimbursements	154,486,400	145,454,700	166,952,400	68,801,200	(76,653,500)	-53%
Local Reimbursements	11,604,300	15,872,500	17,561,200	21,998,600	6,126,100	39%
TUMF Revenue	35,509,000	31,000,000	30,750,000	31,000,000	-	0%
Other Revenue	1,985,200	607,000	619,100	623,500	16,500	3%
Investment Income (Loss)	(14,721,700)	907,400	985,900	10,220,500	9,313,100	1026%
TOTAL Revenues	687,430,200	709,757,600	713,308,600	673,282,600	(36,475,000)	-5%
Expenditures						
Personnel Salaries and Benefits	6,032,700	8,259,700	8,001,800	8,816,900	557,200	7%
Professional and Support						
Professional Services	4,140,400	8,669,100	7,308,000	14,600,400	5,931,300	68%
Support Costs	2,762,900	4,904,600	3,412,200	6,341,800	1,437,200	29%
TOTAL Professional and Support Costs	6,903,300	13,573,700	10,720,200	20,942,200	7,368,500	54%
Projects and Operations						
Program Operations	16,305,900	21,971,600	20,116,400	24,661,000	2,689,400	12%
Engineering	10,967,600	30,339,200	18,197,200	33,235,000	2,895,800	10%
Construction	140,356,100	214,034,300	179,694,400	269,014,100	54,979,800	26%
Design Build	73,145,400	69,328,800	56,551,800	36,538,000	(32,790,800)	-47%
Right of Way	23,332,900	56,897,300	29,708,400	45,923,500	(10,973,800)	-19%
Operating and Capital Disbursements	86,842,100	165,601,900	150,884,400	204,847,300	39,245,400	24%
Special Studies	-	100,000	78,200	-	(100,000)	-100%
Local Streets and Roads	84,801,100	83,029,900	83,029,900	84,545,100	1,515,200	2%
Regional Arterials	21,027,000	31,779,000	30,000,000	30,000,000	(1,779,000)	-6%
TOTAL Projects and Operations	456,778,100	673,082,000	568,260,700	728,764,000	55,682,000	8%
Debt Service						
Principal Payments	22,200	-	-	-	-	N/A
Interest Payments	700	-	-	-	-	N/A
TOTAL Debt Service	22,900	-	-	-	-	N/A
Capital Outlay	3,906,000	5,394,000	5,258,000	4,342,200	(1,051,800)	-19%
TOTAL Expenditures	473,643,000	700,309,400	592,240,700	762,865,300	62,555,900	9%
Excess (deficiency) of Revenues over (under) Expenditures	213,787,200	9,448,200	121,067,900	(89,582,700)	(99,030,900)	-1048%
Other Financing Sources (Uses)						
Transfers In	58,449,100	132,927,300	101,571,800	91,173,300	(41,754,000)	-31%
Transfers Out	(119,029,300)	(145,379,300)	(138,517,900)	(163,506,000)	(18,126,700)	12%
Net Financing Sources (Uses)	(60,580,200)	(12,452,000)	(36,946,100)	(72,332,700)	(59,880,700)	481%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)	153,207,000	(3,003,800)	84,121,800	(161,915,400)	(158,911,600)	5290%
Beginning Fund Balance	863,963,600	1,017,170,600	1,017,170,600	1,101,292,400	84,121,800	8%
ENDING FUND BALANCE	\$ 1,017,170,600	\$ 1,014,166,800	\$ 1,101,292,400	\$ 939,377,000	\$ (74,789,800)	-7%

The Commission accounts for Measure A and LTF sales taxes, STA and SGR allocations, Western County TUMF, state budgetary allocations, vehicle registration fees, and other agency and regional conservation reimbursements in the 25 special revenue funds. Federal, state, and local reimbursements and transfers in consisting primarily of RCTC 91 Express Lanes surplus toll revenue and TUMF regional arterial funding to supplement the SB 132 revenues for the 15/91 Express Lanes Connector and the County's Hamner Bridge widening projects, respectively. Chart 16 illustrates the various special revenue fund sources.

CHART 16 - SPECIAL REVENUE FUNDS SOURCES FY 2023/24

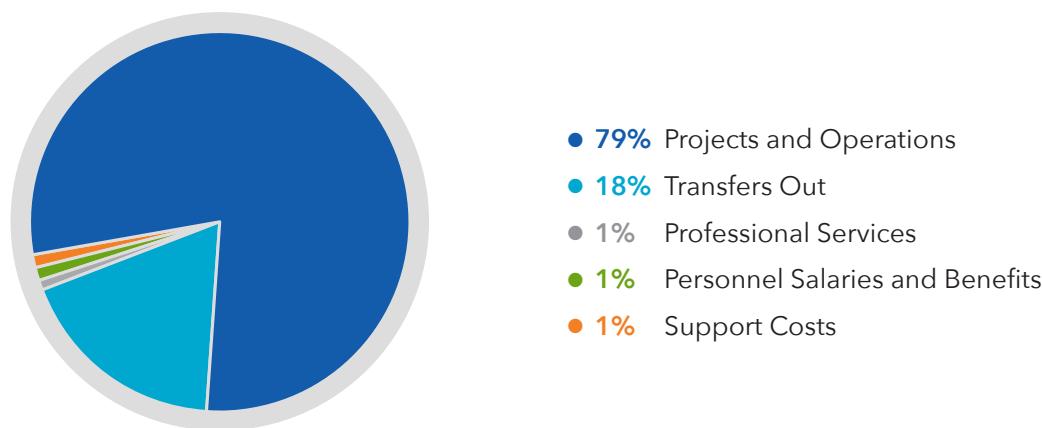


The Commission expends special revenue funds' resources on:

- County highway, rail, regional arterial, and new corridors engineering, right of way acquisition, construction, and design-build;
- Local streets and roads maintenance, repair, and construction;
- Economic development incentives;
- Sales tax bond financing;
- Bicycle and pedestrian facilities;
- Education and incentive programs to encourage use of alternate modes of transportation;
- Special social service transportation programs;
- Public transit operations and capital needs;
- Motorist towing and freeway call box assistance; and
- Regional conservation management.

As shown in Chart 17, projects and operations expenditures represent the primary use of special revenue fund resources.

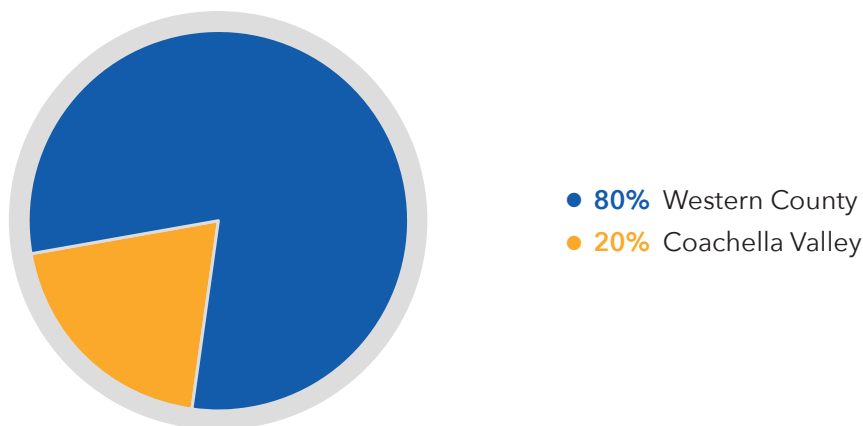
CHART 17 - SPECIAL REVENUE FUNDS USES FY 2023/24



MEASURE A SPECIAL REVENUE FUNDS

Measure A sales tax revenue, which is allocated to the three geographic areas of the County (Chart 18) primarily funds 15 of the special revenue funds. There is one 1989 Measure A and ten 2009 Measure A Western County funds, three 2009 Measure A Coachella Valley funds, and one 2009 Measure A Palo Verde Valley fund.

CHART 18 - MEASURE A SALES TAX REVENUES BY GEOGRAPHIC AREA



Since the 1989 Measure A terminated on June 30, 2009, the remaining 1989 Measure A Western County fund will be closed upon the completion of the specific highway projects. With the commencement of the 2009 Measure A on July 1, 2009, 14 funds will be in existence for the 30-year term. These funds account for all Measure A project and program expenditures and transfers of debt service for capital projects.

The Measure A special revenue funds expend monies on capital construction and improvements to highways, commuter rail, regional arterials, new corridors, and local streets and roads. Funding is also reserved for commuter assistance, public and specialized transit, and economic development incentives programs as well as bond financing costs. The Commission is a self-help county, and, as such on major highway projects, the Commission supplements the State's spending. Upon completion of most highway projects, Caltrans takes over the maintenance and operations of the projects.

The Commission pledged all Measure A sales tax revenues as security for the Commission's senior sales tax revenue bonds and subordinate commercial paper notes. Debt service on the bonds is recorded in the Sales Tax Bonds debt service fund, and Measure A special revenue funds provide most of the resources for debt service through transfers out.

WESTERN COUNTY MEASURE A FUNDS

The Western County Measure A special revenue funds account for Western County's approximately 80% share of the Measure A sales tax. Taxable sales changes among the geographic areas impact the geographic allocation formula from year to year. As demonstrated in Table 24, most of the Commission's reimbursements flow through these funds, since the sales tax leverages state and federal dollars.

TABLE 24 - WESTERN COUNTY MEASURE A FUNDS FY 2022 - 2024

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Sources						
Measure A Sales Tax						
Bond Financing	\$ 18,018,500	\$ 17,728,000	\$ 17,728,000	\$ 17,980,000	\$ 252,000	1%
Commuter Assistance	3,336,800	3,283,000	3,283,000	3,330,000	47,000	1%
Economic Development Incentives	2,669,400	2,626,000	2,626,000	2,664,000	38,000	1%
Highways	68,070,000	66,974,000	66,974,000	67,923,000	949,000	1%
Local Streets and Roads	64,733,200	63,691,000	63,691,000	64,591,000	900,000	1%
New Corridors	24,692,000	24,294,000	24,294,000	24,639,000	345,000	1%
Public Bus Transit	3,403,500	3,349,000	3,349,000	3,396,000	47,000	1%
Rail	13,614,000	13,395,000	13,395,000	13,585,000	190,000	1%
Regional Arterials	20,020,600	19,698,000	19,698,000	19,977,000	279,000	1%
Specialized Transit	5,672,500	5,581,000	5,581,000	5,660,000	79,000	1%
Total Measure A	224,230,500	220,619,000	220,619,000	223,745,000	3,126,000	1%
Federal Reimbursements	37,714,100	59,951,400	32,385,000	67,274,900	7,323,500	12%
State Reimbursements	26,860,300	55,036,000	59,731,800	61,197,100	6,161,100	11%
Local Reimbursements	4,309,700	4,207,200	3,648,500	3,184,800	(1,022,400)	-24%
Other Revenue	1,607,100	589,000	601,100	605,500	16,500	3%
Investment Income (Loss)	(4,452,100)	349,700	729,400	3,815,700	3,466,000	991%
Transfers In	55,610,600	31,899,100	46,285,600	34,521,900	2,622,800	8%
TOTAL Sources	345,880,200	372,651,400	364,000,400	394,344,900	21,693,500	6%
Uses						
Personnel Salaries and Benefits	2,812,300	3,126,200	3,090,300	3,715,100	588,900	19%
Professional Services	2,791,300	3,827,500	3,468,700	7,446,000	3,618,500	95%
Support Costs	2,578,400	3,387,900	2,722,100	4,602,300	1,214,400	36%
Projects and Operations						
Program Operations	11,337,900	14,585,000	14,429,400	17,650,900	3,065,900	21%
Engineering	7,081,000	22,214,200	13,318,200	26,724,000	4,509,800	20%
Construction	88,876,900	111,360,300	86,259,800	202,114,200	90,753,900	81%
Design Build	5,675,100	2,977,800	2,662,400	3,465,000	487,200	16%
Right of Way	2,750,500	41,512,000	23,787,400	26,744,500	(14,767,500)	-36%
Operating and Capital Disbursements	6,365,500	8,248,500	6,640,000	12,700,000	4,451,500	54%
Special Studies	-	100,000	78,200	-	(100,000)	-100%
Local Streets and Roads	64,563,800	63,548,300	63,548,300	64,443,700	895,400	1%
TOTAL Projects and Operations	186,650,700	264,546,100	210,723,700	353,842,300	89,296,200	34%
Debt Service						
Principal Payments	22,200	-	-	-	-	N/A
Interest Payments	700	-	-	-	-	N/A
Capital Outlay	3,906,000	5,394,000	5,258,000	4,342,200	(1,051,800)	-19%
Transfers Out	91,306,100	93,595,200	94,873,700	92,999,500	(595,700)	-1%
TOTAL Uses	290,067,700	373,876,900	320,136,500	466,947,400	93,070,500	25%
Excess (deficiency) of Sources over (under) Uses	\$ 55,812,500	\$ (1,225,500)	\$ 43,863,900	\$ (72,602,500)	\$ (71,377,000)	5824%

The budgeted Western County Measure A sales tax reflects a 1% increase from the prior year. Taxable sales changes between jurisdictions within the County also periodically affect the geographic allocation formula from year to year.

Federal reimbursements for highway and rail projects are higher in the FY 2023/24 budget and relate primarily to funding from the Federal Transit Administration (FTA), Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and DEMO funding. The 12% increase in federal reimbursements is primarily attributable to federal funding for activity on the 91 COP, Smart Freeway, 71/91 Connector, I-15 Express Lanes – Southern Extension, and station rehabilitation and improvement projects.

State reimbursements are higher by 11% compared to the FY 2022/23 budget and reflects funding from STIP, State Highway Operations and Protection Program (SHOPP), and SB 1 Local Partnership Program (LPP) primarily for the 71/91 Connector, MCP, station rehabilitation and improvements, and completion of the SR-60 Truck Lanes projects.

Local reimbursements are lower by 24% compared to the FY 2022/23 budget and reflects lower funding from the SBCTA for the estimated reimbursement of the I-15 Express Lanes – Northern Extension collaboration costs.

Other revenue is higher by 3% from the prior year and is attributable to property management lease revenues. Investment income increased 991% from the previous year due to projected higher investment yields. The FY 2023/24 budget conservatively projects investment income at 1.10% investment yield, 1.00% higher than the conservative estimate of 0.10% investment yield in FY 2022/23.

Transfers in include:

- \$10,000,000 from the 2009 Measure A bond financing fund to fund a portion of Western County debt service;
- \$5,194,700 from the TUMF Community Environmental Transportation Acceptability Process (CETAP) fund for the MCP projects;
- \$1,000,000 from the General fund for I-15 ingress/egress project;
- \$8,217,500 from the 2009 Measure A Western County new corridors fund for its share of the MSHCP debt service obligation;
- \$3,521,800 from the TUMF CETAP fund for its share of the MSHCP debt service obligation;
- \$2,812,100 from the Debt Service fund for Build America Bonds (BABs) subsidy payments;
- \$3,450,800 from the STA fund for a station rehabilitation and improvement project; and
- \$325,000 from the SAFE fund for a commuter assistance Coachella Valley expansion project.

Personnel salaries and benefits expenditures increased 19% and reflects the net change in FTE allocations and a 4% pool for performance merit-based salary increases.

Measure A Western County professional services expenditures in FY 2023/24 consist of general legal services for the various programs and capital projects and other professional services for highway, rail capital and commuter assistance projects and the Commission's debt programs. The \$3,618,500 or 95% increase in FY 2023/24 reflects the project activities for the 91 COP and I-15 Express Lanes – Southern Extension projects. Support costs related to highway and rail projects and property management as well as the commuter assistance program increased \$1,214,400, or 36%, due to station maintenance, repairs, utilities, and insurance.

General program operations comprise the program management with outside consultants for the highway and rail capital and commuter assistance programs, permits required for capital projects, and subsidies and certificates for the commuter assistance program. Such levels of operations typically fluctuate as project activities transition to another phase.

Many of the Commission's Western County rail and highway projects funded by Measure A have been in various phases of engineering, construction, design-build, and right of way activity. The Commission expects engineering, construction, and design build to increase 20%, 81%, and 16%, respectively, due to 71/91 Connector, I-15 Express Lanes – Southern Extension, Smart Freeways, and MCP projects. Right of way activity decreased 36% due to close out activity on the 91 Project completed in the prior year.

Operating and capital disbursements increased 54% compared to the FY 2022/23 budget and relate to Western County intercity bus service, specialized transit expenditures, including funding for a working capital loan to Metrolink, and rail capital funded by Measure A. Operating and capital disbursements are made based on the needs of transit operators. Local streets and roads or turn back payments to local jurisdictions and the County, are comparable to the prior year as a result of comparable Measure A sales tax revenues. Capital outlay includes equipment and improvements for the rail program and reflects a 19% decrease for station rehabilitation and improvements completed in the prior fiscal year.

Significant transfers out from the Western County Measure A funds include:

- Funding for debt service payments of \$79,215,200;
- \$8,217,500 from the 2009 Measure A Western County new corridor fund for its share of the MSHCP debt service obligation;
- \$310,000 from the 2009 Measure A Western County economic development fund for construction impacts on the 15 Express Lanes project; and
- \$5,256,800 for the administrative costs allocation.

COACHELLA VALLEY MEASURE A FUNDS

These special revenue funds account for Coachella Valley's 20% share of the Measure A sales tax (Table 25).

TABLE 25 - COACHELLA VALLEY MEASURE A FUNDS FY 2022 - 2024

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Sources						
Highways & Regional Arterials	\$ 27,299,800	\$ 26,626,000	\$ 26,626,000	\$ 27,584,000	\$ 958,000	4%
Local Streets and Roads	19,109,800	18,638,000	18,638,000	19,309,000	671,000	4%
Specialized Transit	8,189,900	7,988,000	7,988,000	8,275,000	287,000	4%
Total Measure A	54,599,500	53,252,000	53,252,000	55,168,000	1,916,000	4%
Investment Income (Loss)	(1,396,600)	67,300	77,500	818,300	751,000	1116%
Transfers In	124,100	-	-	-	-	N/A
TOTAL Sources	53,327,000	53,319,300	53,329,500	55,986,300	2,667,000	5%
Uses						
Personnel Salaries and Benefits	-	-	900	-	-	N/A
Professional Services	8,900	9,400	9,100	9,400	-	0%
Projects and Operations						
Operating and Capital Disbursements	7,000,000	10,900,000	10,900,000	9,000,000	(1,900,000)	-17%
Local Streets and Roads	18,940,400	18,495,300	18,495,300	19,161,700	666,400	4%
Regional Arterials	21,027,000	31,779,000	30,000,000	30,000,000	(1,779,000)	-6%
TOTAL Projects and Operations	46,967,400	61,174,300	59,395,300	58,161,700	(3,012,600)	-5%
Transfers Out	423,700	428,100	428,100	441,900	13,800	3%
TOTAL Uses	47,400,000	61,611,800	59,833,400	58,613,000	(2,998,800)	-5%
Excess (deficiency) of Sources over (under) Uses	\$ 5,927,000	\$ (8,292,500)	\$ (6,503,900)	\$ (2,626,700)	\$ 5,665,800	-68%

Coachella Valley Measure A sales tax revenues increased 4% from the prior year. Taxable sales changes between jurisdictions within the County also periodically affect the geographic allocation formula from year to year.

Investment income increased 1116% compared to the previous year's budget due to higher investment yields conservatively projected at 1.10% compared to 0.10% in FY 2022/23.

The Coachella Valley operating and capital disbursements represent specialized transit funds distributed to SunLine Transit Agency (SunLine) for transit operations. Local streets and roads payments to local jurisdictions are directly affected by changes in Measure A sales tax revenues. Regional arterial projects are highway and regional arterial projects managed by CVAG.

The Commission accounts for debt service funding related to CVAG highway and regional arterial projects, under advance funding agreements, in projects and operations in order to be consistent with the accounting in the ERP system.

Transfers out of \$441,900 relate to the administrative costs allocation.

PALO VERDE VALLEY MEASURE A FUND

This special revenue fund accounts for Palo Verde Valley's less than 1% share of the Measure A sales tax (Table 26).

TABLE 26 - PALO VERDE VALLEY MEASURE A FUND FY 2022 - 2024

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Sources						
Measure A Sales Tax						
Local Streets and Roads	\$ 1,340,600	\$ 1,129,000	\$ 1,129,000	\$ 1,087,000	\$ (42,000)	-4%
TOTAL Sources	1,340,600	1,129,000	1,129,000	1,087,000	(42,000)	-4%
Uses						
Projects and Operations						
Local Streets and Roads	1,296,900	986,300	986,300	939,700	(46,600)	-5%
TOTAL Projects and Operations	1,296,900	986,300	986,300	939,700	(46,600)	-5%
Transfers Out	43,700	142,700	142,700	147,300	4,600	3%
TOTAL Uses	1,340,600	1,129,000	1,129,000	1,087,000	(42,000)	-4%
Excess (deficiency) of Sources over (under) Uses	\$ -	\$ -	\$ -	\$ -	\$ -	N/A

Total Measure A sales tax revenues is comparable to the prior year. Measure A sales tax projections affected by taxable sales changes among the geographic areas that impact the geographic allocation formula from year to year.

Local streets and roads represent the only expenditures in the Palo Verde Valley. Transfers out of \$147,300 relate to the administrative costs allocation.

NON-MEASURE A SPECIAL REVENUE FUNDS

The non-Measure A special revenue funds account for LTF disbursements; TUMF Western County project costs; motorist assistance expenditures for towing service as well as freeway call box and 511 traveler information system operations; transit disbursements from STA and SGR funding; Coachella Valley rail planning and development; interagency project activities; SB 132 project activities; and regional conservation. These activities are budgeted in the LTF, TUMF, FSP, SAFE, STA, SGR, Coachella Valley Rail, Other Agency Projects, SB 132 special revenue funds, and regional conservation, respectively.



LOCAL TRANSPORTATION FUND

The LTF special revenue fund derives its revenue from one quarter of one cent of the state sales tax that is returned to source and provides for funding of public transit operations in the County, bicycle and pedestrian facility projects, planning, and administration (Table 27).

TABLE 27 - LOCAL TRANSPORTATION FUND FY 2022 - 2024

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Sources						
LTF Sales Tax	\$ 150,694,000	\$ 150,000,000	\$ 150,000,000	\$ 155,000,000	\$ 5,000,000	3%
Local Reimbursements	1,996,100	-	-	-	-	N/A
Investment Income (Loss)	(3,996,100)	240,100	-	3,248,400	3,008,300	1253%
TOTAL Sources	148,694,000	150,240,100	150,000,000	158,248,400	8,008,300	5%
Uses						
Projects and Operations						
Operating and Capital Disbursements	50,734,800	105,080,000	98,180,000	124,737,300	19,657,300	19%
Transfers Out	5,650,600	28,072,800	27,961,000	35,664,400	7,591,600	27%
TOTAL Uses	56,385,400	133,152,800	126,141,000	160,401,700	27,248,900	20%
Excess (deficiency) of Sources over (under) Uses	\$ 92,308,600	\$ 17,087,300	\$ 23,859,000	\$ (2,153,300)	\$ (19,240,600)	-113%

The Commission projects LTF sales tax revenue in FY 2023/24 to remain relatively comparable to the prior year. Investment income increased 1253% compared to the previous year's budget due to projected higher investment yields at 1.10% compared to FY 2022/23 at 0.10%.

In FY 2023/24, approximately 96% and 4% of the LTF transit expenditures of \$115,620,000 are for operating and capital purposes, respectively. LTF operating allocations, subject to approval in June 2023, are comprised of 71% to Western County, 27% to Coachella Valley, and 2% to Palo Verde Valley public bus operators. Other operating and capital disbursements include allocations for SB 821 bicycle and pedestrian projects of \$7,942,300 and planning and administration allocations of \$1,175,000 to the County Auditor-Controller and SCAG.

Transfers out include allocations to the Commission's General fund for planning and administration of \$2,867,100; rail operations of \$28,000,000; \$4,650,000 for planning, programming, and agency share of the administrative costs; and \$147,300 for administrative costs allocation.

TRANSPORTATION UNIFORM MITIGATION FEE FUND

The TUMF fund accounts for the Commission's share of developer fee assessments on new residential and commercial developments in Western County for regional arterials and CETAP corridors (Table 28).

TUMF revenues include \$31,000,000 based on projected fees distributed to the Commission and is comparable to the prior year. The state reimbursements are related to STIP and SB 1 LPP reimbursements for the I-15/Railroad Canyon Interchange project, a city of Lake Elsinore regional arterial project managed by the Commission. Local reimbursements are related to the reimbursement from the city of Lake Elsinore for its contribution to the I-15 Franklin Street Interchange project. Investment income increased 734% compared to the previous year's budget due higher projected investment yield of 1.10% compared to 0.10% in FY 2022/23.

TABLE 28 - TRANSPORTATION UNIFORM MITIGATION FEE FUND FY 2022 - 2024

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Sources						
State Reimbursements	\$ 4,333,600	\$ 359,600	\$ 1,426,000	\$ 100,000	\$ (259,600)	-72%
Local Reimbursements	339,800	-	-	789,900	789,900	N/A
TUMF Revenue	35,509,000	31,000,000	30,750,000	31,000,000	-	0%
Other Revenue	29,300	18,000	18,000	18,000	-	0%
Investment Income (Loss)	(2,081,900)	107,600	140,900	897,900	790,300	734%
Transfers In	41,500	273,600	-	-	(273,600)	-100%
TOTAL Sources	38,171,300	31,758,800	32,334,900	32,805,800	1,047,000	3%
Uses						
Personnel Salaries and Benefits	222,700	339,900	240,300	281,300	(58,600)	-17%
Professional Services	92,600	259,600	258,800	269,100	9,500	4%
Support Costs	39,700	40,000	40,600	10,100	(29,900)	-75%
Projects and Operations						
Program Operations	388,800	322,500	322,500	375,700	53,200	16%
Engineering	332,000	3,715,000	1,330,000	4,930,000	1,215,000	33%
Construction	11,433,000	5,450,000	2,010,000	47,508,500	42,058,500	772%
Right of Way	13,167,500	9,444,000	333,500	12,984,000	3,540,000	37%
TOTAL Projects and Operations	25,321,300	18,931,500	3,996,000	65,798,200	46,866,700	248%
Transfers Out	16,208,000	12,477,000	5,747,700	25,326,900	12,849,900	103%
TOTAL Uses	41,884,300	32,048,000	10,283,400	91,685,600	59,637,600	186%
Excess (deficiency) of Sources over (under) Uses	\$ (3,713,000)	\$ (289,200)	\$ 22,051,500	\$ (58,879,800)	\$ (58,590,600)	20260%

Personnel salaries and benefits reflect a decrease of 17% due to the net allocation of FTEs offset by a 4% pool for performance merit-based salary increases. Professional services are comparable to the prior year. Support costs reflect a 75% decrease due to utility fees for the I-15/Railroad Canyon interchange project.

Projects and operations costs increased 248%, as many regional arterial projects move through various stages of engineering, right of way acquisition, and construction. FY 2023/24 includes a regional arterial call for projects awarded in June 2023. Approximately 90% of the projects and operations costs are attributable to programmed regional arterial projects. The remaining 10% relates to CETAP projects such as the MCP right of way and I-15 auxiliary lane construction activities. Transfers out represent \$1,610,400 to the General fund related to the administrative cost allocation; \$3,521,800 to the 2009 Measure A Western County highways fund for TUMF CETAP's share of the MSHCP debt service obligation; \$5,194,700 to the 2009 Measure A Western County new corridors fund for the MCP projects; and \$15,000,000 to the SB 132 fund for the Hamner Bridge widening loan.

FREEWAY SERVICE PATROL FUND

The FSP fund accounts for the state and local resources provided to cover the costs of servicing stranded motorists in covered service areas and construction zones by means of towing, changing tires, and providing fuel (Table 29).

The State's funding share of \$3,233,100 remained relatively unchanged from the FY 2022/23 budget. Investment income increased 1282% from the previous year's budget due to higher projected investment yields at 1.10% compared to 0.10% in FY 2022/23. Transfers in represent Commission match funds of \$2,500,000, from the SAFE special revenue fund.

TABLE 29 - FREEWAY SERVICE PATROL FUND FY 2022 - 2024

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Sources						
State Reimbursements	\$ 2,877,000	\$ 3,100,000	\$ 2,950,600	\$ 3,233,100	\$ 133,100	4%
Local Reimbursements	105,400	100,000	76,500	-	(100,000)	-100%
Investment Income (Loss)	(98,600)	6,200	1,600	85,700	79,500	1282%
Transfers In	2,260,000	2,800,000	2,151,000	2,500,000	(300,000)	-11%
TOTAL Sources	5,143,800	6,006,200	5,179,700	5,818,800	(187,400)	-3%
Uses						
Personnel Salaries and Benefits	132,400	238,700	238,700	198,700	(40,000)	-17%
Professional Services	21,000	24,000	22,500	28,000	4,000	17%
Support Costs	62,200	88,300	108,300	83,000	(5,300)	-6%
Projects and Operations						
Program Operations	3,639,900	5,429,500	3,930,000	5,059,200	(370,300)	-7%
Transfers Out	190,400	217,900	217,900	176,500	(41,400)	-19%
TOTAL Uses	4,045,900	5,998,400	4,517,400	5,545,400	(453,000)	-8%
Excess (deficiency) of Sources over (under) Uses	\$ 1,097,900	\$ 7,800	\$ 662,300	\$ 273,400	\$ 265,600	3405%

Personnel salaries and benefits decreased 17% due to the net FTE allocations, offset by a 4% pool for performance merit-based salary increases. Professional services are higher by 17% due to changes to FSP maps and 30th anniversary promotion. Support costs related to printing and communications decreased 6% compared to the prior year budget. Program operations in FY 2023/24 are lower by 7% due to the anticipated FSP operations. Transfers out to the General fund of \$176,500 are administrative cost allocations.

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES FUND

The SAFE fund accounts for the \$1 per vehicle registration fee levied by the State on all registered vehicles within the County. It funds the installation and implementation of emergency aid call boxes located strategically on the highways throughout the County as well as the operations of the 511-traveler information system (Table 30).

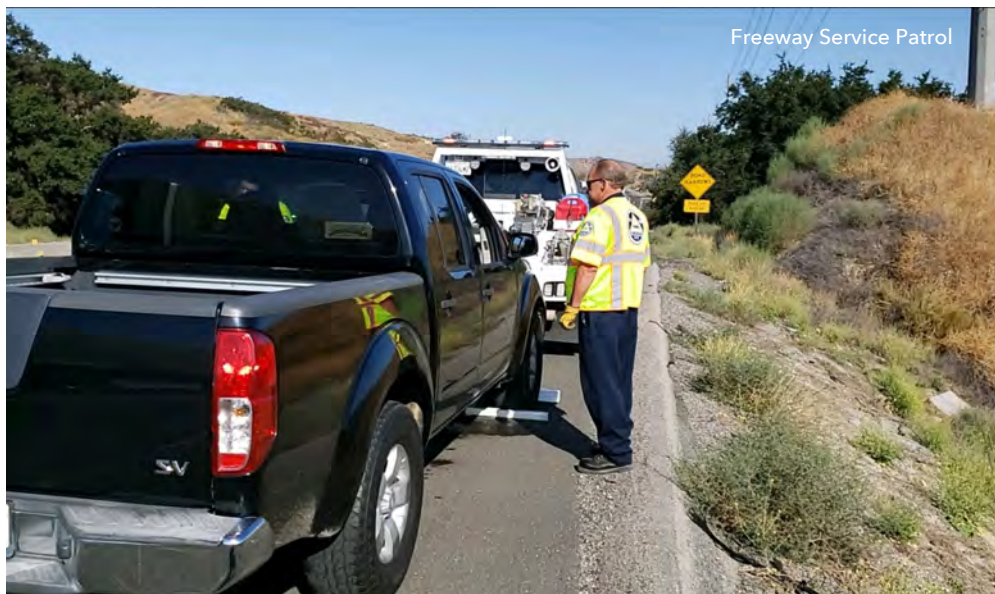


TABLE 30 - SERVICE AUTHORITY FOR FREEWAY EMERGENCIES FUND FY 2022 - 2024

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Sources						
State Reimbursements	\$ 2,159,900	\$ 2,100,000	\$ 2,134,100	\$ 2,166,000	\$ 66,000	3%
Local Reimbursements	111,300	-	2,300	2,600	2,600	N/A
Investment Income (Loss)	(77,400)	3,500	1,500	38,900	35,400	1011%
TOTAL Sources	2,193,800	2,103,500	2,137,900	2,207,500	104,000	5%
Uses						
Personnel Salaries and Benefits	23,000	33,400	33,400	55,900	22,500	67%
Professional Services	304,200	190,900	166,300	181,600	(9,300)	-5%
Support Costs	67,100	98,300	71,400	252,000	153,700	156%
Projects and Operations						
Program Operations	11,500	25,000	9,600	17,500	(7,500)	-30%
Transfers Out	2,303,400	3,214,300	2,565,300	2,899,700	(314,600)	-10%
TOTAL Uses	2,709,200	3,561,900	2,846,000	3,406,700	(155,200)	-4%
Excess (deficiency) of Sources over (under) Uses	\$ (515,400)	\$ (1,458,400)	\$ (708,100)	\$ (1,199,200)	\$ 259,200	-18%

Investment income increased 1011% compared to the previous year's budget due to higher projected investment yield at 1.10% compared to 0.10% in FY 2022/23.

Personnel salaries and benefits increased 67% due to FTE allocations and a 4% pool for performance merit-based salary increases. Professional services is comparable to the prior year. Support costs increased 156% due to Metro 511 services and maintenance and removal of call boxes. Projects and operations costs decreased 4% due to call box access charges. The transfers out reflect a \$2,500,000 match to the State's contribution for towing services in the FSP special revenue fund, \$325,000 to the 2009 Measure A Western County commuter assistance fund for special projects, and \$74,700 to the General fund for administrative cost allocations.

STATE TRANSIT ASSISTANCE FUND

The STA fund accounts for the state budgetary allocation of gas tax revenues designated for rail and bus transit operations and capital requirements (Table 31). Estimates of diesel fuel sales tax revenues provided by the State Controller, subject to an annual state budget appropriation, serve as the basis for the allocation. These estimates now include funding from SB 1 for transit.



TABLE 31 - STATE TRANSIT ASSISTANCE FUND FY 2022 - 2024

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Sources						
STA Sales Tax	\$ 25,773,500	\$ 26,585,600	\$ 34,676,000	\$ 33,820,600	\$ 7,235,000	27%
Investment Income (Loss)	(2,039,000)	120,100	28,500	1,236,900	1,116,800	930%
TOTAL Sources	23,734,500	26,705,700	34,704,500	35,057,500	8,351,800	31%
Uses						
Professional Services	17,700	19,700	17,300	19,700	-	0%
Projects and Operations						
Operating and Capital Disbursements	20,120,100	36,716,400	30,675,400	49,000,000	12,283,600	33%
Transfers Out	523,500	5,133,900	4,484,100	3,539,700	(1,594,200)	-31%
TOTAL Uses	20,661,300	41,870,000	35,176,800	52,559,400	10,689,400	26%
Excess (deficiency) of Sources over (under) Uses	\$ 3,073,200	\$ (15,164,300)	\$ (472,300)	\$ (17,501,900)	\$ (2,337,600)	15%

Investment income increased 930% compared to the previous year's budget due projected higher investment yield of 1.10% compared to 0.10% in FY 2022/23.

The operating and capital disbursements consist of allocations primarily for bus capital purposes. In FY 2023/24, approximately 76% of the allocations are in Western County, 23% in Coachella Valley, and 1% in Palo Verde Valley. Similar to the LTF allocations, the STA allocations are subject to Commission approval in June 2023. Transfers out represent rail allocations of \$992,400 to the Coachella Valley rail fund, \$2,400,000 to the 2009 Measure A Western County rail fund, and \$147,300 to the General fund for administrative cost allocations.

STATE OF GOOD REPAIR FUND

The SGR fund accounts for additional STA funding under SB 1 for transit infrastructure repair and service improvements (Table 32). These additional revenues fund eligible transit maintenance, rehabilitation, and capital projects.

TABLE 32 - STATE OF GOOD REPAIR FUND FY 2022 - 2024

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Sources						
STA Sales Tax	\$ 4,214,800	\$ 4,379,000	\$ 4,379,000	\$ 4,543,300	\$ 164,300	4%
State Reimbursements	17,000	372,200	386,000	105,000	(267,200)	-72%
Investment Income (Loss)	(159,500)	12,000	-	54,500	42,500	354%
TOTAL Sources	4,072,300	4,763,200	4,765,000	4,702,800	(60,400)	-1%
Uses						
Professional Services	17,000	372,200	386,000	105,000	(267,200)	-72%
Projects and Operations						
Operating and Capital Disbursements	2,621,700	4,657,000	4,489,000	9,410,000	4,753,000	102%
Transfers Out	1,522,900	142,700	142,700	1,198,100	1,055,400	740%
TOTAL Uses	4,161,600	5,171,900	5,017,700	10,713,100	5,541,200	107%
Excess (deficiency) of Sources over (under) Uses	\$ (89,300)	\$ (408,700)	\$ (252,700)	\$ (6,010,300)	\$ (5,601,600)	1371%

State reimbursements consists of STIP PPM reimbursements and a Caltrans grant for the SB 1 Sustainable Transportation Planning Grant program for the Riverside County Zero-Emission Bus Rollout and Implementation Plan. Investment income increased 354% compared to the previous year's budget due projected higher investment yield projected at 1.10% compared to 0.10% in FY 2022/23.

The capital disbursements consist of allocations for bus capital purposes. In FY 2023/24, 74% of the allocations are in Western County, 24% in Coachella Valley, and 2% in Palo Verde Valley. Similar to the LTF and STA allocations, Commission approval of the SGR allocations occurs in June 2023. Transfers out of \$147,300 relate to the General fund for administrative costs allocations and \$1,050,800 to the 2009 Measure A Western County rail fund for commuter rail operating needs.

COACHELLA VALLEY RAIL FUND

The Coachella Valley rail fund accounts for federal funding for the planning and development of the new Coachella Valley-San Gorgonio Pass Corridor rail service (Table 33).

TABLE 33 - COACHELLA VALLEY RAIL FUND FY 2022 - 2024

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Sources						
State Reimbursements	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	N/A
Investment Income (Loss)	(34,500)	900	600	24,100	23,200	2578%
Transfers In	412,900	441,200	476,400	992,400	551,200	125%
TOTAL Sources	378,400	442,100	477,000	3,016,500	2,574,400	582%
Uses						
Personnel Salaries and Benefits	23,700	85,100	85,100	102,200	17,100	20%
Professional Services	750,600	364,300	233,000	2,449,000	2,084,700	572%
Support Costs	300	9,700	10,000	12,000	2,300	24%
Projects and Operations						
Program Operations	1,400	73,600	73,600	263,800	190,200	258%
Transfers Out	39,500	85,300	85,300	162,300	77,000	90%
TOTAL Uses	815,500	618,000	487,000	2,989,300	2,371,300	384%
Excess (deficiency) of Sources over (under) Uses	\$ (437,100)	\$ (175,900)	\$ (10,000)	\$ 27,200	\$ 203,100	-115%

Investment income increased 2578% from the FY 2022/23 budget due to higher projected investment yield of 1.10% compared to 0.10% in the prior year. Transfers in of \$992,400 reflect STA fund allocations.

Personnel salaries and benefits increased 20% due to net FTE allocations and a 4% pool for performance merit-based salary increases. Professional services increased 572% due to rail station feasibility studies. Program operations consist of support from Bechtel Infrastructure (Bechtel). Transfers out to the General fund of \$162,300 relate to administrative costs allocations.

OTHER AGENCY PROJECTS FUND

The Other Agency Projects fund accounts for interagency cooperative planning and development of projects in the County (Table 34). The Commission entered into a MOU with the Riverside County Regional Park and Open Space District (District) for the Santa Ana River Trail projects. The projects are a joint effort with several public and private agencies including the counties of Orange and San Bernardino. The District is the lead agency for environmental compliance for NEPA and CEQA, and the Commission is responsible for project oversight and approval, final design, and construction.

TABLE 34 - OTHER AGENCY PROJECTS FUND FY 2022 - 2024

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Sources						
Local Reimbursements	\$ 767,800	\$ 2,370,800	\$ 2,210,300	\$ 6,756,700	\$ 4,385,900	185%
Investment Income (Loss)	(9,800)	-	-	100	100	N/A
TOTAL Sources	758,000	2,370,800	2,210,300	6,756,800	4,386,000	185%
Uses						
Personnel Salaries and Benefits	42,600	141,200	134,200	270,000	128,800	91%
Professional Services	6,100	7,500	5,000	19,000	11,500	153%
Support Costs	2,600	100,000	100,000	102,000	2,000	2%
Projects and Operations						
Program Operations	129,300	262,100	262,100	309,700	47,600	18%
Engineering	588,000	2,060,000	1,675,000	1,581,000	(479,000)	-23%
Construction	-	-	-	35,000	35,000	N/A
Right of Way	-	150,000	34,000	4,440,000	4,290,000	2860%
TOTAL Projects and Operations	717,300	2,472,100	1,971,100	6,365,700	3,893,600	158%
TOTAL Uses	768,600	2,720,800	2,210,300	6,756,700	4,035,900	148%
Excess (deficiency) of Sources over (under) Uses	\$ (10,600)	\$ (350,000)	\$ -	\$ 100	\$ 350,100	-100%

The District is responsible for 100% of the Santa Ana River Trail project costs. It will reimburse the Commission, including providing an advance deposit, for all salaries and benefits, professional services, support costs, project management, engineering, construction costs, and right of way.

SB 132 FUND

The SB 132 fund (Table 35) accounts for the \$427 million appropriation from the state highway account to the Riverside County Transportation Efficiency Corridor for five major projects in Western County:

- Commission's 15/91 Express Lanes Connector project;
- City of Corona's McKinley Avenue grade separation project;
- County's Jurupa Road grade separation project with the city of Jurupa Valley as its partner;
- County's I-15/Limonite Interchange project with the cities of Eastvale and Jurupa Valley as its partners completed in 2020; and
- County's Hamner Bridge widening project with the City of Norco as its partner.

Without the state funding approved by the Governor and State Legislators in April 2017 as part package of legislation that passed with SB 1, these projects would not have been built for many years.

Transfers in consist of \$38,159,000 from the RCTC 91 Express Lanes surplus toll revenues for the 15/91 Express Lanes Connector project and \$15,000,000, from the TUMF regional arterial fund as a loan for the County's Hamner Bridge widening project to be repaid upon the receipt of federal funds.

TABLE 35 - SB 132 FUND FY 2022 - 2024

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Sources						
State Reimbursements	\$ 118,238,600	\$ 84,486,900	\$ 100,323,900	\$ -	\$ (84,486,900)	-100%
Local Reimbursements	-	-	1,125,000	230,000	230,000	N/A
Other Revenue	348,800	-	-	-	-	N/A
Investment Income (Loss)	(372,100)	-	5,600	-	-	N/A
Transfers In	-	97,513,400	52,658,800	53,159,000	(44,354,400)	-45%
TOTAL Sources	118,215,300	182,000,300	154,113,300	53,389,000	(128,611,300)	-71%
Uses						
Personnel Salaries and Benefits	250,600	518,400	402,500	444,600	(73,800)	-14%
Professional Services	(3,100)	110,000	48,600	85,000	(25,000)	-23%
Support Costs	5,200	754,100	4,600	754,600	500	0%
Projects and Operations						
Program Operations	741,200	782,800	787,900	862,800	80,000	10%
Engineering	2,966,600	2,350,000	1,874,000	-	(2,350,000)	-100%
Construction	40,046,200	97,224,000	91,424,600	19,356,400	(77,867,600)	-80%
Design Build	67,470,300	66,351,000	53,889,400	33,073,000	(33,278,000)	-50%
Right of Way	6,981,000	4,210,000	4,053,500	55,000	(4,155,000)	-99%
TOTAL Projects and Operations	118,205,300	170,917,800	152,029,400	53,347,200	(117,570,600)	-69%
TOTAL Uses	118,458,000	172,300,300	152,485,100	54,631,400	(117,668,900)	-68%
Excess (deficiency) of Sources over (under) Uses	\$ (242,700)	\$ 9,700,000	\$ 1,628,200	\$ (1,242,400)	\$ (10,942,400)	-113%

Personnel salaries and benefits decreased 14% due to net FTE allocations offset by a 4% pool for performance merit-based salary increases. Professional services decreased 23% related to operations assessments and traffic and revenue study activity related to the 15/91 Express Lanes Connector project. Support costs are comparable to the prior year. Projects and operations decreased 69% overall due to near completion design-build activities on the 15/91 Express Lanes Connector project; construction on the Hamner Bridge widening project; and construction activities on the Jurupa Road and McKinley Avenue grade separation projects.

REGIONAL CONSERVATION

In November 2020, the Commission and the RCA Board of Directors approved the Implementation and Management Services Agreement for the Commission to serve as the managing agency for the RCA effective January 1, 2021. The Regional Conservation department provides these management services through its staff and consultants to fulfill the needs and requirements of the RCA.

The Regional Conservation fund (Table 36) accounts for interagency assistance with the RCA in its obligations to acquire, administer, operate, and maintain land and facilities to establish habitat reserves for the conservation and protection of species covered by the MSHCP.

TABLE 36 - REGIONAL CONSERVATION FUND FY 2022 - 2024

	FY 21/22 Actual		FY 22/23 Revised Budget		FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change			
Sources											
Local Reimbursements	\$	3,974,200	\$	9,194,500	\$	10,498,600	\$	11,034,600	\$	1,840,100	20%
Investment Income (Loss)		(4,100)		-		300		-		-	N/A
TOTAL Sources		3,970,100		9,194,500		10,498,900		11,034,600		1,840,100	20%
Uses											
Personnel Salaries and Benefits		2,525,400		3,776,800		3,776,400		3,749,100		(27,700)	-1%
Professional Services		134,100		3,484,000		2,692,700		3,988,600		504,600	14%
Support Costs		7,400		426,300		355,200		525,800		99,500	23%
Projects and Operations											
Program Operations		55,900		491,100		301,300		121,400		(369,700)	-75%
Right of Way		433,900		1,581,300		1,500,000		1,700,000		118,700	8%
TOTAL Projects and Operations		489,800		2,072,400		1,801,300		1,821,400		(251,000)	-12%
Transfers Out		817,500		1,869,400		1,869,400		949,700		(919,700)	-49%
TOTAL Uses		3,974,200		11,628,900		10,495,000		11,034,600		(594,300)	-5%
Excess (deficiency) of Sources over (under) Uses	\$	(4,100)	\$	(2,434,400)	\$	3,900	\$	-	\$	2,434,400	-100%

Personnel salaries and benefits decreased 1% due to net FTE allocations offset by a 4% pool for performance merit-based salary increases. Processional costs increased 14% due to acquisition monitoring and general conservation consulting activity. Support costs increased 23% due to general business insurance, staff training and travel, and membership dues. Program operations decreased 75% due to projected program management and refunds. Right of way increased by 8% due to potential land appraisals and acquisition costs. Transfers out to the General fund of \$949,700 relate to administrative costs allocations.

The RCA is responsible for 100% of the regional conservation costs. It will reimburse the Commission for all salaries and benefits, professional services, support costs, program operations, right of way costs, and administrative allocations.



CAPITAL PROJECTS FUNDS

OVERVIEW

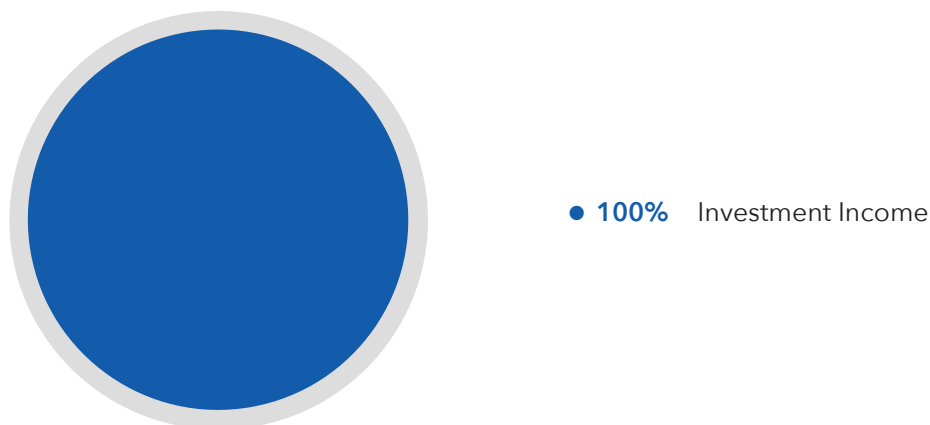
Two capital projects funds account for all debt proceeds from commercial paper notes and sales tax revenue bonds (Table 37).

TABLE 37 - CAPITAL PROJECTS FUNDS FY 2022 - 2024

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Sources						
Investment Income	\$ 1,041,900	\$ 41,700	\$ 1,664,300	\$ 248,100	\$ 206,400	495%
TOTAL Revenues	1,041,900	41,700	1,664,300	248,100	206,400	495%
Other Financing Sources (Uses)						
Transfers In	272,700	-	-	-	-	N/A
Transfers Out	(16,074,800)	(19,740,000)	(19,740,000)	-	19,740,000	-100%
Net Financing Sources (Uses)	(15,802,100)	(19,740,000)	(19,740,000)	-	19,740,000	-100%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)	(14,760,200)	(19,698,300)	(18,075,700)	248,100	19,946,400	-101%
Beginning Fund Balance	55,380,100	40,619,900	40,619,900	22,544,200	(18,075,700)	-44%
ENDING FUND BALANCE	\$ 40,619,900	\$ 20,921,600	\$ 22,544,200	\$ 22,792,300	\$ 1,870,700	9%

As illustrated in the following charts for FY 2023/24, capital projects funds sources and uses consist of investment income (Chart 19). In prior years, these charts reflected debt proceeds, including bond premium, and transfers in for sources as well as debt service payments to escrow agent for uses. The Commission does not anticipate any new sales tax revenue debt issuances or refundings in FY 2023/24.

CHART 19 - CAPITAL PROJECTS FUNDS SOURCES FY 2023/24



DEBT SERVICE FUND

OVERVIEW

Under the 2009 Measure A program, as amended by Measure K in November 2010, the Commission has the authority to issue sales tax revenue bonds subject to a debt limitation of \$975,000,000.

The Commission pledged future Measure A sales taxes as security for Measure A debt service payments on the sales tax revenue bonds and commercial paper notes. In order to advance project development activities, the Commission established a commercial paper program in 2005. Periodically the Commission issues commercial paper notes and retires some of the notes with proceeds from sales tax revenue bonds.

The current commercial paper program authorization is \$60,000,000. As credit and liquidity support for the commercial paper notes, the Commission has an irrevocable direct draw letter of credit in the amount of \$60,750,000 and a reimbursement agreement with a bank that expires in October 2025. The costs for the liquidity support are reflected in the 2009 Measure A Western County bond financing special revenue fund. Currently, there are no outstanding commercial paper notes; the FY 2023/24 budget does not include any issuances of commercial paper notes. The Commission currently maintains a P-1 and an A-1+ rating from Moody's Investors Service (Moody's) and S&P Global Ratings (S&P), respectively, on the commercial paper notes.

The sales tax revenue bonds are limited tax bonds secured by a pledge of the 2009 Measure A revenues. All outstanding sales tax revenue bonds are fixed rate bonds that mature on or before June 2039, prior to the expiration of the 2009 Measure A. Currently, the Commission has six series of sales tax revenue bonds outstanding:

- *Series B taxable bonds issued in November 2010 (2010B Bonds) designated as BABs under the American Recovery and Reinvestment Act.* The Commission designated a portion of the BABs as recovery zone economic development bonds (RZEDBs). The Commission expects to receive a cash subsidy from the United States Treasury equal to 35% of the interest payable on the BABs or 45% of the interest payable on the 2010B Bonds designated as RZEDBs. However, reductions in the BABs subsidies occurred in recent years due to federal sequestration cuts. If sequestration continues, the Commission anticipates a reduction in the FY 2023/24 BABs subsidy of approximately 5.7%;
- *Tax-exempt refunding bonds issued in September 2016 (2016 Refunding Bonds);*
- *Tax-exempt bonds issued in July 2017 (2017A Bonds) to fund the I-15 Express Lanes project and 91 Project completion costs;*
- *Tax-exempt refunding bonds issued in December 2017 (2017B Refunding Bonds); and*
- *Tax-exempt refunding bonds issued in April 2018 (2018 Refunding Bonds).*

The Commission maintains long-term debt ratings of Aa2, AA+, and AA from Moody's, S&P, and Fitch Ratings (Fitch), respectively on its currently outstanding sales tax revenue bonds.

The debt agreements require the trustee to hold all sales tax debt proceeds and a portion of the sales tax revenues intercepted from the CDTFA and to segregate all funds into separate accounts. These monies are included in the restricted investments held by trustee in the Capital Projects funds and debt service fund. Under the sales tax indentures, the Commission may use sales tax revenues for any lawful purpose related to the Riverside County TIP after the trustee has satisfied debt service requirements.

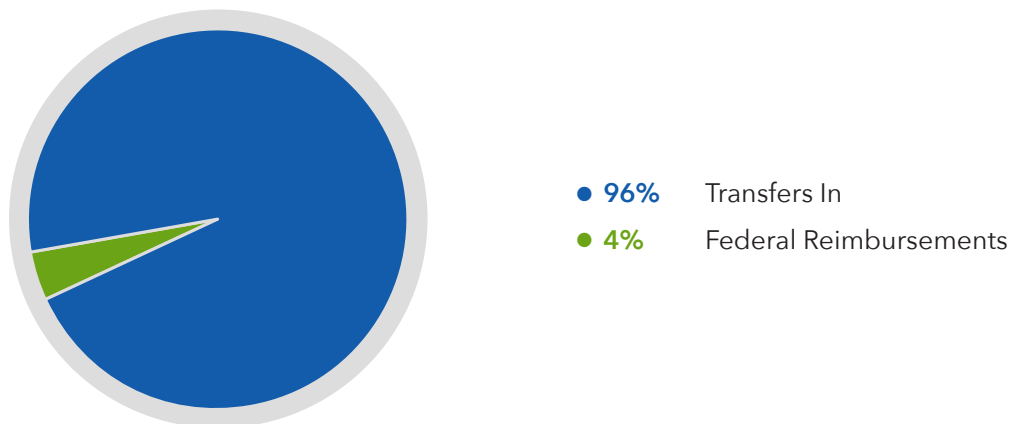
The Debt Service fund of the Commission primarily accounts for all activities related to the sales tax revenue bonds debt incurred by the Commission (Table 38). The Commission does not anticipate any issuances of sales tax bonds in FY 2023/24.

TABLE 38 - DEBT SERVICE FUND FY 2022 - 2024

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Sources						
Federal Reimbursements	\$ 2,812,100	\$ 2,812,100	\$ 2,812,100	\$ 2,812,100	\$ -	0%
Other Revenue	100	-	-	-	-	N/A
Investment Income (Loss)	(62,700)	11,500	214,700	124,100	112,600	979%
TOTAL Sources	2,749,500	2,823,600	3,026,800	2,936,200	112,600	4%
Expenditures						
Debt Service						
Principal Payments	29,995,000	31,405,000	31,405,000	32,635,000	1,230,000	4%
Interest Payments	39,599,300	38,150,300	38,150,400	36,580,200	(1,570,100)	-4%
TOTAL Expenditures	69,594,300	69,555,300	69,555,400	69,215,200	(340,100)	0%
Excess (deficiency) of Revenues over (under) Expenditures	(66,844,800)	(66,731,700)	(66,528,600)	(66,279,000)	452,700	-1%
Other Financing Sources (Uses)						
Transfers In	69,591,000	69,555,300	69,555,400	69,215,200	(340,100)	0%
Transfers Out	(3,208,900)	(2,812,100)	(2,812,100)	(2,812,100)	-	0%
Net Financing Sources (Uses)	66,382,100	66,743,200	66,743,300	66,403,100	(340,100)	-1%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)	(462,700)	11,500	214,700	124,100	112,600	979%
Beginning Fund Balance	11,530,000	11,067,300	11,067,300	11,282,000	214,700	2%
ENDING FUND BALANCE	\$ 11,067,300	\$ 11,078,800	\$ 11,282,000	\$ 11,406,100	\$ 327,300	3%

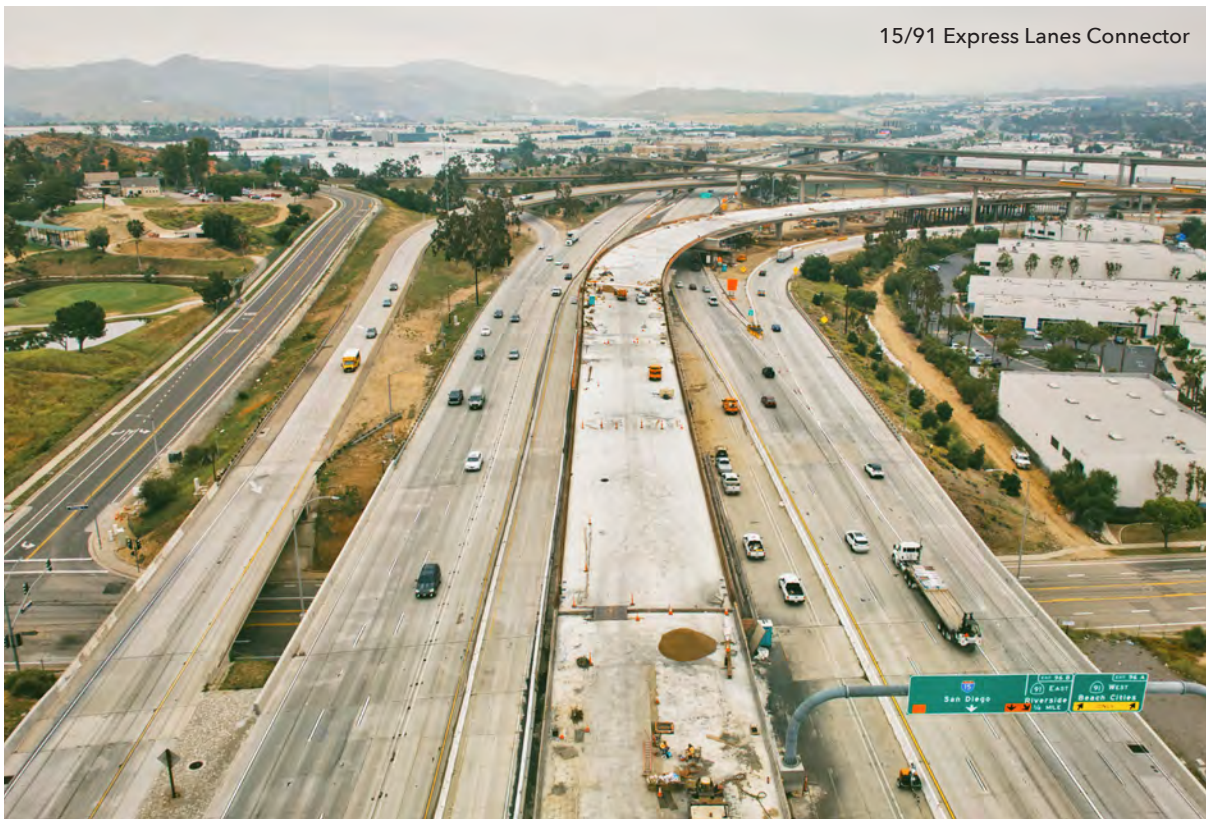
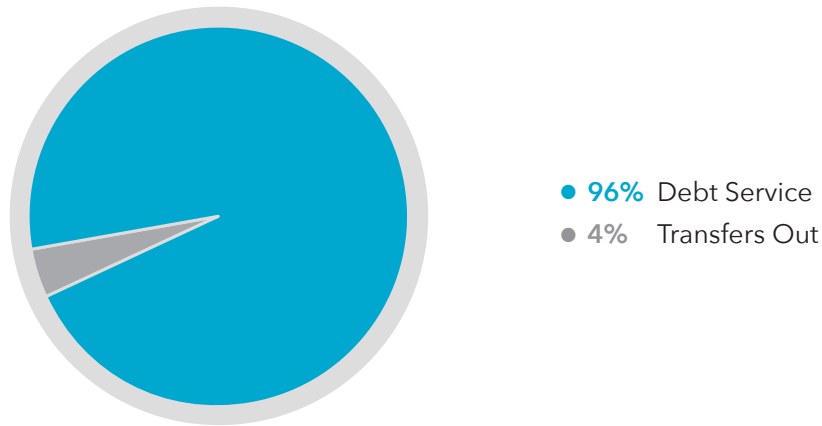
Reimbursements consist of federal cash subsidy payments related to the 2010B Bonds designated as BABs. The BABs subsidy payments reflect a reduction in the expected payments due to federal sequestration cuts. Investment income is higher than the previous fiscal year due to projected higher investment yields. Transfers in represent the primary source of funding for the debt service funds and reserves (Chart 20) and consist of funds from the 2009 Measure A Western County highways and bond financing special revenue funds.

CHART 20 - DEBT SERVICE FUND SOURCES FY 2023/24



Debt Service fund uses (Chart 21) consist of principal and interest debt service payments on the outstanding sales tax revenue bonds (2010B Bonds, 2016 Refunding Bonds, 2017A Bonds, 2017B Refunding Bonds, and 2018 Refunding Bonds) and transfer of the BABs subsidy payments to the 2009 Measure A Western County highway and 2009 Measure A Coachella Valley highway and regional arterials funds.

CHART 21 - DEBT SERVICE FUND USES FY 2023/24



ENTERPRISE FUNDS

OVERVIEW

In FY 2023/24, the Commission will operate two express lanes systems that are accounted for in separate enterprise funds. The RCTC 91 Express Lanes opened in March 2017 and the 15 Express Lanes opened in April 2021.

Toll revenues generated on the RCTC 91 Express Lanes are pledged to pay debt service on the tax-exempt toll bonds issued in July 2013 (2013 Toll Bonds) and in October 2021 (2021 Toll Refunding Bonds) for the 91 Project. The federal TIFIA loan executed with the United States Department of Transportation (U.S. DOT) in July 2013 (2013 TIFIA Loan) for the 91 Project was prepaid with the 2021 Toll Refunding Bonds. Additionally, the 2021 Toll Refunding Bonds were used to refund a portion of the 2013 Toll Bonds current interest bonds (CIBs) and defease in accreted value of the 2013 Toll Revenue Capital Appreciation Bonds (CABs) maturing in the years 2022 through 2025 and 2027 through 2029.

The 2013 Toll Bonds and the 2021 Toll Refunding Bonds are secured by a lien on the RCTC 91 Express Lanes trust estate, which consists primarily of toll revenues and non-toll transaction and account revenues less operating and maintenance expenses of the RCTC 91 Express Lanes. The 2013 Toll Bonds long-term ratings from S&P and Fitch are A and BBB+, respectively. The 2021 Toll Refunding Bonds, Series A, B-1, and B-2 long-term ratings from S&P and Fitch are A and BBB+, respectively. Additionally, the 2021 Toll Refunding Bonds, Series C long-term ratings from S&P and Fitch are A- and BBB, respectively.

Toll revenues generated on the 15 Express Lanes are pledged to pay debt service on the federal TIFIA loan executed with the U.S. DOT in 2017 (2017 TIFIA Loan) for the I-15 Express Lanes project. Proceeds of the 2017 TIFIA Loan may be drawn upon after certain conditions are met; the Commission drew down the loan in full during FY 2021/22. Interest payments are expected to commence on the fifth anniversary of the substantial completion date or the first interest payment date occurring prior to the fifth anniversary date. Accordingly, semiannual interest payments are anticipated to commence December 2025; principal payments are expected to commence in December 2030. The 2017 TIFIA Loan is expected to mature on the earlier of 35 years after substantial completion of the I-15 Express Lanes project or June 1, 2056.

The 2017 TIFIA Loan is secured by a lien on the 15 Express Lanes trust estate, which consists primarily of toll revenues and non-toll revenues (including account and violations revenues) less operating and maintenance expenses of the 15 Express Lanes. For the 2017 TIFIA Loan, the Commission received long-term ratings of BBB- and BBB from Fitch and Kroll Bond Rating Agency, respectively.

Under separate debt indentures for the RCTC 91 Express Lanes and the 15 Express Lanes, the Commission pledged each system's toll revenues as security for the respective toll revenue bonds, including TIFIA loan. Each debt agreement requires the trustee to hold all debt proceeds and the toll revenues from each express lanes' operations and to segregate all funds into separate accounts. Under the toll indentures, a separate flow of funds administered by the trustee prescribes the use of toll revenues for each express lanes system.

The Commission excludes accretion amounts related to CABs and compounded interest on the TIFIA loan, as they do not affect the annual budget activities.

RCTC 91 EXPRESS LANES

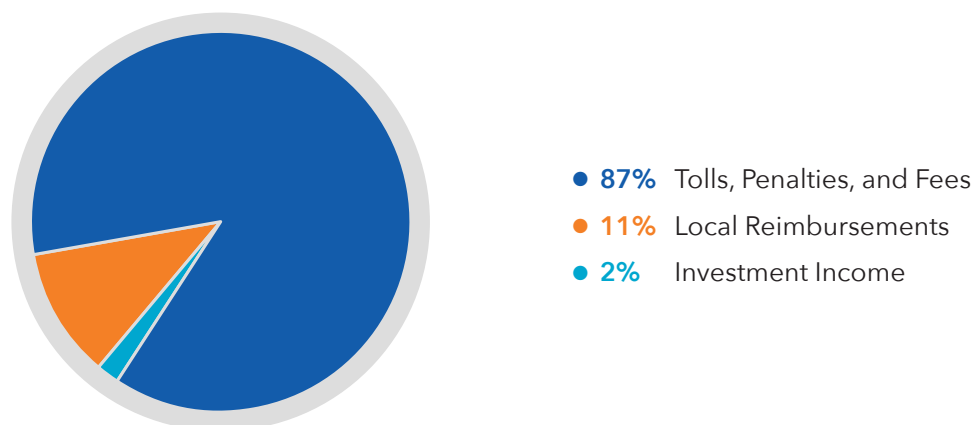
The RCTC 91 Express Lanes is a four-lane, eight-mile toll road in the median of SR-91 that extends the Orange County Transportation Authority (OCTA) 91 Express Lanes at the Orange County/Riverside County line to the SR-91/I-15 interchange. It includes a direct express lanes connector from SR-91 to I-15 south of the 15/91 interchange. Toll revenues and non-toll revenues fund maintenance and operating costs, rehabilitation, capital expenses, and debt service (Table 39). The RCTC 91 Express Lanes toll collection system is all electronic transactions, with no toll collection booths. Commuters on SR-91 in Corona have a choice of using either the express lanes or the general-purpose lanes.

TABLE 39 - RCTC 91 EXPRESS LANES ENTERPRISE FUND FY 2022 - 2024

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Revenues						
Local Reimbursements	\$ 39,000	\$ -	\$ -	\$ 8,074,400	\$ 8,074,400	N/A
Tolls, Penalties, and Fees	63,840,600	64,044,800	65,548,100	65,080,500	1,035,700	2%
Other Revenue	1,239,800	-	-	-	-	N/A
Investment Income (Loss)	(3,022,700)	112,200	1,623,400	1,280,500	1,168,300	1041%
TOTAL Revenues	62,096,700	64,157,000	67,171,500	74,435,400	10,278,400	16%
Expenses						
Personnel Salaries and Benefits	846,600	1,442,200	1,442,200	951,500	(490,700)	-34%
Professional and Support						
Professional Services	1,752,000	2,681,500	947,600	2,193,000	(488,500)	-18%
Support Costs	2,910,500	5,784,100	4,548,700	6,648,500	864,400	15%
TOTAL Professional and Support Costs	4,662,500	8,465,600	5,496,300	8,841,500	375,900	4%
Program and Operations						
Program and Operations	7,877,300	9,547,900	8,298,600	14,782,200	5,234,300	55%
Construction	2,151,100	19,256,000	19,418,000	3,922,300	(15,333,700)	-80%
Design Build	1,672,200	5,383,500	5,684,000	1,383,000	(4,000,500)	-74%
TOTAL Program and Operations	11,700,600	34,187,400	33,400,600	20,087,500	(14,099,900)	-41%
Debt Service						
Interest Payments	24,389,700	22,201,000	22,201,000	22,201,000	-	0%
Cost of Issuance	3,783,500	-	-	-	-	N/A
TOTAL Debt Service	28,173,200	22,201,000	22,201,000	22,201,000	-	0%
Capital Outlay	-	115,000	4,200	55,000	(60,000)	-52%
TOTAL Expenses	45,382,900	66,411,200	62,544,300	52,136,500	(14,274,700)	-21%
Excess (deficiency) of Revenues over (under) Expenditures	16,713,800	(2,254,200)	4,627,200	22,298,900	24,553,100	-1089%
Other Financing Sources (Uses)						
Transfers In	2,559,300	-	-	-	-	N/A
Transfers Out	(1,369,900)	(76,094,700)	(52,798,700)	(39,182,600)	36,912,100	-49%
Debt Proceeds, Premium Gain (Loss)	(6,733,700)	-	-	-	-	N/A
Net Financing Sources (Uses)	(5,544,300)	(76,094,700)	(52,798,700)	(39,182,600)	36,912,100	-49%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)	11,169,500	(78,348,900)	(48,171,500)	(16,883,700)	61,465,200	-78%
Beginning Fund Balance	171,570,900	182,740,400	182,740,400	134,568,900	(48,171,500)	-26%
ENDING FUND BALANCE	\$ 182,740,400	\$ 104,391,500	\$ 134,568,900	\$ 117,685,200	\$ 13,293,700	13%

Tolls, penalties, and fees revenues represent the primary revenue source for the RCTC 91 Express Lanes enterprise fund (Chart 22). Such revenues consist of toll revenues of \$59,207,500 based on estimated toll transactions and current RCTC 91 Express Lanes traffic, while the balance of \$5,873,000 represents penalties and fees related to toll transactions and other customer account fees. Local reimbursements reflect the local toll agency reimbursement for project activity on the 91 Express Lanes eastbound to McKinley Avenue. Investment income represents earnings on operating and other restricted funds and reflects a 1041% increase due to projected higher investment yield at 1.10% compared to 0.10% in the prior year.

CHART 22 - RCTC 91 EXPRESS LANES ENTERPRISE FUND SOURCES FY 2023/24



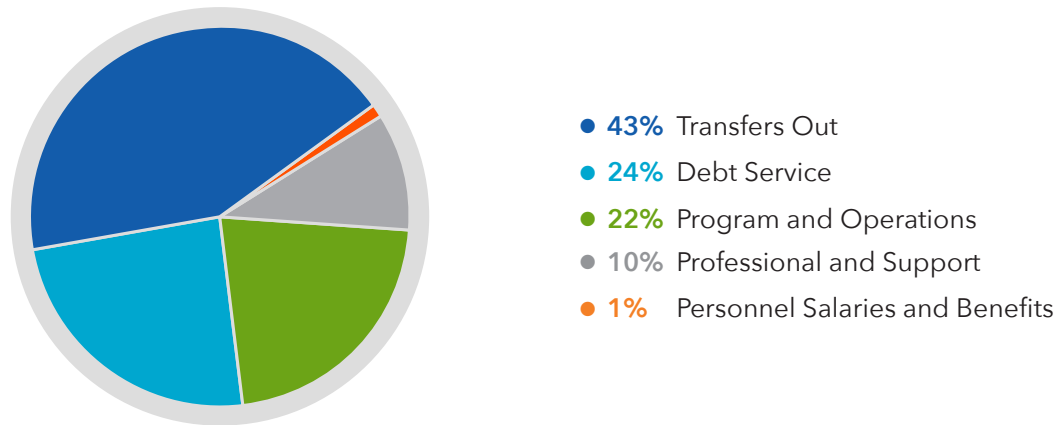
Toll operations expenses in FY 2023/24 are necessary to manage the operations, maintenance, and capital support of the RCTC 91 Express Lanes (Chart 23). Personnel salaries and benefits represent less than 2% of the total budgeted uses. Personnel salaries and benefits decreased 34% due to the net allocation of FTEs, offset by a 4% pool for performance merit-based salary increases. Professional and support costs are 10% of budgeted uses and include system, equipment, and road maintenance; insurance; violation enforcement; consulting services; and marketing. Program and operations of \$20,087,500 consist of the contracted operators' expenses related to operating and maintaining the toll lane hardware and software and customer service center, toll processing, and violation collection processing. Construction and design-build costs of \$3,922,300 and \$1,383,000, respectively, include required major repair and rehabilitation activity and 91 Express Lanes eastbound lane to McKinley Avenue project.

Debt service includes interest payments of \$22,201,000 for the 2021 Toll Refunding Bonds. Interest payments on the 2013 Toll Revenue Bonds are not required until December 2025. Principal payments are not required until December 2025 for the 2013 Toll Bonds and the 2021 Toll Refunding Bonds.

Capital outlay of \$55,000 is related to vehicles and procurement of transponders.

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

CHART 23 - RCTC 91 EXPRESS LANES ENTERPRISE FUND USES FY 2023/24



Transfers out include \$38,159,000 of RCTC 91 Express Lanes surplus toll revenues to the SB 132 fund for the 15/91 Express Lanes Connector project and \$1,023,600 to the General fund for administrative cost allocations.

15 EXPRESS LANES

The 15 Express Lanes opened in April 2021 and consist of tolled express lanes in each direction from Cajalco Road in Corona to the SR-60 interchange in Jurupa Valley. Tolled revenues and non-toll revenues fund maintenance and operating costs, rehabilitation, capital expenses, and debt service (Table 40). The 15 Express Lanes toll collection system is all electronic transactions, with no toll collection booths. Commuters on I-15 have a choice of using either express lanes or the general-purpose lanes.



TABLE 40 - RCTC 15 EXPRESS LANES ENTERPRISE FUND FY 2022 - 2024

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Revenues						
Tolls, Penalties, and Fees	\$ 37,152,000	\$ 33,727,000	\$ 33,246,000	\$ 32,908,500	\$ (818,500)	-2%
Other Revenue	-	100,000	100,000	100,000	-	0%
Investment Income (Loss)	(432,900)	59,200	603,200	1,016,000	956,800	1616%
TOTAL Revenues	36,719,100	33,886,200	33,949,200	34,024,500	138,300	0%
Expenses						
Personnel Salaries and Benefits	510,600	801,800	801,600	882,800	81,000	10%
Professional and Support						
Professional Services	500,000	1,129,500	462,600	1,276,000	146,500	13%
Support Costs	2,399,000	4,111,300	2,528,800	3,978,900	(132,400)	-3%
TOTAL Professional and Support Costs	2,899,000	5,240,800	2,991,400	5,254,900	14,100	0%
Program and Operations						
Program and Operations	8,278,300	9,249,100	7,755,100	10,139,600	890,500	10%
Construction	-	-	-	100,000	100,000	N/A
TOTAL Projects and Operations	8,278,300	9,249,100	7,755,100	10,239,600	990,500	11%
Capital Outlay	10,900	10,000	4,200	30,000	20,000	200%
TOTAL Expenses	11,698,800	15,301,700	11,552,300	16,407,300	1,105,600	7%
Excess (deficiency) of Revenues over (under) Expenses	25,020,300	18,584,500	22,396,900	17,617,200	(967,300)	-5%
Other Financing Sources (Uses)						
Transfers In	13,174,300	-	176,100	310,000	310,000	N/A
Transfers Out	(4,630,900)	(445,300)	(445,300)	(296,400)	148,900	-33%
Net Financing Sources (Uses)	8,543,400	(445,300)	(269,200)	13,600	458,900	-103%
Excess (deficiency) of Revenues over (under) Expenses and Other Financing Sources (Uses)	33,563,700	18,139,200	22,127,700	17,630,800	(508,400)	-3%
Beginning Fund Balance	20,061,300	53,625,000	53,625,000	75,752,700	22,127,700	41%
ENDING FUND BALANCE	\$ 53,625,000	\$ 71,764,200	\$ 75,752,700	\$ 93,383,500	\$ 21,619,300	30%

Tolls, penalties, and fees revenues represent the primary revenue source for the enterprise fund (Chart 24). Such revenues consist of \$27,062,000 based on estimated toll transactions, while the balance of \$5,846,500 represents penalties and fees related to toll transactions and other customer account fees. Other revenues reflect operating lease payments from OCTA for its share of the 91 Express Lanes' customer service center, which is owned by the 15 Express Lanes. Investment income represents earnings on operating and other restricted funds. Investment income increased 1616% due to higher projected investment yield at 1.10% compared to 0.10% in the prior year.

CHART 24 - RCTC 15 EXPRESS LANES ENTERPRISE FUND SOURCES FY 2023/24

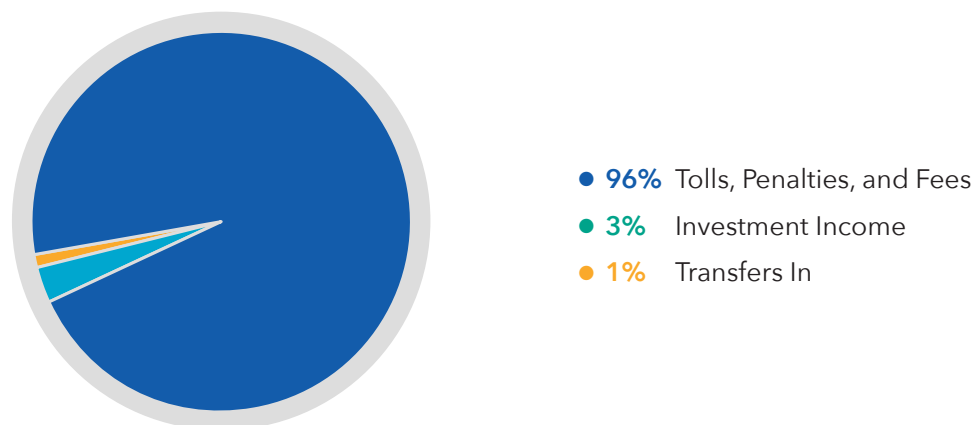
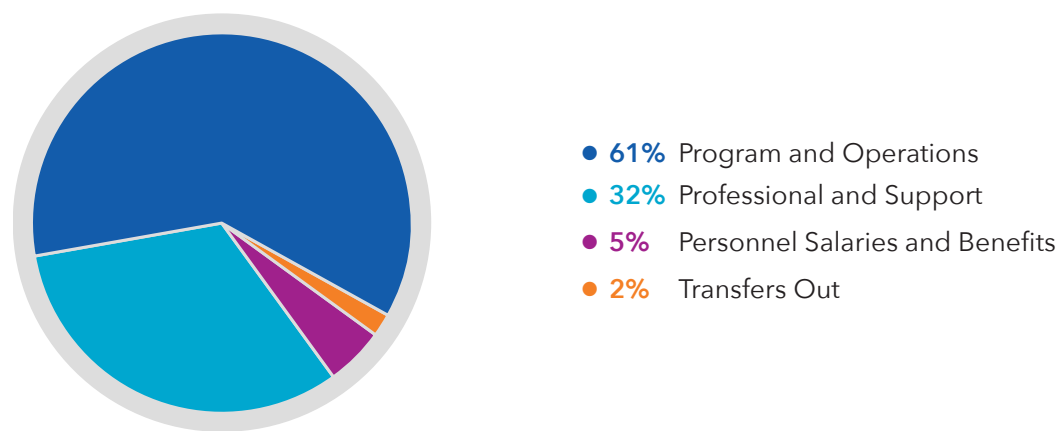


CHART 25 - RCTC 15 EXPRESS LANES ENTERPRISE FUND USES FY 2023/24



Toll operations expenses in FY 2023/24 are necessary to manage the operations, maintenance, and capital support of the 15 Express Lanes (Chart 25). Personnel salaries and benefits represents 5% of the total budgeted uses. Personnel salaries and benefits increased 10% due to the net allocation of FTEs and a 4% pool for performance merit-based salary increases. Professional and support costs is 31% of budgeted uses and includes system, equipment, and road maintenance; insurance; violation enforcement; consulting services; and marketing. Program and operations of \$10,139,600 consist of the toll services provider expenses related to operating and maintaining the toll lane hardware and software and customer service center, toll processing, and violation collection processing. Construction of \$100,000 is related to repair and rehabilitation activity. Capital outlay of \$30,000 is related to a new roadway vehicle. Transfers out include \$296,400 to the General fund for the administrative cost allocations.



91 Express Lanes



Specialized Transit



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

SECTION 3

DEPARTMENT BUDGETS

TABLE 41 - BUDGET COMPARISON BY DEPARTMENT FY 2022 - 2024

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Revenues						
Measure A Sales Tax	\$ 280,170,600	\$ 275,000,000	\$ 275,000,000	\$ 280,000,000	\$ 5,000,000	2%
LTF Sales Tax	150,694,000	150,000,000	150,000,000	155,000,000	5,000,000	3%
STA Sales Tax	29,988,300	30,964,600	39,055,000	38,363,900	7,399,300	24%
Federal Reimbursements	45,608,400	82,205,900	49,581,100	89,308,100	7,102,200	9%
State Reimbursements	156,813,300	148,621,900	167,689,800	82,343,100	(66,278,800)	-45%
Local Reimbursements	11,443,300	15,873,500	17,874,200	30,075,000	14,201,500	89%
TUMF Revenue	35,509,000	31,000,000	30,750,000	31,000,000	-	0%
Tolls, Penalties, and Fees	100,992,600	97,771,800	98,794,100	97,989,000	217,200	0%
Other Revenue	3,926,900	707,000	719,100	723,500	16,500	2%
Investment Income (Loss)	(17,686,500)	1,168,400	5,103,000	13,242,700	12,074,300	1033%
Total Revenues	797,459,900	833,313,100	834,566,300	818,045,300	(15,267,800)	-2%
Expenditures/Expenses						
Management Services:						
Executive Management	456,300	799,900	626,700	967,400	167,500	21%
Administration	2,496,900	4,113,300	3,231,900	5,478,600	1,365,300	33%
External Affairs	1,600,800	2,905,200	1,769,300	2,434,500	(470,700)	-16%
Finance	3,975,800	6,785,000	5,502,900	7,145,100	360,100	5%
Total Management Services	8,529,800	14,603,400	11,130,800	16,025,600	1,422,200	10%
Regional Programs:						
Planning and Programming Services	4,600,800	8,688,600	7,745,200	25,063,100	16,374,500	188%
Rail Maintenance and Operations	16,327,500	52,648,000	47,321,600	58,270,500	5,622,500	11%
Public and Specialized Transit	87,764,700	167,725,300	152,280,600	201,114,000	33,388,700	20%
Commuter Assistance	3,272,400	4,380,400	4,170,000	6,638,000	2,257,600	52%
Motorist Assistance	4,261,200	6,128,100	4,580,200	5,875,900	(252,200)	-4%
Regional Conservation	3,156,700	9,759,500	8,625,600	10,084,900	325,400	3%
Total Regional Programs	119,383,300	249,329,900	224,723,200	307,046,400	57,716,500	23%
Capital Project Development and Delivery	368,059,600	502,894,000	413,851,700	522,659,200	19,765,200	4%
Toll Operations	28,908,200	59,812,400	51,895,600	46,342,800	(13,469,600)	-23%
Debt Service:						
Principal Payments	30,573,200	31,405,000	31,405,000	32,635,000	1,230,000	4%
Interest Payments	64,039,700	60,351,300	60,351,400	58,781,200	(1,570,100)	-3%
Cost of Issuance	3,783,500	-	-	-	-	N/A
Total Debt Service	98,396,400	91,756,300	91,756,400	91,416,200	(340,100)	0%
Total Expenditures/Expenses	623,277,300	918,396,000	793,357,700	983,490,200	65,094,200	7%
Excess (deficiency) of Revenues over (under) Expenditures/Expenses	174,182,600	(85,082,900)	41,208,600	(165,444,900)	(80,362,000)	94%
Other Financing Sources (Uses)						
Transfers In	158,254,900	247,462,200	216,171,100	211,674,800	(35,787,400)	-14%
Transfers Out	(145,116,000)	(247,462,200)	(216,171,100)	(211,674,800)	35,787,400	-14%
Debt Proceeds, Premium Gain (Loss)	(6,733,700)	-	-	-	-	N/A
Net Financing Sources (Uses)	6,405,200	-	-	-	-	N/A
Excess (deficiency) of Revenues over (under) Expenditures/Expenses and Other Financing Sources (Uses)	180,587,800	(85,082,900)	41,208,600	(165,444,900)	(80,362,000)	94%
Beginning Fund Balance	1,160,423,900	1,341,011,700	1,341,011,700	1,382,220,300	41,208,600	3%
Ending Fund Balance	\$ 1,341,011,700	\$ 1,255,928,800	\$ 1,382,220,300	\$ 1,216,775,400	\$ (39,153,400)	-3%



I-15 Interim Corridor Operation Project



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

SECTION 3.1

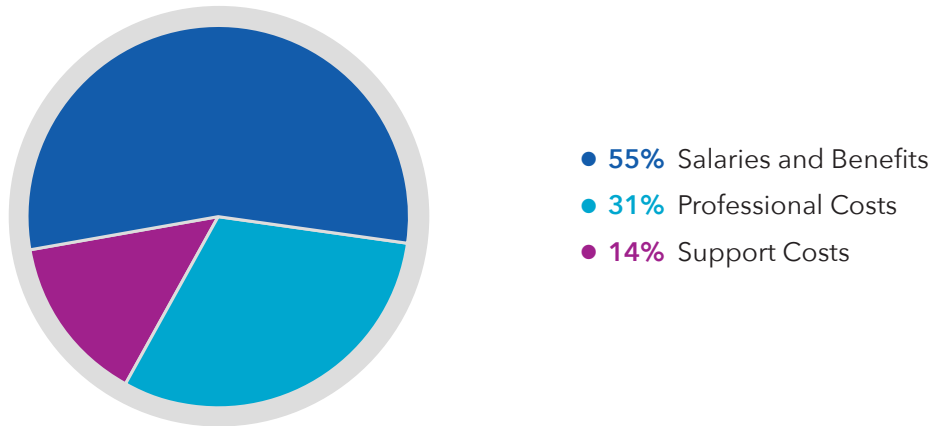
MANAGEMENT SERVICES

EXECUTIVE MANAGEMENT

MISSION STATEMENT:

Executive Management maintains the highest level of achievement and professionalism while managing the activities of the Commission to effectuate sound transportation policies, projects, and services to meet Riverside County's mobility needs.

CHART 26 - EXECUTIVE MANAGEMENT



EXPENDITURES

Executive Management has a budget of \$967,400 (Table 42) for oversight of all Commission functions. The 33% increase in salaries and benefits reflects the net change in FTE allocations and a 4% pool for performance merit-based salary increases. Professional costs of \$300,000 include legal fees and organizational consulting services. Support costs include various membership dues and staff-related travel costs of \$130,900.

TABLE 42 - EXECUTIVE MANAGEMENT EXPENDITURE DETAIL

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 336,000	\$ 403,200	\$ 403,200	\$ 536,500	\$ 133,300	33%
Professional Costs						
Legal Services	61,300	200,000	76,300	200,000	-	0%
Professional Services - General	-	100,000	50,000	100,000	-	0%
Total Professional Costs	61,300	300,000	126,300	300,000	-	0%
Support Costs	59,000	96,700	97,200	130,900	34,200	35%
TOTAL Executive Management	\$ 456,300	\$ 799,900	\$ 626,700	\$ 967,400	\$ 167,500	21%

EXECUTIVE MANAGEMENT STAFFING SUMMARY

Position	FY 21/22	FY 22/23	FY 23/24
Administrative Assistant	0.01	0.00	0.01
Deputy Executive Director	0.09	0.17	0.45
Executive Director	0.36	0.37	0.52
FTE	0.46	0.54	0.98

DEPARTMENT OVERVIEW

The Executive Director is responsible for developing and implementing new strategies at the local, regional, and statewide levels to assure delivery of transportation improvements and programs throughout the County. Furthermore, Executive Management is committed to fostering a positive and supportive work environment for staff that emphasizes quality work and encourages teamwork and open communication, with a commitment to serving the public. This is accomplished through a productive and collaborative effort with the members of the Commission and the oversight of the Commission's Executive Committee.

DEPARTMENT GOALS

EM1 - Focus on timely and effective completion of capital projects and implementation of needed transportation services. *(Policy Goals: Quality of Life, Responsible Partner)*

EM2 - Maximize funding for transportation improvements in Riverside County through legislative advocacy. *(Policy Goal: Quality of Life)*

EM3 - Maintain effective working relationships with Commissioners to strengthen and expand the Commission's leadership in transportation policy decision-making at all levels of government and raise the Commission's profile in the community. *(Policy Goals: Quality of Life, Operational Excellence)*

EM4 - Support regional transportation solutions in cooperation with surrounding counties that are of benefit to Riverside County. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

EM5 - Promote the Commission's effectiveness by improving and developing staff skills, using state-of-the-art working tools, and fostering an environment that encourages and rewards individual and team effort. This has the added goal of making the Commission a desirable place to work and more competitive in seeking talented employees for job vacancies. *(Policy Goal: Operational Excellence)*

EM6 - Continue and enhance the effective implementation and administration of the MSHCP with the integration of the RCA. *(Policy Goals: Quality of Life and Operational Excellence)*

EM7 - Foster and maintain a Commission culture that provides equal opportunity, enhances productivity, encourages regular and open communication among staff, and promotes the mutual achievement of individual and organizational goals and objectives. *(Policy Goal: Operational Excellence)*

EM8 - Develop and ensure an agency culture that prioritizes equity in every facet of the Commission's activities and especially in its interaction with the public, including:

- Proactive communication with a wide variety of communities throughout Riverside County, ensuring transportation services, programs and opportunities to serve all - especially rural, low-income and disadvantaged communities; and
- Specialized outreach to small and disadvantaged businesses in terms of contracting opportunities and to create and maintain a diverse and empathetic Commission workforce reflecting the residents of all of Riverside County. *(Policy Goals: Connecting the Economy, Operational Excellence, Quality of Life, Responsible Partner)*

ID	Executive Management Performance Measures and Results		FY 21/22 Estimated	FY 21/22 Actual	FY 22/23 Estimated	FY 23/24 Projected
EM1 EM4	Expenditures/Expenses	\$	706,650,300	\$ 623,277,300	\$ 793,357,700	\$ 983,490,200
EM5 EM6	Staffing levels		77	67	81	81
EM5	Administration costs as percentage of expenditures / expenses		1.9%	1.4%	1.9%	1.3%

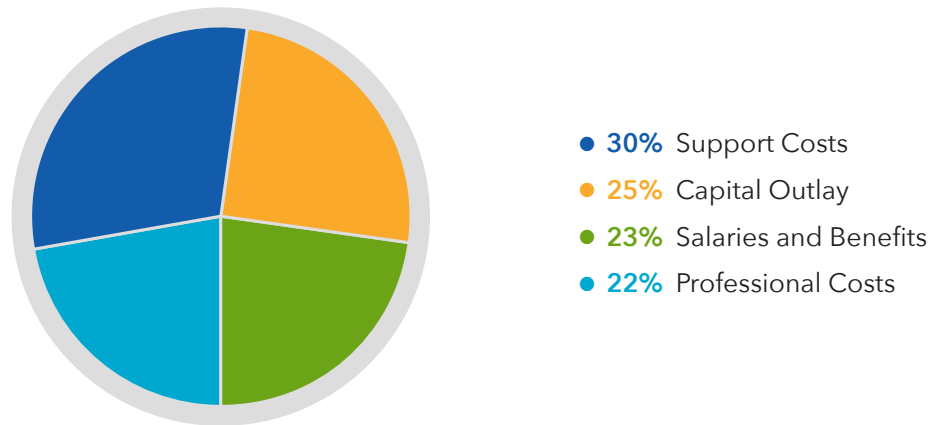


ADMINISTRATION

MISSION STATEMENT:

Comprised of office operations – including information technology, clerk of the board, and human resources, Administration provides quality and efficient services to the Board of Commissioners as well as the RCA Board of Directors, staff, and external customers in compliance with applicable federal, state, and local requirements.

CHART 27 - ADMINISTRATION



EXPENDITURES

As noted in Table 43, the Administration Department's total budget is \$5,478,600 for office operations including management of office space, lease, and equipment; records; Commission and committee meetings; RCA Board of Directors and committee meetings; special events; clerk of the board; and human resources. Salaries and benefits expenditures of \$1,290,700 reflects an increase of 10% and includes a 4% pool for performance merit-based salary increases and an increase in FTE's. Professional costs of \$1,187,100 cover various services including, but not limited to, Commissioner per diems, legal fees, and consultant and other professional services. Support costs of \$1,635,800 cover administrative overhead including office maintenance; information technology updates, support, and maintenance; and recruitments. Support costs increased 14% due to office lease, utilities, and supplies and materials. Capital outlay of \$1,365,000, an increase of \$1,040,000 or 320% includes office space improvements, information technology improvements and upgrades, and equipment upgrades. Clerk of the Board costs related directly to regional conservation are included in the Regional Conservation Department.

TABLE 43 - ADMINISTRATION EXPENDITURE DETAIL

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 850,200	\$ 1,169,100	\$ 815,500	\$ 1,290,700	\$ 121,600	10%
Professional Costs						
Commissioner Per Diem	48,200	65,000	54,000	65,000	-	0%
Legal Services	38,400	45,000	25,000	45,000	-	0%
Professional Services - General	1,053,000	1,074,000	1,025,000	1,077,100	3,100	0%
Total Professional Costs	1,139,600	1,184,000	1,104,000	1,187,100	3,100	0%
Support Costs	334,600	1,435,200	1,237,400	1,635,800	200,600	14%
Capital Outlay	172,500	325,000	75,000	1,365,000	1,040,000	320%
Debt Service	606,000	-	-	-	-	N/A
TOTAL Administration	\$ 3,102,900	\$ 4,113,300	\$ 3,231,900	\$ 5,478,600	\$ 1,365,300	33%

ADMINISTRATION STAFFING SUMMARY

Position	FY 21/22	FY 22/23	FY 23/24
Administrative Assistant	0.99	1.50	1.84
Administrative Services Director- Clerk of the Board	1.00	0.75	0.75
Deputy Clerk of the Board	1.15	1.15	1.15
Deputy Executive Director	0.03	0.05	0.00
Facilities Administrator	0.04	0.07	0.05
Human Resources Assistant	0.78	1.00	1.00
Human Resources Manager	1.00	1.00	1.00
IT Administrator	0.00	0.80	1.00
Procurement Analyst	0.01	0.04	0.04
Procurement Manager	0.04	0.02	0.04
Records Technician	1.00	0.95	0.96
Senior Administrative Assistant	0.51	0.62	0.49
Senior Management Analyst	0.02	0.05	0.01
Senior Office Assistant	0.82	0.84	0.82
Senior Procurement Analyst	0.02	0.04	0.04
FTE	7.41	8.88	9.19

DEPARTMENT OVERVIEW - OFFICE OPERATIONS

Office Operations oversees the daily maintenance needs of the Commission's office facilities and staff; manages information technology and records management systems; oversees the office lease with the County; purchases office supplies and equipment; posts public notices on the website and local newspaper; maintains a safe working environment for Board members, staff, and consultants; and provides support services.

DEPARTMENT GOALS - OFFICE OPERATIONS

OO1 - Ensure quality service that demonstrates responsiveness and flexibility and provides services at the most reasonable cost. (*Policy Goal: Operational Excellence*)

OO2 - Facilitate access to Commission information and records. (*Policy Goal: Operational Excellence*)

DEPARTMENT OVERVIEW - CLERK OF THE BOARD

The Clerk of the Board provides support services to the Board and its alternates and for Commission and committee meetings; the Clerk of the Board also supports the RCA Board of Directors and its alternates and for RCA board and committee meetings. It serves as an important resource for the Commission and RCA and has the responsibility for:

- Recording, publishing, preserving, and filing meeting proceedings of documents acted upon by the boards and its committees;
- Processing claims against the Commission and RCA;
- Fulfilling requirements of the Commission and RCA, including committees, as it relates to the Conflict-of-Interest Code;
- Serving as the Filing Officer for Economic Interest and Campaign Disclosure statements and legal claims against the Commission and RCA;
- Coordinating special events and meetings; and
- Performing all duties required by law, rules, or order of the Board and RCA.

As such, this department has a direct link and responsibility to serve local taxpayers and the public while supporting the actions of the Commission and RCA. The need to be accountable to the public at large is further amplified by the need to comply with federal and state law requiring prompt responses to California Public Records Act requests.

DEPARTMENT GOALS - CLERK OF THE BOARD

CB1 – Ensure coordination and documentation of board and committee meetings as required by state regulations. *(Policy Goal: Operational Excellence)*

CB2 – Facilitate public access to board meetings, agenda items, and records as required by state regulations. *(Policy Goal: Operational Excellence)*

DEPARTMENT GOALS - HUMAN RESOURCES

Human Resources responsibilities include:

- Planning, administering, and implementing human resources programs, including the recruitment, selection, and appraisal process;
- Employee training and development;
- Classification and compensation studies;
- Benefits administration;
- Employee relations; and
- Recommending, implementing and maintaining personnel policies, procedures, and practices.

DEPARTMENT GOALS - HUMAN RESOURCES

HR1 – Administer human resources policies, procedures, and programs in order to align personnel laws and the Commission’s policies with continuous improvement principles. *(Policy Goal: Operational Excellence)*

HR2 – Continue to employ and recruit a diverse, dynamic, and talented workforce to meet the needs of the growing organization. *(Policy Goal: Operational Excellence)*

HR3 – Train and develop staff to be their best in order to meet the needs of the organization. *(Policy Goal: Operational Excellence)*

HR4 – Understand and consistently deliver excellent customer service to all employees in person or virtual settings. *(Policy Goal: Operational Excellence)*

HR5 – Improve the quality of the work culture and administer appropriate safety protocols and precautions within a hybrid work environment. *(Policy Goal: Operational Excellence)*

HR6 – Promote diversity and inclusion by providing equal access to opportunities and ensuring fair treatment of all candidates and staff. *(Policy Goal: Operational Excellence)*

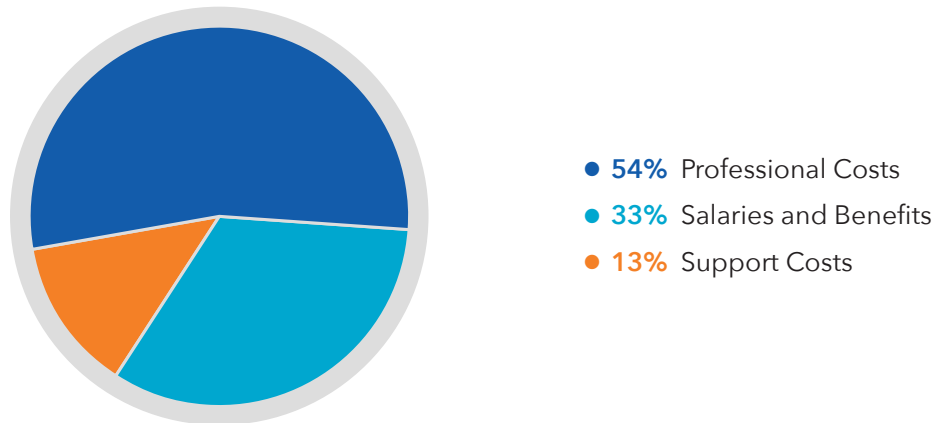
ID	Administration Performance Measures and Results	FY 21/22 Estimated	FY 21/22 Actual	FY 22/23 Estimated	FY 23/24 Projected
OO1	Staff supported: Regular full-time	77	67	81	81
OO2	Legal notices	25	19	20	20
CB1, CB2	RCTC and RCA board, committee, and ad hoc meetings	75	76	75	75
CB1	RCTC and RCA board members supported (including alternates)	108	108	108	108
HR1, HR4	Employee policies and procedures/benefits review sessions held	5	7	6	6
HR2	Recruitments	11	18	11	3
HR2	Positions filled	11	19	12	3
HR3	Employee training sessions held	3	1	3	2

EXTERNAL AFFAIRS

MISSION STATEMENT:

External Affairs communicates, engages in, and develops relationships with the public, key stakeholders, and governmental decision-makers to connect the lives of Riverside County residents.

CHART 28 - EXTERNAL AFFAIRS



EXPENDITURES

The External Affairs Department has a total budget of \$2,434,500 (Table 44), an overall 16% decrease due to salaries and benefits and professional services. Salaries and benefits reflect a decrease of 39% due to the change in FTE allocations, offset by a 4% pool for performance merit-based salary increases. Professional costs of \$1,306,000 include legislative advocacy, graphic design, website updates, social media communications, and targeted digital advertising. Professional costs are comparable to the prior year. Support costs of \$324,800 reflects a 31% increase due to additional membership subscriptions and staff training and travel. Support costs include advertising, various membership dues, subscriptions to business software products, journalistic publications, and staff-related travel costs, which remain at flat levels, to Sacramento, Washington, D.C., and professional conferences. Capital outlay of \$5,000 includes audio and visual equipment to produce and expand the ability for inhouse videos.

TABLE 44 - EXTERNAL AFFAIRS EXPENDITURE DETAIL

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 861,900	\$ 1,318,100	\$ 872,800	\$ 798,700	\$ (519,400)	-39%
Professional Costs						
Legal Services	17,000	35,000	25,000	35,000	-	0%
Professional Services - General	637,700	1,300,000	768,000	1,271,000	(29,000)	-2%
Total Professional Costs	654,700	1,335,000	793,000	1,306,000	(29,000)	-2%
Support Costs	84,200	247,100	103,500	324,800	77,700	31%
Capital Outlay	-	5,000	-	5,000	-	0%
TOTAL External Affairs	\$ 1,600,800	\$ 2,905,200	\$ 1,769,300	\$ 2,434,500	\$ (470,700)	-16%

EXTERNAL AFFAIRS STAFFING SUMMARY

Position	FY 21/22	FY 22/23	FY 23/24
Community Engagement Manager	0.96	0.77	0.80
Deputy Executive Director	0.27	0.46	0.05
External Affairs Director	0.86	0.74	0.61
Legislative Affairs Manager	0.70	0.79	0.56
Procurement Analyst	0.00	0.04	0.04
Procurement Manager	0.00	0.02	0.01
Public Affairs Manager	0.41	0.43	0.37
Regional Conservation Director	0.00	0.02	0.00
Senior Administrative Assistant	0.22	0.23	0.22
Senior Management Analyst	0.87	1.72	1.19
Senior Procurement Analyst	0.04	0.04	0.04
FTE	4.33	5.26	3.89

DEPARTMENT OVERVIEW

The External Affairs Department manages three core functions: legislative affairs, public affairs, and community engagement. These are public-facing functions with high impact on how residents, stakeholders, and decision-makers interact with the Commission and the RCA.

LEGISLATIVE AFFAIRS

Improved mobility for Riverside County residents requires the financial resources and public policy to implement transportation projects, habitat conservation, and programs. Through proactive advocacy at all levels of government, the Commission exercises leadership to advance the agenda of Riverside County taxpayers. The Commission's legislative engagement takes many forms including, but not limited to:

- Seeking specific items in state or federal budgets;
- Changing the law;
- Shaping proposed legislation, rules, and regulations that would impact the Commission and RCA;
- Educating elected, appointed, and career government officials, as well as interest groups; and
- Ensuring Commission and RCA projects and programs are eligible for new and existing competitive grant programs and formula funding.

Coverage of the many policy and funding issues that affect mobility and habitat conservation within Riverside County requires a team approach. The Commission's historically effective and savvy approach to legislative advocacy is consistent with the Commission's overall theme of a lean staff, relative to the required tasks and the demands to be met, and use of consultants in their areas of expertise. The Commission retains legislative consultants with decades of experience in transportation and habitat conservation policy and funding based in Washington, D.C. and Sacramento – providing day-to-day representation and insights that help guide staff. The consultants, often referred to as legislative advocates or lobbyists, are procured every few years through a competitive and transparent process that seeks to acquire the greatest talent and the best value for the Commission. The FY 2023/24 budget will take into consideration any increases in retainer fees for legislative consulting services based on a new contract for transportation and habitat services beginning in the new fiscal year.

Staff, in consultation with the legislative advocates, provides recommendations and support to Commissioners and RCA Board Members, who set legislative policy priorities and are often the Commission and RCA's most effective advocates in Washington, D.C. and Sacramento. Commissioner and Board member engagement takes the form of actions such as adopting a legislative platform; taking positions on individual bills; and communicating with government decision-makers in writing, verbally, or through trips to capital cities. Thus, the Commission's team approach for legislative

advocacy is best likened to a three-legged stool held up by Commissioners and Board members, professional staff, and professional legislative consultants.

An essential component of the Commission's legislative affairs program is participation in formal and informal coalitions among agencies and stakeholders with similar interests. Examples of formal coalitions are:

- Mobility 21 – a coalition of public agencies, the Automobile Club of Southern California, and business advocacy groups in southern California;
- Self-Help Counties Coalition – an alliance of all California counties with voter-approved sales taxes for transportation projects;
- California Association of Councils of Government – a diverse alliance of transportation and planning agencies that are impacted by state laws and regulations on land use, air quality, and transportation;
- CTOC – an industry group of tolling agencies that collaborates on matters of common interest pertaining to operations, technology, finance and public policy;
- International Bridge, Tunnel, and Turnpike Association – an industry group of public and private stakeholders in the tolling industry that focuses on federal policy and developing best business practices within the tolling community;
- National Habitat Conservation Plans (HCP) Coalition – a diverse coalition to advance the use, effectiveness of, and support for HCP as economic development and conservation tools; and
- California Habitat Conservation Planning Coalition – an informal, state-level coalition to provide technical support and advocacy on behalf of HCPs and Natural Community Conservation Plans.

Although participation in these coalitions requires staff and consultant time, leveraging the collective strength of voices beyond the Commission and RCA is often necessary to affect policy change. Additionally, members of these coalitions may have expertise and resources outside of the Commission's current capability that can contribute significant value to the Commission.

Active engagement by the Commission in the development and implementation of significant federal infrastructure legislation is necessary to ensure Riverside County taxpayers receive a proportional benefit to any federal investment. This will include providing feedback to the U.S. DOT on the implementation of the federal Infrastructure Investment and Jobs Act.

The Commission will continue to engage state and federal officials regarding the implementation of climate action policies and identify any impact to the Commission's ability to deliver projects in the Measure A expenditure plan.

A key recommendation of the Commission's Strategic Assessment is for the Commission to pursue state and federal funding for priority projects, given the significant gap of funding for Riverside County's long-term mobility needs. Staff will continue to pursue member-directed community project funding in the federal appropriations bill and project funding in the state budget, as well as ensure that Commission projects are eligible and competitive for new and existing grant programs.

The Commission became the managing agency for the RCA as of January 2021. Outreach to elected and policy officials will include information regarding the MSHCP, issues associated with its implementation, and benefits to transportation infrastructure project delivery.

PUBLIC AFFAIRS

The Commission's commitment to engage and educate residents, motorists, business operators, and other major stakeholders about transportation solutions and habitat conservation requires a comprehensive public affairs program. The Commission continues to develop relationships with the public through many channels, including:

- Participating in two-way dialogue to expand engagement and reach with the public via RCTC's Facebook, Twitter, Instagram, YouTube, and LinkedIn platforms, with a focus on thoughtful, quick responses to questions and comments, and an increasing number of short videos;
- Building awareness and support for the Commission's projects, services, and funding needs through an all-inclusive, data-driven public engagement program, with tools to receive public feedback about transportation priorities and funding opportunities;
- Communicating in English and Spanish to reach the maximum number of residents and help ensure all voices are heard in the transportation decision-making process;

- Maintaining and enhancing the RCTC and RCA websites and promptly responding to web-based inquiries from residents and other interested parties;
- Providing news updates through RCTC's blog, *The Point*, and the RCA's blog, *The Vista*, and sending monthly e-newsletters to subscribers;
- Producing and providing resource materials, such as fact sheets, maps, videos, surveys, brochures, construction updates, text messages, frequently asked questions, annual reports, billboards, digital ads, and newsletters;
- Communicating with news media outlets through news releases, radio and television interviews, advertisements, news conferences, and video footage;
- Interacting with communities of interest and stakeholder groups, such as city councils, chambers of commerce, industry associations, service clubs, and other community-based organizations and businesses;
- Participating in or hosting public meetings in both virtual and in-person formats;
- Measuring public affairs activities to assess progress toward goals and determining the most effective means of reaching various stakeholders; and
- Integrating RCA communications, due to the Commission's management role of this agency.

The Commission will place continued emphasis on providing communications support to major projects, such as:

- 15/91 Express Lanes Connector
- MCP 3
- 71/91 Interchange
- I-10 Highland Springs Interchange Project
- I-15 Corridor Operations Project
- 15 Express Lanes Project – Southern Extension
- Moreno Valley/March Field and other Metrolink station improvement projects
- Coachella Valley Rail Service
- Santa Ana River Trail Extension

The Commission also promotes high-value public services, such as FSP, the VanClub vanpool subsidy program, and other motorist and commuter assistance programs. In addition, the Commission continues to support the public outreach efforts of Caltrans District 8 and member jurisdictions, in relation to transportation planning and construction activities.

The Commission's communications efforts also focus on marketing and customer service for the RCTC 91 Express Lanes, 15 Express Lanes, and public transit operations including Metrolink passenger rail service. The Commission has a significant stake in ensuring positive experiences by the public with these toll and transit services.

An ongoing emphasis for the Commission is increased digital communications. The public can expect to see increased information from *The Point*, the Commission's e-newsletter and blog; RCTC.org, the Commission's website; and social media accounts, @therctc. Staff will continue to produce quarterly reports to measure the effectiveness of these digital communication activities. Additionally, the public can expect more information related to the RCA including progress toward completing the MSHCP. Efforts will include expanded social media engagement through @WesternRCA, *The Vista* monthly e-newsletter, website updates to wrc-rca.org, email notifications, video production, stakeholder communication, school programs, and recreational opportunities. Staff will provide quarterly analytics to measure the success of these communication activities.

Educating the public about funding sources, challenges, and mobility options remains a cornerstone of RCTC's communication approach. RCTC includes as its key message the importance of Measure A, the twice voter-approved half-cent sales tax measure for transportation projects in Riverside County. In addition, despite deferring the Traffic Relief Plan ballot measure in 2020, the Commission continues to use the approved document as an aspirational planning tool supported by grassroots public input. The Commission can use the Traffic Relief Plan as a reference point for future decisions; however, the projects and services within the plan are unlikely to be delivered without a funding source. Measure A remains the Commission's most significant funding source and is tied to specific projects and programs approved by Riverside County voters in 2002. RCTC also faces challenges related to changing state and federal transportation funding priorities and is committed to informing residents about our efforts to secure funding for Riverside County transportation needs.

COMMUNITY ENGAGEMENT

Awareness and understanding of the diverse communities in Riverside County require a comprehensive community engagement strategy that supports RCTC's transportation and habitat conservation efforts. The community engagement program engages and seeks understanding of Riverside County's community-based stakeholders to build trust and gain support to inform the decision-making process. The Commission's community engagement approach takes many forms including, but not limited to:

- Partnering with community-based organizations to ensure equity, public health, and robust stakeholder engagement;
- Providing strategy and input to support inclusiveness of underserved communities who lack equitable access to various forms of transportation;
- Interacting and serving as a liaison among communities of interest and stakeholder groups, such as city councils, chambers of commerce, service clubs, and other community-based organizations and businesses;
- Actively building enduring relationships to gain support from local jurisdictions and community groups for grant funding pursuits while supporting the Commission's long-term success;
- Working with internal work groups to identify and target outreach efforts for project related activities that require community input and buy-in;
- Working closely with the region's tribal governments; and
- Acting as primary liaison and supporting RCA's Stakeholders Committee.

DEPARTMENT GOALS

The External Affairs Department plays a unique role by providing broad internal support to all Commission departments while also being the conduit for a wide variety of external stakeholders to receive information and advance the public's general interest in better mobility in Riverside County. To that extent, the External Affairs Department's goals truly are the Commission-wide goals of quality of life, operational excellence, connecting the economy, and being a responsible partner. The External Affairs Department will continue to adapt to ensure achievement of these broader organizational aims.

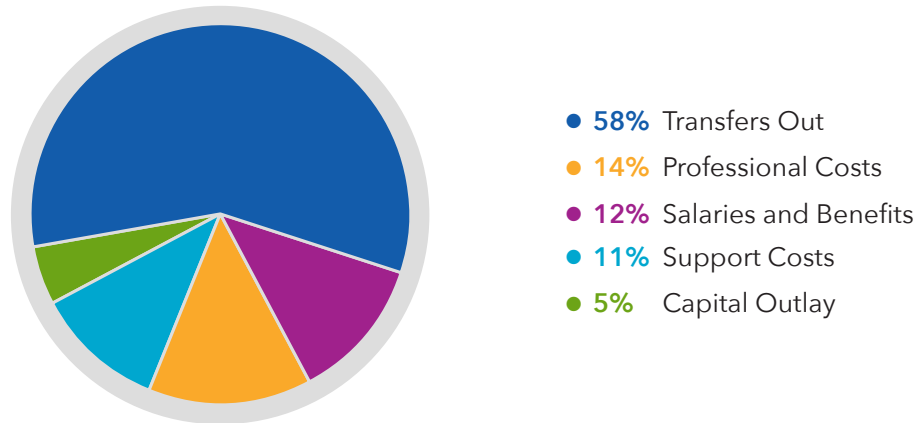
External Affairs Performance Measures and Results	FY 21/22 Estimated	FY 21/22 Actual	FY 22/23 Estimated	FY 23/24 Projected
Legislative action submittals to Commission	6	3	6	6
Commission-adopted legislative positions by vote or pursuant to the Commission-adopted platform	6	6	6	6
Letters received supporting state/federal/regional funding pursuits (grants, earmarks, etc.)	25	196	100	100
Targets of state and federal strategic legislative, budgetary, and regulatory engagement at the direction of the Commission or pursuant to the Commission-adopted platform.	10	29	30	30
Speakers bureau/stakeholder presentations/events/meetings (virtual and in-person)	75	25	50	50
Social media postings per week (average per platform)	6	5	5	5
Facebook followers	10,500	12,544	13,500	14,850
Twitter followers	1,400	1,469	1,700	1,850
Instagram followers	900	2,480	3,500	4,000
<i>The Point</i> postings per month (average)	4	4	4	4
<i>The Point</i> subscribers	4,500	6,021	6,400	6,850
Website visitors per month (average)	33,000	46,124	50,000	55,000

FINANCE

MISSION STATEMENT:

Finance safeguards the Commission's assets and maintains strong and prudent fiscal controls in accounting, budgeting, procurements, debt financing, investing, and financial reporting including ongoing disclosure to all interested parties. Finance seeks financing alternatives that complement the Commission's strategic policy goals and objectives.

CHART 29 - FINANCE



EXPENDITURES

The Finance Department's total budget is \$17,228,600 (Table 45) and reflects an overall increase of 2%. Department staffing costs will total \$2,052,800 totaling 10.5 FTE allocations and reflects a 4% pool for performance merit-based salary increases. Professional costs of \$2,372,400 include various services related to general and specialized legal, financial and investment advisory, compliance audits, debt management, annual financial report, annual graphic design and publications, and procurement. Support costs of \$1,879,900, which include insurance, printing, and staff training, are expected to increase due to rising insurance costs and increased staff training and travel post COVID-19. Capital outlay of \$840,000 includes an ERP financial implementation, including budget and timekeeping software implementations. Transfers out of \$10,000,000 and \$83,500 are related to funding a portion of the sales tax debt service interest payments and administrative costs to the General fund, respectively, from the 2009 Measure A Western County bond financing program.

TABLE 45 - FINANCE EXPENDITURE DETAIL

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 1,748,600	\$ 1,974,000	\$ 1,953,400	\$ 2,052,800	\$ 78,800	4%
Professional Costs						
Legal Services	30,400	201,000	28,200	276,000	75,000	37%
Audit Services	411,000	513,500	513,500	762,400	248,900	48%
Financial Advisory	(200)	200,000	100,000	200,000	-	0%
Professional Services - General	806,000	1,496,300	1,233,000	1,134,000	(362,300)	-24%
Total Professional Costs	1,247,200	2,410,800	1,874,700	2,372,400	(38,400)	-2%
Support Costs	865,000	1,086,300	1,085,900	1,879,900	793,600	73%
Capital Outlay	115,000	1,313,900	588,900	840,000	(473,900)	-36%
Transfers Out	10,014,600	10,080,800	10,080,800	10,083,500	2,700	0%
TOTAL Finance	\$ 13,990,400	\$ 16,865,800	\$ 15,583,700	\$ 17,228,600	\$ 362,800	2%

FINANCE STAFFING SUMMARY

Position	FY 21/22	FY 22/23	FY 23/24
Accountant	1.97	1.96	2.00
Accounting Assistant	2.00	2.00	2.00
Accounting Supervisor	1.00	1.00	1.00
Accounting Technician	1.00	2.00	2.00
Chief Financial Officer	0.59	0.77	0.60
Deputy Director of Finance	0.94	0.94	0.95
Deputy Director of Financial Administration	0.33	0.40	0.60
Financial Administration Manager	0.05	0.02	0.08
Financial Analyst	0.07	0.05	0.06
Procurement Analyst	0.77	0.15	0.15
Procurement Manager	0.37	0.10	0.25
Senior Administrative Assistant	0.44	0.45	0.45
Senior Financial Analyst	0.63	0.60	0.30
Senior Management Analyst	0.00	0.01	0.00
Senior Procurement Analyst	0.64	0.10	0.10
FTE	10.80	10.55	10.54

DEPARTMENT OVERVIEW

FINANCE AND ACCOUNTING

Commission resources are allocated to assure financial stability and fiscal accountability. Finance activities include investing and monitoring the Commission's cash resources, planning and directing financial transactions, and subsequent monitoring for both legal and regulatory requirements. Adequate cash flow must be maintained while at the same time prudently investing operating and capital project funds in accordance with the Commission approved investment policy. Borrowing needs are evaluated based on project or operational needs which may result in the issuance of either short- or long-term debt. Once debt is issued, there are continuing disclosure responsibilities including interaction with financial advisors, bankers, dealers and remarketing agents, underwriters, bond counsel, bond insurers, trustees, issuing and paying agents, arbitrage consultants, investment managers, and rating agencies as well as providing regular and consistent information disclosure to investors who hold the Commission's sales tax revenue and toll revenue bonds and the U.S. DOT for TIFIA loans.

Fiscal accountability involves receiving all funds due the Commission, paying all Commission obligations, maintaining the general ledger, reporting regularly on the Commission's fiscal results, and development and subsequent monitoring for the budget. Fiscal accountability requires the coordination of budget planning and monitoring and the accurate and timely accounting for all funding sources, including compliance with all applicable laws and regulations governing those funds. Accounting encompasses cash receipt and disbursement functions, maintenance of the general ledger including project cost accounting, payroll processing, debt and investment management, quarterly and annual financial reporting, and retention of and coordination with independent auditors. In connection with its accounting and financial reporting responsibilities, the Commission will continue to monitor financial reporting standards and implement new pronouncements, when required.

The Commission also recognizes the importance of accountability for the organization. As a result, the Commission is highly regarded by individuals, peers, other organizations, and government officials at a local, regional, state, and national level(s). Measures have been implemented related to oversight, reporting, fraud, internal control, and ethics to maintain the public's confidence in the Commission, including participation in the Government Finance Officers Association (GFOA) certificate programs. While the Commission continues to participate in GFOA's Certificate of Achievement for Financial Reporting Program, it did not participate in the Distinguished Budget Presentation program

in recent years due to concurrent implementation of various programs. Like the prior years as a result of the reallocation of staff resources to software implementation, the Commission will not submit the FY 2023/24 budget to the program; however, the budget document approved by the Commission provides essential information without immaterial details provided in prior years that were required by the GFOA budget program.

PROCUREMENT MANAGEMENT

Procurement management is responsible for the purchase of all goods and services, in accordance with the Commission's Procurement Policy Manual and federal and state funding requirements to ensure the implementation of the Commission's projects and programs. The procurement process is centralized and includes conducting outreach, issuing solicitations, oversight of the proposal evaluation process, conducting contract negotiations, recommending contract award, and updating procurement policies and procedures as required. After contract award and during the contract lifetime, contract administration activities include issuing contract task orders and amendments; ensuring compliance with contract terms, conditions, and deliverables; and monitoring contract balances to prevent contract overruns. The Commission approved the revised Procurement Policy Manual in February 2021 to include the RCA procurement policies and procedures.

Procurement management also includes oversight of the Commission's DBE and SBE program. This includes developing DBE contract goals, attending various DBE/SBE outreach events to encourage participation on Commission contracts, monitoring DBE participation achievement, and ensuring all vendors have an equal opportunity to provide the Commission with goods and services.

Risk management includes identifying Commission insurance needs to protect the Commission's assets, such as its commuter rail stations, toll facilities, and vacant land, and to ensure that insurance requirements for services purchased with public funds are applied in the Commission's best interests. Activities also include reviewing scopes of work to ensure insurance limits are adequate, tracking consultant insurance certificates, managing claims, and annually reviewing and renewing the Commission's insurance policies.

DEPARTMENT GOALS

F1 - Protect the Commission's cash resources by regular monitoring of investment practices to ensure consistency with established investment policy. *(Policy Goal: Operational Excellence)*

F2 - Manage the Commission's outstanding debt ensuring compliance with applicable laws and regulations and continued investor awareness and receptivity to the Commission's debt portfolio. *(Policy Goal: Operational Excellence)*

F3 - Ensure the Commission and funding recipients comply with Measure A and TDA laws and regulations as they relate to the annual financial and compliance audits as well as close cooperation and coordination with independent auditors. *(Policy Goal: Operational Excellence)*

F4 - Maintain fiscal and budgetary control through monitoring of periodic results and ensuring consistency with the Commission's strategic goals and objectives. *(Policy Goal: Operational Excellence)*

F5 - Assure fiscal accountability for Commission funds with general ledger accounting and financial reporting consistent with generally accepted accounting principles. *(Policy Goal: Operational Excellence)*

F6 - Develop and maintain an organizational accountability program encompassing financial and operational functions. *(Policy Goal: Operational Excellence)*

F7 - Procure goods and services from qualified consultants, contractors, and other vendors in accordance with the Commission's Procurement Policy Manual and applicable laws and regulations at a competitive price. *(Policy Goal: Operational Excellence)*

F8 - Review existing procurement policies and procedures. *(Policy Goal: Operational Excellence)*

F9 - Protect the Commission's assets by ensuring appropriate insurance is obtained. *(Policy Goal: Operational Excellence)*

ID	Finance Performance Measures and Results	FY 21/22 Estimated	FY 21/22 Actual	FY 22/23 Estimated	FY 23/24 Projected
F1	Average yield on investments	.10% operating and debt proceeds	1.2% operating and 1.6% debt proceeds	1.10% operating and debt proceeds	1.10% operating and debt proceeds
F2	Sales tax revenue bonds rating ¹	Aa2/AA+/AA	Aa2/AA+/AA	Aa2/AA+/AA	Aa2/AA+/AA
F2	Toll revenue bond rating:				
	2013 Bonds	A-/BBB+	A-/BBB+	A-/BBB+	A-/BBB+
	2021 Refunding Bonds, Series A, B-1, B-2	A-/BBB+	A-/BBB+	A-/BBB+	A-/BBB+
	2021 Refunding Bonds, Series C	A-/BBB	A-/BBB	A-/BBB	A-/BBB
F2	TIFIA loan rating:				
	2013 TIFIA Loan ²	N/A	N/A	N/A	N/A
	2017 TIFIA Loan	BBB-/BBB	BBB-/BBB	BBB-/BBB	BBB-/BBB
F2	Commercial paper rating	P-1/A-1	P-1/A-1	P-1/A-1	P-1/A-1
F3	Audit adjustments	0	0	0	0
F5	GFOA Certificate of Achievement	Awarded	Awarded	Awarded	Awarded
F5	Accounts payable invoices processed	7,000	7,660	7,700	7,700
F5	Accounts payable checks processed	3,800	4,050	4,100	4,100
F5	Payroll hours processed	156,900	146,200	168,400	168,400
F5	Accounts receivable invoices processed	300	350	360	360
F7	Agreements processed	210	220	205	215

¹Sales Tax Bonds includes 2010, 2016, 2017 and 2018 debt issuances.

²2013 TIFIA loan was prepaid in connection with the 2021 Toll Refunding Bond issuance in October 2021.





Rail Safety Event



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

SECTION 3.2

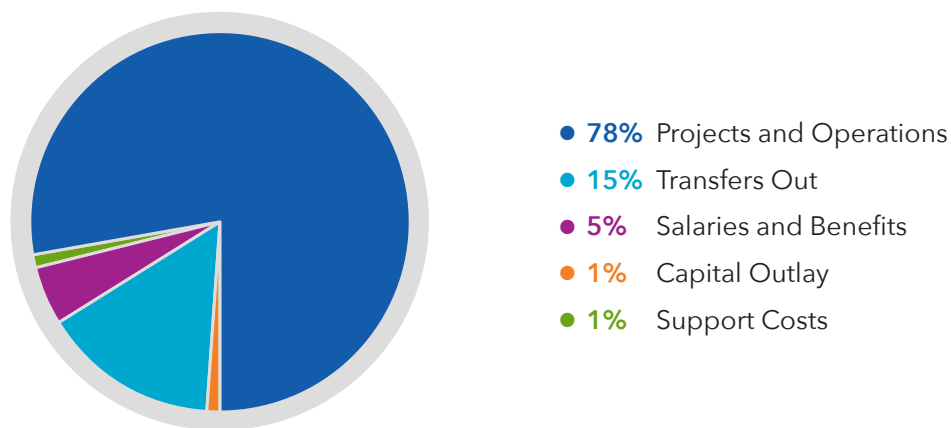
REGIONAL PROGRAMS

PLANNING AND PROGRAMMING

MISSION STATEMENT:

Planning and Programming exerts leadership in transportation planning and the pursuit and programming of funds to improve mobility, foster environmental stewardship, expedite project delivery, and form partnerships with local, regional, state, and federal agencies resulting in maximum returns on local investment. Planning and Programming also supports a coordinated regional approach to solve transportation funding issues.

CHART 30 - PLANNING AND PROGRAMMING



EXPENDITURES

Planning and Programming expenditures of \$29,600,500 reflects an increase of \$18,916,900 or 177% (Table 46). Salaries and benefits total \$1,478,200 and reflects a 32% increase due to the net change in FTE allocations and a 4% pool for performance merit-based salary increases. Professional services totaling \$128,100 decreased 10% and includes include air quality analysis; project database management; local, regional, and state planning activities; on-call goods movement consultants; and legal services. Support costs decreased 46% or \$147,400 and include annual project management database maintenance, various membership dues, and staff-related travel costs. Projects and operations costs increased 237% due to right of way activity for the Santa Ana River Trail Extension project for the District, transit-oriented communities studies, and REAP 2.0. Capital outlay \$200,000 includes the final year of the development of the Commission's new project management database. Transfers out include \$3,537,400 for administrative costs to the General fund and \$1,000,000 contribution for the I-15 Corridor projects in the 2009 Measure A Western County highway fund.

TABLE 46 - PLANNING AND PROGRAMMING EXPENDITURE DETAIL

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 957,100	\$ 1,117,300	\$ 899,700	\$ 1,478,200	\$ 360,900	32%
Professional Costs						
Legal Services	16,700	80,500	40,000	89,000	8,500	11%
Professional Services - General	5,100	62,000	62,000	39,100	(22,900)	-37%
Total Professional Costs	21,800	142,500	102,000	128,100	(14,400)	-10%
Support Costs	10,100	323,500	184,200	176,100	(147,400)	-46%
Projects and Operations						
Program Operations	135,500	316,400	271,400	309,700	(6,700)	-2%
Engineering	588,000	2,060,000	1,675,000	1,581,000	(479,000)	-23%
Construction	-	311,000	311,000	35,000	(276,000)	-89%
Right of Way	-	150,000	34,000	4,440,000	4,290,000	2860%
Special Studies	1,069,200	1,188,400	1,188,400	14,390,000	13,201,600	1111%
Operating and Capital Disbursements	1,338,800	2,829,500	2,829,500	2,325,000	(504,500)	-18%
Total Projects and Operations	3,131,500	6,855,300	6,309,300	23,080,700	16,225,400	237%
Capital Outlay	480,300	250,000	250,000	200,000	(50,000)	-20%
Transfers Out	408,600	1,995,000	861,300	4,537,400	2,542,400	127%
TOTAL Planning and Programming	\$ 5,009,400	\$ 10,683,600	\$ 8,606,500	\$ 29,600,500	\$ 18,916,900	177%

PLANNING AND PROGRAMMING STAFFING SUMMARY

Position	FY 21/22	FY 22/23	FY 23/24
Capital Project Manager	0.43	0.40	0.40
Deputy Executive Director	0.04	0.07	0.02
Executive Director	0.50	0.33	0.28
IT Administrator	0.00	0.02	0.00
Management Analyst	0.00	1.00	0.30
Multimodal Services Director	0.08	0.30	0.30
Planning and Programming Director	1.00	1.00	1.00
Planning and Programming Manager	1.00	1.00	1.00
Procurement Analyst	0.00	0.08	0.09
Procurement Manager	0.00	0.06	0.00
Project Delivery Director	0.02	0.06	0.04
Public Affairs Manager	0.01	0.02	0.03
Right of Way Manager	0.00	0.02	0.10
Senior Administrative Assistant	0.01	0.01	0.01
Senior Capital Project Manager	0.00	0.00	0.20
Senior Management Analyst	1.04	1.21	2.34
Senior Procurement Analyst	0.00	0.14	0.12
FTE	4.13	5.72	6.24

DEPARTMENT OVERVIEW

TRANSPORTATION PLANNING AND PROGRAMMING

The Planning and Programming Department is responsible for short- and long-range transportation planning and programming.

The department's planning role involves working with the Federal Highway Administration, FTA, CTC, Caltrans, SCAG, councils of governments, local agencies, and other county transportation commissions in the region on various planning efforts such as:

- Development and implementation of SCAG's current RTP/SCS, Connect SoCal;
- Development of multi-modal corridor and goods movement plans; and
- Collaboration on active transportation plans.

Programming specifically involves the development, review, and approval of projects for various funding programs, particularly those where the Commission has a responsibility for project nominations. Additionally, programming involves the monitoring of projects from project selection through construction close-out. In order to receive federal funds and approvals, projects must be included in the RTP and FTIP in accordance with project delivery schedules and financial constraint requirements. This also includes regionally significant projects that are state only or locally funded.

SCAG, as the metropolitan planning organization (MPO), is responsible for incorporating all six county (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) transportation improvement programs into one regional programming document – the RTP/SCS. SCAG also conducts a conformity analysis with the adopted air plans to ensure compliance with the National Ambient Air Quality Standards, as stipulated by Environmental Protection Agency's Transportation Conformity Rule, and GHG reduction targets adopted by California Air Resources Board. The RTP/SCS is updated every four years and the FTIP is updated biennially. Additionally, each FTIP cycle includes an opportunity to amend individual projects approximately every month. RTP amendments are less frequent as they require air quality conformity analyses. FTIP amendments can occur for minor project changes that do not affect the conformity determination.

The Planning and Programming Department is responsible for allocating and programming the following local, state, and federal funding sources:

LOCAL SOURCES	STATE SOURCES	FEDERAL SOURCES
2009 Measure A, including MARA, new corridors, and local streets and roads	SB 821 for bicycle and pedestrian projects (TDA – Article 3)	STBG, formerly Surface Transportation Program
Western County TUMF regional arterial program and CETAP	STIP-RIP	CMAQ
	ATP MPO County share	Highway Infrastructure Program (HIP)
	SB 1 LPP Formula Share	Transportation Alternatives Program (TAP) ¹
		Carbon Reduction Program (CRP)

¹TAP funds are combined with state/MPO ATP Call for Projects administered by CTC.

The high demand for reporting and monitoring the progress of projects is essential to prevent federal and state funds from lapsing. The Planning and Programming Department assists the Capital Project Development and Delivery Department, the Toll Department, and local agencies by participating in regular project delivery team meetings and preparing and submitting the request for authorization/allocation of federal and state funding for Commission-led projects. In addition, staff monitors allocation and award deadlines, expenditures, project closeouts, and inactive projects with federal and state funds to prevent loss of funding. Weekly team meetings facilitate communication between team members to centralize information which further ensures timely project advancement. Monthly meetings with Caltrans Local Assistance are also held to coordinate and address any issues with federal and state funding obligations. To streamline the monitoring and tracking of these funds, the Planning and Programming Department procured a software

developer to create a custom database solution. The new database system also includes two other modules that will help administer the Measure A local streets and roads and the LTF SB 821 bicycle and pedestrian programs.

Partnership development, public and private, is critical to the Commission's continued success in affecting positive transportation decisions to meet future demands. Commission staff works in close coordination with its partners to advocate for federal, state, and local funding to improve mobility, mitigate the impacts of goods movement, and streamline the programming and project delivery process.

FEDERAL FUNDING

STBG, CMAQ, HIP, TAP/ATP, and CRP: The Commission is responsible for programming STBG, CMAQ, and HIP funds on transportation projects in the County. The Commission's policy states that priority shall be given to the Western County Highway Delivery Plan-supporting projects for programming of STBG and CMAQ funds designated for the South Coast Air Basin. The Commission delegates the selection of projects for CMAQ funds apportioned to the Salton Sea Air Basin to CVAG.

Through SB 99 and Assembly Bill (AB) 101, the State developed the ATP, which consolidated federal and state funding that traditionally funded bicycle and pedestrian projects, including the federal TAP. The CTC administers the ATP, a program designed to encourage increased use of active modes of transportation such as biking and walking. The Planning and Programming Department is involved with the development of the guidelines by participating in workshops and through the Regional Transportation Planning Agencies (RTPA) group to represent the County's best interest for each call for projects cycle.

In November 2021, the Infrastructure and Jobs Act (IJA) was passed into law. With the passage of IJA, the CRP was created. The purpose of the CRP is to provide funding to projects that decrease transportation emissions. CRP funding is apportioned to regions and local agencies based on population. The Commission is responsible for allocating CRP funds.

STATE FUNDING

STIP-RIP: The Commission works on the development of the Regional Transportation Improvement Program, the required document for programming STIP-RIP funding, in addition to monitoring delivery of STIP-RIP projects to ensure the allocation and expenditure of projects by the respective deadlines.

Each county transportation commission throughout the State is responsible for programming RIP funds, which represents 75% of the total STIP funding available statewide for capital enhancement projects. The 75% funding level is then further distributed with 60% of the funds allocated to southern California and 40% to northern California. A population formula is then applied to determine county funding levels called "county shares." The Commission is responsible for ensuring that projects funded with RIP funds are administered and implemented consistent with CTC and Caltrans policies. It is the Commission's policy to set aside 2% off the top of new programming capacity for staff support to carry out STIP PPM activities. The remaining RIP funds are further distributed geographically among Western County, Coachella Valley, and Palo Verde Valley per the Commission's intra-county STIP formula. The Commission may also consider a call for projects for RIP discretionary funds when sufficient programming capacity is available.

The Commission is responsible for approving projects for RIP funds in Western County and coordinating with Caltrans on the selection of Interregional Improvement Program funds as part of the STIP approved by the CTC every two years. The Commission has delegated the authority to nominate projects for RIP funds in the Coachella Valley to CVAG. A MOU between the city of Blythe, representing Palo Verde Valley, and the Commission allows the city to trade RIP funds for local streets and roads Measure A sales tax funds.

SB 1: The State Legislature and Governor approved SB 1 in April 2017. This transportation tax provides annual revenues for transportation purposes statewide, with a portion coming directly to Riverside County. The CTC is responsible for administering the majority of the SB 1 programs. Staff works with the CTC, Caltrans, SCAG, and other RTPAs in the development of SB 1 program guidelines for each funding cycle. The Commission receives LPP formula funds over a two-year cycle. The Commission is eligible to submit project applications for the SB 1 Solutions for Congested Corridors Program (SCCP), Trade Corridor Enhancement Program (TCEP), and LPP competitive programs.

The CTC administers federal TAP funds under the State's ATP that was created by SB 99 and AB 101 to encourage increased use of active modes of transportation, such as biking and walking. Federal TAP funds are authorized each year by the passage of the state budget and are combined with other state funds, including those from SB 1, dedicated to active transportation investments.

SB 821: SB 821, also known as TDA Article 3, projects are funded by 2% of LTF revenues; the expenditures under this program are included in the LTF special revenue fund and reflected in the Public and Specialized Transit Department since the LTF activities relate primarily to transit funding. The Commission released a call for projects in February 2023 and will award projects in June 2023.

LOCAL FUNDING

2009 MEASURE A WESTERN COUNTY REGIONAL ARTERIAL PROGRAM: The Planning and Programming Department manages the 2009 Western County MARA program. The expenditures for these regional arterial capital projects are included in the Capital Project Development and Delivery Department budget. The Commission has programmed MARA funds on projects based on a multi-funding call for projects or separate requests. The Commission released regional arterials call for projects in February 2023 and will award projects in summer 2023.

2009 MEASURE A LOCAL STREETS AND ROADS: In order to receive Measure A local streets and roads funding each year, the Commission requires the local jurisdictions to submit a five-year CIP based on Measure A revenue projections. Additionally, the local jurisdictions are required to submit a Maintenance of Effort (MOE) certification consistent with adopted MOE guidelines and participate in the MSHCP and in the local agency's respective TUMF program, as applicable. The Planning and Programming Department processes administrative amendments to CIPs for minor changes that do not affect the total programmed amount or are within budget levels. Significant changes require Commission approval.

WESTERN COUNTY TUMF REGIONAL ARTERIAL PROGRAM AND CETAP: WRCOG administers the Western County TUMF program and collects the fees from participating jurisdictions. WRCOG disburses to the Commission approximately 48.1% of the TUMF funds collected. The Commission further distributes these funds equally to the Commission's TUMF CETAP corridors and regional arterial programs. In September 2004, the Commission established a program and approved the programming of 23 regional arterial projects. Since then, the Commission has received and approved separate requests for funding. Most recently, the Commission released regional arterials call for projects in February 2023 and will award projects in summer 2023. The expenditures for these regional arterial and CETAP capital projects are included in the Capital Project Development and Delivery Department budget. Planning and Programming staff monitors TUMF regional arterial and CETAP projects based on the agreements between local agencies and the Commission. In addition, Commission staff works with local agencies regarding amendments to agreements and any issues regarding project delivery. Staff coordinates future programming of additional TUMF regional arterial and CETAP projects with WRCOG and local jurisdiction staff.

FUNDING PURSUIT

Having a local sales tax measure dedicated to transportation improvements gives Riverside County the ability to leverage Measure A funds in pursuit of competitive regional, state, and federal funding opportunities. The Planning and Programming Department, in collaboration with other departments, monitors competitive grant opportunities. Regional and local projects are identified that have the potential to meet each funding opportunity's criteria. An analysis is conducted to determine the feasibility of a grant application being successful, and a decision is made whether to pursue any given funding opportunity. In 2017, the Commission established a bench of four firms to assist in these pursuits. This contract term for the bench expires June 30, 2023. The bench was reproposed in winter 2023.

In November 2022, the Commission partnered with the County of Riverside and Metrolink to request approximately \$25 million in CTC administered LPP funding to improve 8.6 miles of the Mid County Parkway Ramona Expressway Project and \$13.5 million to improve 6.5 miles of the Metrolink Double Track Project. These two projects were combined and submitted to the CTC for \$60 million in SCCP funding. If awarded, spending is anticipated to begin in FY 2024/25.

LONG RANGE PLANNING AND CONGESTION MANAGEMENT

The Commission's involvement with long-range planning efforts includes the coordination and input into planning efforts throughout the County, southern California region, and statewide. These efforts involve participation in local, bi-county, and regional corridor plans and studies, including the continued development of the CETAP corridors.

- The passage of SB 1 created and funded the SCCP competitive grant program. SB 1 requires that SCCP funding be available for projects that make specific performance improvements and are part of a comprehensive multimodal corridor plan designed to reduce congestion in highly traveled corridors. In preparation of future SCCP pursuits, the Commission partnered with SBCTA, Caltrans District 8, and SCAG to develop the Inland Empire Comprehensive Multimodal Corridor Plan (IE CMCP), which the Commission adopted in October 2020 and updated in November 2022. The IE CMCP goes beyond traditional freeway planning and identifies potential multimodal infrastructure opportunities within Western Riverside County and the valley-area of San Bernardino County. The Commission would like to work with CVAG to develop a multimodal corridor plan for the Coachella Valley.

- The Commission commenced its first Countywide Long Range Transportation Study (LRTS) in 2017, which was completed in December 2019. The LRTS provides a vision of Riverside County's future integrated transportation system and serves as a document to advocate for changes to transportation policy, legislation, and funding. It also includes a comprehensive review of projects, including highways, arterials, grade separations, transit, and active transportation improvements.
- The RTP is a 25-year transportation plan developed by SCAG in conjunction with county transportation commissions, sub-regional agencies, local agencies, transit operators, and other interested parties within the SCAG six-county region. The SCAG 2020 RTP, adopted in May 2020, incorporates SCS as required under SB 375. The SCS component establishes goals for projects, programs, and land-use designed to reduce GHG emissions. SCAG has initiated efforts on the 2024 RTP and Commission staff has participated in the SCAG working groups that guide the development of the 2024 RTP.
- Through funding from the FTA, the Commission is developing the Transit-Oriented Communities Strategic Plan to establish a regional vision of transit-oriented development (TOD) that will support local economic development, increase Metrolink ridership, and decrease auto trips which improves local and regional traffic congestion. The study will recommend strategies that incentivize TOD within a five-mile radius of the eight Metrolink stations along the Perris Valley Line. The Commission will collaborate with community members, private developers, and staff from the cities of Perris, Moreno Valley, Riverside, and Corona, the March Joint Powers Authority, and the County of Riverside to develop the study. The plan will be a future resource for these agencies as they consider TOD opportunities in their jurisdictions.
- Statewide planning efforts involve participation in the development of the California Transportation Plan, freight/goods movement, interregional highways, and air quality plans, to name a few.

The Commission also serves as the CMA for the County and is responsible for developing and updating the Congestion Management Program (CMP). The CMP was developed to meet federal Congestion Management System requirements since state CMP is a voluntary program. The CMP's highways and regional arterials are regularly monitored to ensure that they are operating at acceptable levels (above Level of Service "F"). If a deficiency occurs along the CMP system, the Commission will review the cause of congestion and determine projects and programs that can alleviate the congestion along with potential funding.

REGIONAL ISSUES - FREIGHT

The Commission focuses on facilitating ongoing commitments as well as being responsive to various emerging regional and statewide issues relating to freight/goods movement that traverse the southern California region.

The Commission participates in the California Freight Advisory Committee (CFAC). CFAC is a chartered member advisory body representing public and private sector freight stakeholders, including representatives of ports, shippers, carriers, freight-related associations, the freight industry workforce, Caltrans, and RTPAs. CFAC meets quarterly at various locations across the state to participate in the development of the California Freight Mobility Plan and to advise the State on freight-related priorities, issues, projects, and funding needs.

The Commission also works with SCAG and partners from the Southern California Consensus Group (Ports of Long Beach and Los Angeles, Alameda Corridor Transportation Authority, Alameda Corridor East Construction Authority, SBCTA, OCTA, Los Angeles County Metropolitan Transportation Authority, Ventura County Transportation Commission, SCAG, and SCRRA) to identify goods movement priorities in the SCAG region.

In 2017, a Companion Study was completed for the 2012 Grade Separation Priority Update Study. The 2012 study was completed to update information regarding improving each of the remaining 46 at-grade crossings. The 2017 study identified 11 grade crossings considered as high priorities for the local jurisdictions for the next 10 years. The Commission continues to work closely with the local jurisdictions to develop funding strategies and provide funding assistance to support projects that are vital for economic growth and reduction of conflicts between rail and road traffic.

In May 2019, the Commission approved the Logistics Mitigation Fee Nexus Study. The study was started in 2017 to evaluate a logistics-related regional fee on new warehousing facilities as a result of a settlement agreement between the Commission, the County of Riverside, the city of Moreno Valley, and Highland Fairview in response to litigation involving the World Logistics Center. Highland Fairview is the developer of the World Logistics Center, which is planned to encompass more than 40 million square feet of large-scale logistics operations in the eastern portion of the city of Moreno Valley. A result of the study could be a new program that would, for example, set a fee on new distribution center warehouses to offset the cost of highway improvements caused by the growth in truck trips originating or ending in the County. The Commission may consider the implementation of such a program in a future year.

OTHER AGENCY PROJECTS

The Commission entered into a MOU with the District for the Santa Ana River Trail Extension projects. The projects are a joint effort with several public and private agencies including the county of Orange and the United States Army Corps of Engineers.

SANTA ANA RIVER TRAIL EXTENSION (P007201 & P007202)

Provide support to the District for the Santa Ana River Trail Extension projects under a cooperative planning and development agreement. The District is the lead agency for environmental compliance for NEPA and CEQA, and the Commission is responsible for project oversight and approval, final design, and construction. The District is responsible for 100% of costs.

FY 2023/24 Cost	\$ 1,581,000	Engineering
	\$ 35,000	Construction
	\$ 4,440,000	Right of way
	\$ 700,700	Other project-related costs
Funding Impact	Costs will be funded by the District.	
Operating Budget Impact	N/A; operations are the responsibility of the District.	

DEPARTMENT GOALS

PP1 – Build upon relationships with local, regional, state, and federal agencies to coordinate short- and long-range planning to ensure that transportation projects receive funding and approvals and are delivered timely. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

PP2 – Continue to seek a stronger role for county transportation commissions in state and regional transportation and air quality programs to direct funding for programs and projects that will improve air quality, mobility, and the economy in the County. *(Policy Goals: Quality of Life, Connecting the Economy)*

PP3 – Support local, regional, and state planning efforts in cooperation with SCAG, WRCOG, CVAG, Caltrans, and local agencies including, but not limited to, transportation and air quality modeling updates/upgrades, corridor or focused area studies, development of active transportation plans, or any planning related to the implementation of the RTP/SCS and state and federal planning regulations. *(Policy Goals: Quality of Life, Responsible Partner)*

PP4 – Maintain support of the SCAG regional FTIP and Commission project databases to allow for efficient monitoring of projects and funding obligations with the ability to share project information with local jurisdictions. *(Policy Goal: Operational Excellence)*

PP5 – Ensure maximum funding and flexibility for projects funded with STIP-RIP, SB 1, ATP, and federal funds. *(Policy Goal: Quality of Life)*

PP6 – Provide support to the Commission’s Capital Project Development and Delivery, Toll Delivery, Multimodal, and Finance departments to maintain project funding and schedules and minimize programming-related delays. *(Policy Goals: Quality of Life, Operational Excellence)*

PP7 – Collaborate with local agencies in the development of Measure A CIPs, program funding guidelines, and grant applications for local, regional, state, and federal funding programs, including facilitating allocation and obligation processes required for project delivery. *(Policy Goals: Quality of Life, Operational Excellence)*

PP8 – Continue to work with state and federal agencies to streamline processes for funding and project approvals. *(Policy Goals: Quality of Life, Operational Excellence)*

ID	Planning and Programming Performance Measures and Results	FY 21/22 Estimated	FY 21/22 Actual	FY 22/23 Estimated	FY 23/24 Projected
PP1	RTP/FTIP amended projects	200	85	28	40
PP2	SB 821 projects awarded and monitored for extensions and reimbursements	35	37	28	38
PP3	RTP/SCS update projects reviewed	610	564	610	N/A ¹
PP4	Biennial 2023 FTIP Project updates	380	319	N/A	330
PP1 PP5	STIP/TCEP/SB 1/ATP programming, allocations, amendments, and extensions for Commission and local agency projects	32	32	34	40
PP5 PP6 PP7 PP8	Federal projects monitored for obligation authority delivery	6	16	20	25
PP5 PP7	State and federal grants pursued	2	1	3	1
PP6	TUMF regional arterial and CETAP projects monitored for implementation/expenditures	2	3	3	3
PP6	TUMF agreements/amendments	1	2	10	0
PP6	Measure A projects monitored for implementation/expenditures	3	5	5	5
PP6	MARA agreements/amendments	3	3	3	10
PP7	Measure A local streets and roads CIP projects	250	248	265	255
PP7	Review and processing of Measure A CIP project amendments and extension requests	10	9	7	7

¹In FY 2023/24 SCAG will not accept RTP/SCS projects



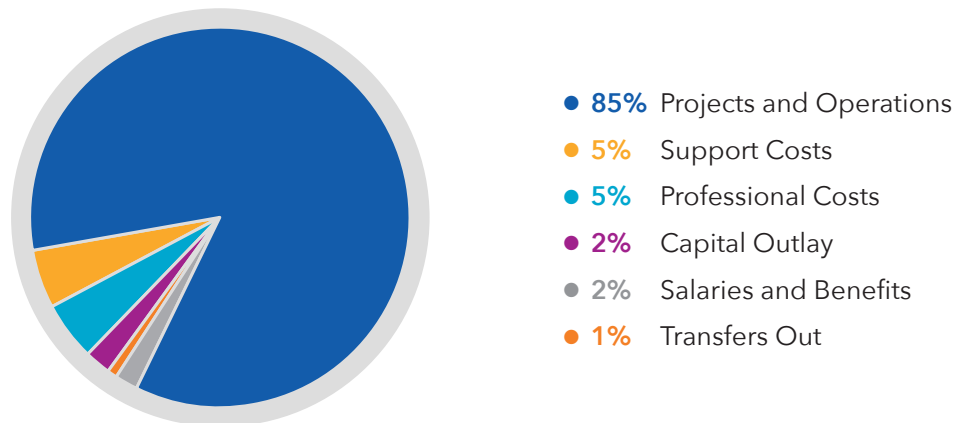
71/91 Interchange Project

RAIL

MISSION STATEMENT:

Rail develops and supports passenger rail transportation options for increased mobility within Riverside County and the region.

CHART 31 - RAIL



EXPENDITURES

Rail expenditures of \$59,091,100 include Metrolink operations and capital support as well as maintenance and operations of the nine Commission-owned and operated commuter rail stations (Table 47). Salaries and benefits reflect a \$53,300, or 5% decrease and includes a 4% pool for performance merit-based salary increases. Professional costs, which include legal and consultant services, increased 149% due to refocusing department planning efforts to better position the agency to benefit from increased federal funding opportunities for rail projects. Support costs include station maintenance, media ads, printing services, and marketing incentives and increased 9% primarily due to efforts to restore ridership to pre-pandemic levels. Projects and operations expenditures of \$49,978,300 increased 9% due to slow ridership and revenue recovery that requires additional operating subsidy to cover expenses. Program operations comprise rail state of good repair and a \$45,100,000 operating contribution for SCRRA Metrolink operations including the PVL service. The Commission's commuter rail program intends to utilize existing mechanisms within Metrolink to assess and monitor operations and budget performance. Program operations relate primarily to station operations. The "next generation" rail feasibility study is included in special studies. Capital outlay of \$1,155,500 reflects a 32% decrease and is due to fewer operations funded station-related improvements compared to the prior year. Transfers out of \$820,600 relate to administrative costs to the General fund.

TABLE 47 - RAIL EXPENDITURE DETAIL

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 721,100	\$ 970,400	\$ 970,400	\$ 917,100	\$ (53,300)	-5%
Professional Costs						
Legal Services	61,400	215,000	70,500	175,000	(40,000)	-19%
Audit Services	-	20,000	10,000	20,000	-	0%
Professional Services - General	990,200	1,024,300	633,000	2,941,500	1,917,200	187%
Total Professional Costs	1,051,600	1,259,300	713,500	3,136,500	1,877,200	149%
Support Costs	2,392,400	2,836,400	2,695,400	3,083,600	247,200	9%
Projects and Operations						
Program Operations	3,227,100	3,767,400	3,735,800	4,378,300	610,900	16%
Right of Way	-	-	-	-	-	N/A
Special Studies	5,900	100,000	100,000	500,000	400,000	400%
Operating and Capital Disbursements	7,198,600	42,020,500	38,498,500	45,100,000	3,079,500	7%
Total Projects and Operations	10,431,600	45,887,900	42,334,300	49,978,300	4,090,400	9%
Capital Outlay	1,730,800	1,694,000	608,000	1,155,000	(539,000)	-32%
Debt Service	14,400	-	-	-	-	N/A
Transfers Out	541,600	1,023,400	1,023,400	820,600	(202,800)	-20%
TOTAL Rail Maintenance and Operations	\$ 16,883,500	\$ 53,671,400	\$ 48,345,000	\$ 59,091,100	\$ 5,419,700	10%

RAIL STAFFING SUMMARY

Position	FY 21/22	FY 22/23	FY 23/24
Capital Project Manager	0.03	0.00	0.10
Community Engagement Manager	0.00	0.01	0.05
Deputy Director of Financial Administration	0.07	0.05	0.00
Deputy Executive Director	0.00	0.01	0.05
External Affairs Director	0.00	0.01	0.02
Facilities Administrator	0.83	0.67	0.73
IT Administrator	0.00	0.02	0.00
Legislative Affairs Manager	0.00	0.01	0.01
Management Analyst	0.99	0.83	0.70
Multimodal Services Director	0.46	0.35	0.35
Procurement Analyst	0.04	0.27	0.29
Procurement Manager	0.14	0.17	0.16
Project Delivery Director	0.02	0.20	0.02
Public Affairs Manager	0.06	0.06	0.11
Rail Manager	1.00	1.00	1.00
Senior Administrative Assistant	0.01	0.00	0.01
Senior Capital Project Manager	0.01	0.00	0.00
Senior Management Analyst	0.15	0.05	0.22
Senior Procurement Analyst	0.02	0.27	0.21
FTE	3.83	3.98	4.08

DEPARTMENT OVERVIEW—RAIL OPERATIONS

The Rail Department directs efforts in the areas of regional commuter rail, intercity passenger rail, high speed rail, and capital improvements to support enhanced passenger and freight rail service. The entire program includes elements of planning, programming, commuter and intercity rail development and support, station and corridor management, mitigation of community and environmental impacts, legislative and regulatory advocacy, and construction of capital projects. Other Commission departments, legal counsel, and consultants manage or support many of these elements. Departmental efforts contributing to the rail program are found throughout the budget document.

Coordination and consultation also occur with a variety of public and private entities including the California State Transportation Agency (CalSTA), CTC, Caltrans, California Public Utilities Commission, California High Speed Rail Authority (CHSRA), Federal Railroad Administration (FRA), FTA, Amtrak, environmental agencies, UCR, transit providers, SCAG, WRCOG, CVAG, San Diego Association of Governments, Los Angeles-San Diego-San Luis Obispo (LOSSAN) joint powers authority, local governments, private freight railroads, businesses, and property owners.

The Commission participates in the ongoing funding and governance of Metrolink service through SCRRRA, a joint powers authority consisting of the county transportation commissions of Riverside, San Bernardino, Orange, Los Angeles, and Ventura counties. The Commission holds two voting positions on SCRRRA's eleven-member board. The role of chair rotates between the member agencies every two years. Commission staff serves on the five-county Member Agency Advisory Committee (MAAC) that negotiates service and funding levels, based upon each county's established priorities. The MAAC provides policy and technical guidance, coordination between various SCRRRA and member agency departments, and linkages to local communities.

Of the seven commuter rail lines operated by Metrolink, three routes consisting of the Riverside, Inland Empire-Orange County, and 91/PVL directly serve Western County. Unlike the other SCRRRA member agencies, the Commission owns and operates the commuter rail stations serving the County: Riverside Downtown, Jurupa Valley – Pedley, Riverside – La Sierra, Corona – West, Corona – North Main, Riverside – Hunter Park/UCR, Moreno Valley – March Field, Perris – Downtown, and Perris – South (Chart 32).

The Riverside Downtown Operations Control Center (RDOCC), located at the west end of the Riverside Downtown station, provides monitoring of closed-circuit televisions (CCTV) at the stations as well as facilities for train crews. Layover track facilities are located at the Riverside Downtown and Perris – South stations; however, SCRRRA maintains the layover facilities. Station operation and maintenance costs are included in the Rail Department budget with services currently coordinated by the Capital Projects Development and Delivery Department through the Facilities Administrator. New and ongoing construction projects at these stations are described in the Capital Project Development and Delivery Department.

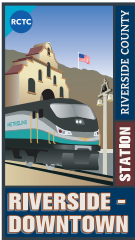



CHART 32 - RIVERSIDE COUNTY METROLINK STATION LOCATIONS





A general description of each of the Commission-owned rail station facilities is presented in Chart 33.

CHART 33 - COMMISSION-OWNED RAIL STATION FACILITIES

Location	In Service Date	Size	Transit Services	Primary Features
 Riverside Downtown (P244001) 4066 Vine Street, Riverside	June 1993	26.5 acres	Rail: 91/PVL IEOC Line Riverside Line Amtrak Bus: RTA OmniTrans SunLine Amtrak MegaBus	2 platforms with 4 boarding tracks 4 parking lots (1,240 spaces) Enclosed pedestrian bridge, elevators, stairwells
 Jurupa Valley-Pedley (P244002) 6001 Pedley Road, Jurupa Valley	June 1993	4.5 acres	Rail: Riverside Line Bus: RTA	Platform with boarding track Parking lot (288 spaces)

	Location	In Service Date	Size	Transit Services	Primary Features
	Riverside-La Sierra (P244003) 10901 Indiana Avenue, Riverside	October 1995	24.69 acres	Rail: 91/PVL IEOC Line Bus: RTA	Platform with 2 boarding tracks Parking lot (1,065 spaces) Enclosed pedestrian bridge, elevators, stairwells
	Corona-West (P244004) 155 South Auto Center Drive, Corona	October 1995	5.49 acres	Rail: 91/PVL IEOC Line Bus: RTA	Platform with 2 boarding tracks Parking lot (564 spaces) Enclosed pedestrian bridge, elevators, stairwells
	Corona-North Main (P244006) 250 East Blaine Street, Corona	November 2002	6.72 acres	Rail: 91/PVL IEOC Line Bus: RTA Corona Cruiser	Platform with 2 boarding tracks Parking lot (579 spaces) Parking structure (1,000 spaces) Enclosed pedestrian bridge, elevators, stairwells
	Perris-Downtown (P244010) 121 South C Street, Perris	June 2016 (bus transit center opened 2010)	5.5 acres	Rail: 91/PVL Bus: RTA	Platform with boarding track Parking lot (444 spaces)
	Riverside-Hunter Park/UCR (P244020) 1101 Marlborough Avenue, Riverside	June 2016	9.35 acres	Rail: 91/PVL Bus: RTA	Platform with boarding track Parking lot (528 spaces)
	Moreno Valley/March Field (P244021) 14160 Meridian Parkway, Riverside	June 2016	14.47 acres	Rail: 91/PVL Bus: RTA Amtrak	Platform with boarding track Parking lot (476 spaces) Stairwell

Location	In Service Date	Size	Transit Services	Primary Features
 Perris-South (P244022) 1304 Case Road, Perris	June 2016	40.57 acres	Rail: 91/PVL Bus: RTA Amtrak	Platform with boarding track Parking lot (907 spaces)
RDOCC (P244024) 4344 Vine Street, Riverside 	April 2016	3,000 square feet	N/A	CCTV operations center Offices and meeting rooms

Station maintenance includes property management, utilities, grounds maintenance, repairs, cleaning, and security services at the Commission-owned rail stations, including the RDOCC. LTF allocations are generally used for Metrolink operating contributions and 2009 Measure A Western County rail funds are used for station maintenance. Table 48 summarizes the rail station maintenance costs.

TABLE 48 - RAIL STATION MAINTENANCE SUMMARY

		FY 21/22 Actual		FY 22/23 Budget		FY 22/23 Projected		FY 23/24 Budget
Equipment Maintenance and Repairs	\$	442,998	\$	381,700	\$	342,100	\$	400,600
Grounds Maintenance and Repairs		1,060,400		1,202,100		1,083,300		1,241,200
Utilities and Support		487,527		529,600		566,400		604,700
Property Management and Operations		786,318		1,026,200		1,047,600		1,188,200
Security		2,729,559		3,191,100		3,108,100		3,506,800
Improvements		235,637		194,000		108,000		155,000
TOTAL Expenditures	\$	5,742,439	\$	6,524,700	\$	6,255,500	\$	7,096,500

In addition to Metrolink, the Commission participates in the governance of LOSSAN, a 351-mile network through a six-county coastal region in southern California that is the second busiest intercity passenger rail corridor in the United States (Chart 34).

CHART 34 - SOUTHERN CALIFORNIA PASSENGER RAIL SYSTEM MAP



LOSSAN is a joint powers authority originally formed in 1989 to increase ridership, revenue, capacity, reliability, coordination, and safety on the coastal rail line between San Diego, Los Angeles, and San Luis Obispo. The Commission is the newest voting member of the 11-member Board of Directors composed of elected officials representing rail owners, operators, and planning agencies along the rail corridor. The Commission is involved to promote travel options and connections for County residents and to be engaged in decisions impacting the rail track rights the Commission purchased for commuter rail service. Commission staff also participates in the Technical Advisory Committee that provides technical assistance, service planning, and coordination between various agencies to improve customer service.

DEPARTMENT GOALS—RAIL OPERATIONS

RO1 – Improve utilization and increase efficiency of commuter rail lines serving the County. *(Policy Goals: Quality of Life, Responsible Partner)*

RO2 – Maximize opportunities for public use of rail-related investment. *(Policy Goals: Quality of Life, Responsible Partner)*

RO3 – Implement energy efficient systems and generate revenue to offset maintenance costs of rail properties. *(Policy Goals: Quality of Life, Operational Excellence)*

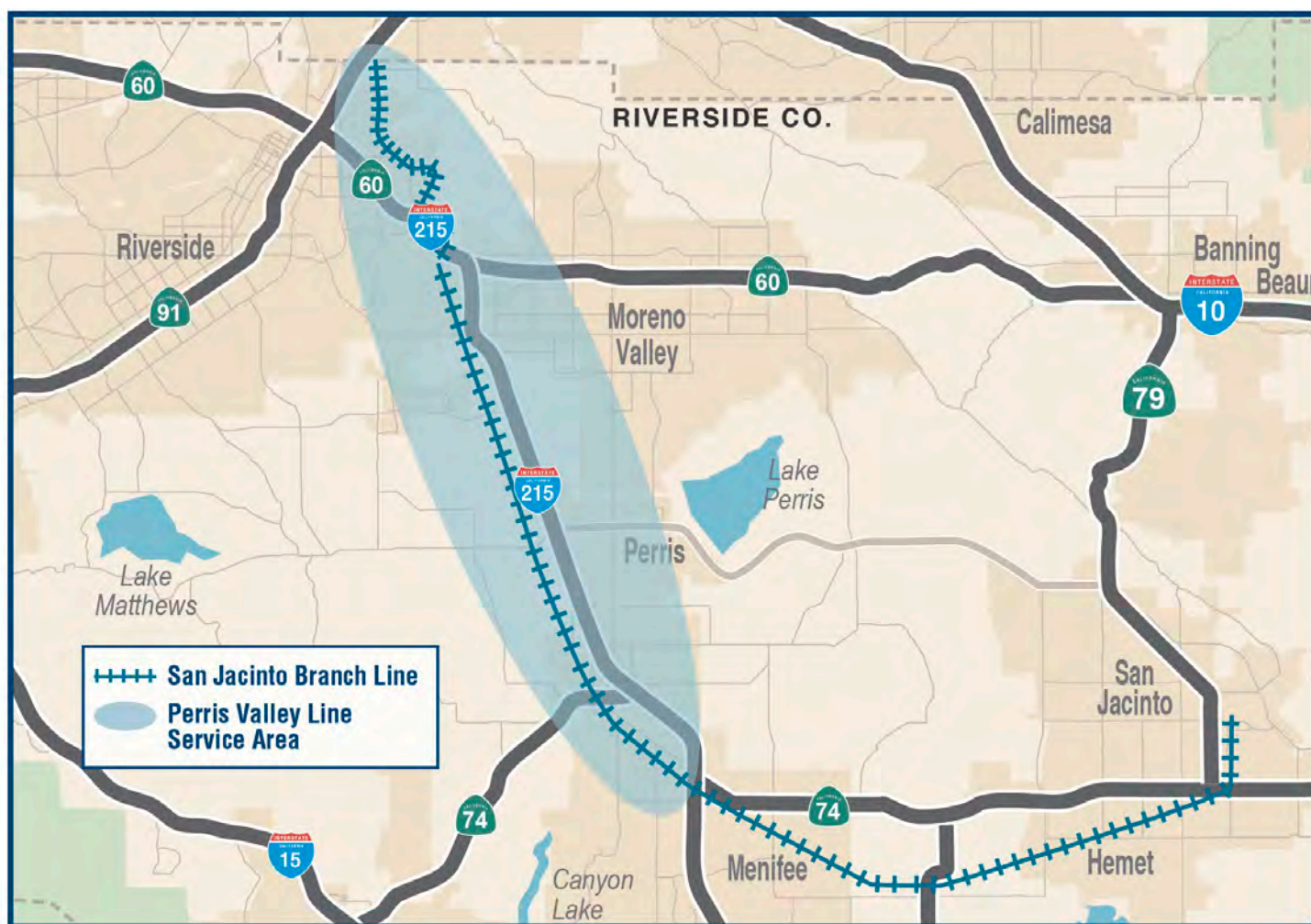
DEPARTMENT OVERVIEW – RAIL DEVELOPMENT

In order to expand passenger rail options throughout the County, the Commission conducts feasibility and planning studies to assess the viability of commuter rail expansion. The Commission engaged a consultant to perform a “next generation” rail feasibility study based on findings from the RCTC Strategic Assessment completed in January 2016. The study continues to develop and provide meaningful ridership and cost data that will help make future decisions on how to proceed with rail transit expansions in the County. Other planning efforts include a Rail Strategic Plan that will be completed in FY 2021/22 which will help prioritize capital projects, and a Transit Oriented Communities Strategic Plan that will engage community members, private developers, and the cities along the 91/PVL to create strategies that will promote TOD within a five-mile radius of the 91/PVL Metrolink stations.

SAN JACINTO BRANCH LINE (SJBL)

The Commission holds title to and manages the 38-mile SJBL (Chart 35) and several adjacent properties, preserved for future passenger rail service. BNSF Railway (BNSF) holds the freight rights in the corridor, providing service to local shippers, and performs maintenance on the line.

CHART 35 - SAN JACINTO BRANCH LINE



PERRIS VALLEY LINE PROJECT

The Commission completed the PVL in September 2016, and operations commenced in June 2016. The construction project was a 24-mile extension of the 512-mile Metrolink commuter rail system. It extended the existing Metrolink 91 Line, which provides service between Riverside and Downtown Los Angeles via Fullerton. There are timed connections to the other routes out of the Riverside Downtown station. The project included the construction of four passenger stations at Riverside – Hunter Park/UCR, Moreno Valley – March Field, Perris – Downtown, and Perris – South; construction of a park-and-ride lot at each of the four new stations, totaling approximately 2,250 parking spaces; and a layover facility at Perris – South for vehicle storage and servicing. The hours of operation are from 4:30 a.m. to 8:00 p.m. on weekdays. In October 2019, a fourth daily roundtrip to Los Angeles and regular weekend service was added.

COACHELLA VALLEY–SAN GORGONIO PASS CORRIDOR RAIL SERVICE



In recent years the Commission also focused attention on the creation of intercity passenger rail service between the Coachella Valley, the Pass Area, Riverside, and the Los Angeles basin through advocacy efforts with state, federal, and local government entities and negotiation with the freight railroads. The Commission ensured the corridor was prominently featured in the updated 2013 California State Rail Plan. In May 2013, the Caltrans Division of Rail completed the first phase of a planning study and initial alternatives analysis for the rail corridor. This planning study was very supportive of the potential for a viable service, and future studies can expand on this by determining ridership demand and better cost estimates. Caltrans also included an updated project description and analysis of the Coachella Valley-San Gorgonio Pass corridor rail service in the latest state rail plan, approved by CalSTA on September 5, 2013. The 2018 California State Rail Plan update includes the Coachella Valley-San Gorgonio Pass corridor rail service as an integral part of future growth.

Since the inclusion of the project into the State Rail Plan, the Commission has led the planning elements required of the project in order to secure additional funding and project approvals at

various state and federal levels. The Commission established a MOU with CVAG for its cooperation in the planning as well as funding through a new TDA bus/rail split for the Coachella Valley. This agreement also included the application of Proposition 1B funds toward the initial Phase I analysis that included public outreach, development of the project Purpose and Need Statement, and development of the Preliminary Alternatives Analysis Report. As part of this effort, the Commission secured a letter of agreement with Caltrans for its cooperation and modeling support. The Commission completed the Phase I planning efforts, including the Alternatives Analysis, and the FRA approved the Phase I work.

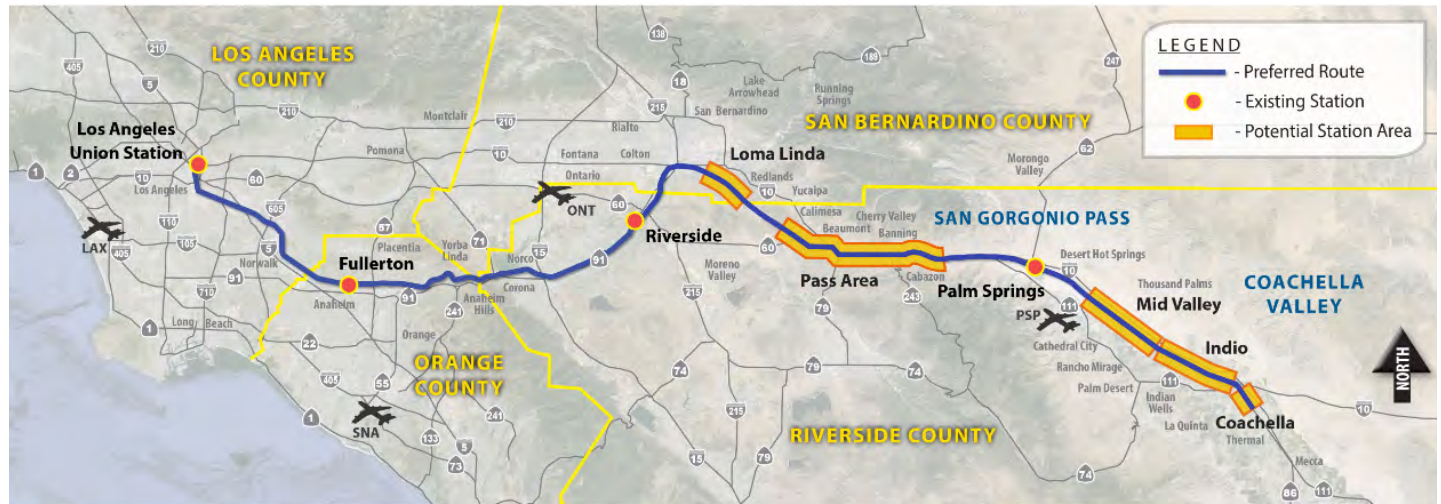
In the July 2010 Federal Register notice on High-Speed Intercity Passenger Rail (HSIPR) program, it clearly outlines the planning process needed to be eligible for HSIPR funds. This process identifies the need for a Service Development Plan (SDP) with the following requirements:

- Clearly demonstrate the purpose and need;
- Analyze alternatives for the proposed passenger rail service;
- Identify the alternative that best meets the purpose and need;
- Identify the discrete capital projects required; and
- Demonstrate the operational and financial feasibility.

To continue the development of this project, the Commission partnered with Caltrans and successfully applied for and was awarded a \$2,900,000 FRA grant to complete the corridor study's SDP. This was the only rail corridor in the country awarded these planning grant funds. Staff worked through the multiple agreements needed in order to utilize this funding in coordination with the FRA and Caltrans. In order to expedite project development, a highly qualified consultant is preparing the SDP and leading the environmental process needed for the NEPA documentation. In July 2022, the Tier 1 Program-Level environmental document was approved. Staff is currently seeking funding to continue the project development and initiate the Tier 2 Project-Level Environmental effort.

As the result of the many studies performed to date by both CVAG and the Commission, it was determined that using state-supported intercity trains presents the best alternative for developing service along the corridor. The 141-mile trip between Los Angeles and the Coachella Valley would cross four counties (Chart 36). Stops and station locations are yet to be determined. Due to the trip length and time of approximately three hours, Amtrak-style service with larger seats and food service would be more appealing to the riders. In addition, the service would operate over Union Pacific and BNSF tracks, and, in general, Amtrak has a greater ability to initiate service over freight railroads based on a national agreement. The initial service plan anticipates two daily round trips along the corridor. The approved Alternative Analysis recommended a preferred alignment.

CHART 36 - COACHELLA VALLEY-SAN GORGONIO PASS CORRIDOR RAIL SERVICE - PROPOSED ALTERNATIVE



HIGH SPEED RAIL

The Commission continues to play a proactive role in the development of a statewide, high speed passenger rail system, including routing of the backbone corridor through the Inland Empire with possible stations in the Riverside/ Corona and Murrieta/Temecula areas. With the passage of Proposition 1A in November 2008, there is a proposed funding mechanism to move the state high speed rail project forward. The CHSRA began work on a project level environmental assessment and corridor alignment study for the section between Los Angeles and San Diego via the Inland Empire. The Commission directed the review to include an alignment alternative along I-15 for analysis. The Commission entered into a MOU to be supportive in the development of this high-speed rail project and participates in the Southern California Inland Corridor Group meetings. The Commission actively contributed to the development of the supplemental Alternatives Analysis efforts. Work on this effort has slowed down with the release of the latest business plan that extends the development of this Phase II section from Los Angeles to San Diego via the Inland Empire to beyond 2030. The Commission signed a MOU along with the other southern California transportation entities and SCAG to commit \$1 billion in unallocated Proposition 1A funds for early investment to be spent locally for rail transportation improvement projects. With recent developments related to the State's high speed rail project, staff will continue to monitor progress and look for opportunities to benefit the regional rail network.

DEPARTMENT GOALS-RAIL DEVELOPMENT

RD1 - Identify and plan for capital improvements necessary to increase the scope, appeal, and reliability of commuter rail operations. (*Policy Goals: Quality of Life, Operational Excellence, Responsible Partner*)

RD2 - Maintain efforts with local agencies, other southern California counties, and the state and federal governments to expand intercity passenger rail service into the County and the Coachella Valley. (*Policy Goals: Quality of Life, Responsible Partner*)

RD3 - Continue to monitor the state efforts in the creation of a high-speed passenger rail system along an Inland Empire alignment through coordination with state and local agencies. In addition, continue to identify and advocate for high-speed rail funding to be spent on beneficial local rail projects in the County. (*Policy Goals: Quality of Life, Responsible Partner*)

ID	Rail Performance Measures and Results	FY 21/22 Estimated	FY 21/22 Actual	FY 22/23 Estimated	FY 23/24 Projected
RO1	Weekday trains in Riverside County	31	37	37	37
RD1	Marketing/outreach meetings	46	21	47	50
RD1	Strategic plans and studies	3	0	1	1
RD2	Monitoring of discretionary grant opportunities	3	3	6	6

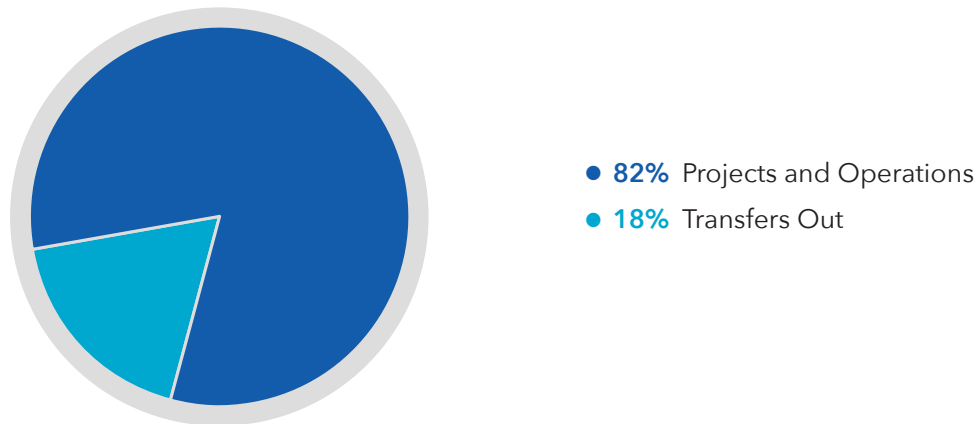


PUBLIC AND SPECIALIZED TRANSIT

MISSION STATEMENT:

Public and Specialized Transit coordinates the operation of all public transit services within the County. The Commission provides financial oversight and compliance monitoring, as well as evaluates program efficiency and effectiveness between transit operators in achieving federal, state, and regional goals to reduce congestion and improve air quality and mobility options for all users. Public and Specialized Transit also maintains and improves, as resources allow, mobility options to meet travel needs of seniors, persons with disabilities, and persons of limited means to enhance quality of life through innovative solutions and better coordination of existing services.

CHART 37 - PUBLIC AND SPECIALIZED TRANSIT



EXPENDITURES

Public and specialized transit uses are budgeted at \$243,247,900 for FY 2023/24, as presented in Table 49, and consist primarily of capital projects and operations costs as well as transfers out to Commission funds for administration, planning, and rail purposes. The 7% decrease in salaries and benefits reflects a net change in FTE allocations, offset by a 4% pool for performance merit-based salary increases. Professional services decreased \$603,100 or 64% due completion of a pilot project alternative analysis and completion of remaining triennial performance audit activities in the prior year, including reclassification of professional services to support costs. Support costs increased 272,600, or 228% due to reclassification of professional services to support costs, updating the 2025-2027 specialized call for projects, and various membership dues and staff-related travel costs. Special studies decreased 100% due to removal of the Next Generation Rail study and will be completed through other regional planning efforts.

Operating and capital disbursements increased 21% as a result of 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.

LTF disbursements consist of transit operating and capital allocations to public transit operators of \$115,620,000; bicycle and pedestrian facilities allocations to cities and the County of \$7,942,300; and planning and administration allocations to other agencies of \$1,175,000. STA and SGR disbursements of \$58,410,000 are primarily for bus capital purposes in Western County, Coachella Valley, and Palo Verde Valley. The STA and SGR transit allocations reflect the use of \$17,501,900, and \$6,010,300 in fund balances, respectively.

Measure A disbursements include \$3,000,000 for Western County specialized transit funding of the second year of the 2022-2024 Call for Projects. The majority of other Measure A disbursements relates to other Measure A public transit programs:

- \$1,600,000 for Western County Consolidated Transportation Service Agency allocations;
- \$3,100,000 for Western County intercity bus services; and
- \$9,000,000 for Coachella Valley public and specialized transit.

The Commission disburses Measure A public transit allocations monthly to RTA and SunLine, the major transit providers in the Western County and Coachella Valley, respectively.

LTF, STA, and SGR transfers out comprise:

- \$28,000,000 for rail operations;
- \$3,450,800 for rail station improvements and maintenance;
- \$4,650,000 for planning;
- \$2,867,100 for administration; and
- \$992,400 for Coachella Valley rail operations and capital.

Transfers out of \$2,173,600 relate to administrative costs to the General fund.

TABLE 49 - PUBLIC AND SPECIALIZED TRANSIT EXPENDITURE DETAIL

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 518,600	\$ 574,600	\$ 468,100	\$ 534,200	\$ (40,400)	-7%
Professional Costs						
Legal Services	11,200	10,500	10,600	19,000	8,500	81%
Audit Services	58,200	-	-	-	-	N/A
Financial Advisory	-	18,000	16,000	18,000	-	0%
Professional Services - General	265,500	914,800	785,500	303,200	(611,600)	-67%
Total Professional Costs	334,900	943,300	812,100	340,200	(603,100)	-64%
Support Costs	69,100	119,700	116,000	392,300	272,600	228%
Projects and Operations						
Special Studies	-	485,800	-	-	(485,800)	-100%
Operating and Capital Disbursements	86,842,100	165,601,900	150,884,400	199,847,300	34,245,400	21%
Total Projects and Operations	86,842,100	166,087,700	150,884,400	199,847,300	33,759,600	20%
Transfers Out	8,229,800	34,343,300	33,581,700	42,133,900	7,790,600	23%
TOTAL Public and Specialized Transit	\$ 95,994,500	\$ 202,068,600	\$ 185,862,300	\$ 243,247,900	\$ 41,179,300	20%

PUBLIC AND SPECIALIZED TRANSIT STAFFING SUMMARY

Position	FY 21/22	FY 22/23	FY 23/24
Accountant	0.03	0.04	0.02
Capital Project Manager	0.00	0.05	0.00
Chief Financial Officer	0.03	0.03	0.00
Community Engagement Manager	0.00	0.01	0.03
Deputy Executive Director	0.04	0.08	0.03
External Affairs Director	0.00	0.02	0.02
Financial Administration Manager	0.04	0.01	0.05
Legislative Affairs Manager	0.00	0.02	0.01
Management Analyst	0.01	0.15	0.00
Multimodal Services Director	0.46	0.35	0.35
Procurement Analyst	0.06	0.07	0.07
Procurement Manager	0.01	0.00	0.01
Senior Administrative Assistant	0.01	0.01	0.00
Senior Management Analyst	1.02	1.05	1.02
Senior Procurement Analyst	0.01	0.02	0.10
Transit Manager	1.00	1.00	1.00
FTE	2.72	2.91	2.71

DEPARTMENT OVERVIEW

The Commission has public transit operator oversight and fiduciary responsibilities and ensures that annual fiscal audits, reporting, and a state triennial performance audit are conducted in accordance with TDA regulations. The Commission participates in the short and long-range transit planning processes with public transit operators to advance Commission goals. The Commission also reviews public transit operator activities on an annual basis and recommends potential productivity improvements to make services more cost effective and efficient. Additionally, the Commission ensures that specialized transit allocations are expended in accordance with funding agreements and engages audit firms to perform certain agreed-upon procedures for the Measure A specialized transit funding recipients.

The Commission also engages the Citizens and Specialized Transit Advisory Committee (CSTAC) as an advisory body that more effectively distributes and promotes public and specialized transit information to various stakeholders.

PUBLIC TRANSIT

The Public and Specialized Transit Department is responsible for assessing the funding needs and programming federal, state, and local funds within the County for eight public transit operators consisting of:

- The cities of Banning, Beaumont, Corona, and Riverside;
- Commission's Commuter Rail and Commuter Assistance Vanpool Programs;
- Palo Verde Valley Transit Authority;
- RTA; and
- SunLine

The Public and Specialized Transit Department coordinates the annual development, review, and approval of the operator SRTPs as well as allocates transit funding resources to public transit programs. The Commission oversees and allocates the following funding resources: Measure A, LTF, STA, SGR, FTA, and LCTOP funds for public transit. Commission staff works closely with each transit operator to ensure that funds are properly programmed and included in the SRTP for inclusion into the FTIP and/or other major planning documents as necessary for allocation or obligation of funds.

With the passage of SB 1, STA revenues were stabilized, and SGR was created to provide support for preventative maintenance and capital rehabilitation projects. The Public and Specialized Transit Department coordinates with transit operators for the preparation and submission of transit projects to Caltrans for award of LCTOP funds under the California Air Resources Board's Cap and Trade Program. The LCTOP program provides funding for operating and capital transit projects that reduce GHG emissions and improve mobility with a priority of serving disadvantaged communities. The State Controller's Office annually appropriates the LCTOP funds. Riverside County's share has supported projects such as the Commission's PVL weekend service expansion, improvements into the Commission's commuter rail stations that encourage active transportation and energy efficiency; free transit ride campaigns; and expansion of SunLine's Hydrogen fueling operations. Funds may also be used to increase service frequency on selected rail and bus lines that operate in disadvantaged communities. The County's share of the annual allocations has fluctuated based on state appropriations.

SPECIALIZED TRANSIT

The 2009 Measure A Western County specialized transit program provides a valuable service to the community by serving the needs of residents, mainly seniors and persons with disabilities, whose transportation needs are not met by traditional services. Social service and nonprofit agencies typically administer specialized transit operations. The Commission awards 2009 Measure A Western County funds for specialized transit through a competitive call for projects. The 2022 Call for Projects provided funding for 16 operators over a three-year term through June 30, 2024.

DEPARTMENT GOALS

PST1 – Provide timely information to the public regarding Commission-implemented transit projects and support public relations activities of Measure A-funded transit programs by grant recipients. *(Policy Goals: Operating Excellence, Responsible Partner)*

PST2 – Allocate Measure A specialized transit and federal funds to support services that will maintain and/or enhance mobility by alleviating transportation barriers for seniors, persons with disabilities, and the truly needy. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

PST3 – Coordinate the operation of all public transportation services within the County with a goal toward promoting program efficiency and harmony between transit operators as outlined in state law. *(Policy Goals: Quality of Life, Operational Excellence, Connecting the Economy, Responsible Partner)*

PST4 – Continue to provide staff resources to assist and support the coordination of transit services within the County and throughout the State. *(Policy Goals: Quality of Life, Operational Excellence, Connecting the Economy, Responsible Partner)*

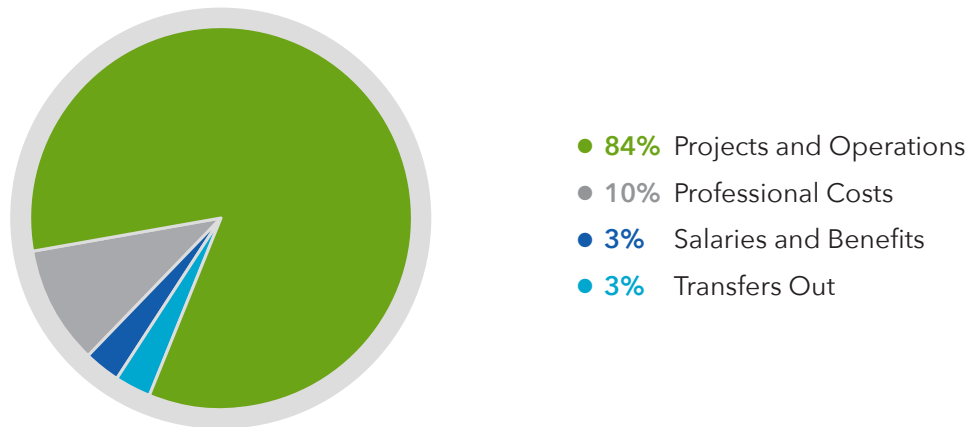
ID	Public and Specialized Transit Performance Measures and Results	FY 21/22 Estimated	FY 21/22 Actual	FY 22/23 Estimated	FY 23/24 Projected
PST1	Specialized Transit brochures distributed	5,000	0	12,000	0
PST2	Specialized Transit grants awarded/monitored	16	16	16	16
PST2	Specialized Transit site visits	16	0	16	0
PST3	Transit operator quarterly coordination meetings	16	12	12	16
PST3	SRTPs submitted by operators and reviewed	9	9	9	9
PST3	SRTP amendments	8	23	22	16
PST4	Social service/partnering agencies monitored in database	430	430	543	543
PST4	Workshops and meetings attended with regional partners (i.e. Board meetings, CSTAC, SCAG working groups, workshops)	25	22	25	25

COMMUTER ASSISTANCE

MISSION STATEMENT:

Commuter Assistance helps constituents discover their best commute through meaningful employer and community engagement, rideshare incentives, and advancing technology in order to reduce drive alone trips, regional congestion and vehicle emissions.

CHART 38 - COMMUTER ASSISTANCE



EXPENDITURES

Commuter Assistance expenditures total \$6,819,200, which represents a 47% increase from last year's budget (Table 50) due to the anticipated launch of a new free rail pass program. Salaries and benefits of \$230,800 reflect a 14% decrease due to the net change in FTE allocations, offset by a 4% pool for performance merit-based salary increases. Professional costs of \$695,000 increased 82% over the prior year for a potential comprehensive bi-county Transportation Demand Management plan and for software enhancements related to the free rail pass program. Support costs of \$19,200 decrease \$40,700, or 68% due to reduced hosting expenses on new rideshare/vanpool platform.

Projects and operations expenditures of \$5,693,000 consist of:

- Regional transportation consultant services totaling \$3,271,900 to manage and implement a rideshare and vanpool program for Riverside and San Bernardino counties;
- Vanpool subsidies and commuter incentives valued at \$2,301,100; and
- Park and ride lease payments of \$120,000.

Reimbursements from SBCTA for rideshare services provided by the Commission are included in local revenues to offset a portion of these expenditures. Transfers out include \$181,200 for administrative costs to the General fund.

TABLE 50 - COMMUTER ASSISTANCE USES DETAIL

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 217,100	\$ 269,200	\$ 263,800	\$ 230,800	\$ (38,400)	-14%
Professional Costs						
Legal Services	7,800	29,500	22,000	23,000	(6,500)	-22%
Audit Services	-	20,000	-	15,000	(5,000)	-25%
Financial Advisory	8,200	8,300	8,300	8,500	200	2%
Professional Services - General	212,800	325,100	193,500	648,500	323,400	99%
Total Professional Costs	228,800	382,900	223,800	695,000	312,100	82%
Support Costs	2,900	59,900	13,600	19,200	(40,700)	-68%
Projects and Operations						
Program Operations	2,823,600	3,668,400	3,668,800	5,693,000	2,024,600	55%
Total Projects and Operations	2,823,600	3,668,400	3,668,800	5,693,000	2,024,600	55%
Debt Service	8,500	-	-	-	-	N/A
Transfers Out	162,100	259,700	259,700	181,200	(78,500)	-30%
TOTAL Commuter Assistance	\$ 3,443,000	\$ 4,640,100	\$ 4,429,700	\$ 6,819,200	\$ 2,179,100	47%

COMMUTER ASSISTANCE STAFFING SUMMARY

Position	FY 21/22	FY 22/23	FY 23/24
Commuter and Motorist Assistance Manager	0.57	0.67	0.65
Deputy Executive Director	0.01	0.03	0.00
External Affairs Director	0.01	0.02	0.05
Legislative Affairs Manager	0.00	0.02	0.00
Management Analyst	0.22	0.30	0.25
Senior Administrative Assistant	0.04	0.22	0.24
Senior Management Analyst	0.00	0.03	0.06
FTE	0.85	1.29	1.26

DEPARTMENT OVERVIEW

The Commission's Commuter Assistance Program (CAP) was implemented in Western Riverside County as a specific requirement under the original and extended Measure A program to help address congestion mitigation related to work commutes and support more efficient use of transportation and transit networks. The CAP works to increase the awareness and consideration of green commute options, makes incentives available to commuter constituents, and increases consideration for telework and alternative modes of transportation such as riding a bus or train, carpooling, vanpooling, walking, and bicycling.

Since 1993, the CAP has been administered and funded as a bi-county program in partnership with SBCTA and ultimately performed through consultant services and branded as IE Commuter. IE Commuter provides the following services and incentives to Riverside and San Bernardino County employers and commuters in an effort to shift behavior away from single-occupant vehicle (SOV) commuting, improve mobility and quality of life for commuters, and reduce vehicle emissions.

- **IECommuter.org**: The online system and brand launched in FY 2014/15 under which commuter rideshare services are provided to Riverside and San Bernardino County commuters and to employers throughout southern California with employees from the Inland Empire.
- **Program Outreach**: Engage employer partners to establish rideshare programs at worksites and provide turnkey IE Commuter marketing campaigns for efficient distribution to their employee base. Online advertising, social media, events, and regional promotions such as Rideshare Week engage commuters directly.
- **Employer Services**: Various services to employers in the bi-county area including the provision of marketing promotions, rideshare survey processing, employer network meetings, and event support. IE Commuter also assists employers with average vehicle ridership calculations related to the South Coast Air Quality Management District Rule 2202 requirements for employers with 250 or more employees.
- **Ridematching and Information Services**: Commuter and employer access to online tools and resources, call center (866-RIDESHARE), email, and chat services during business hours for customers interested in assistance with ridematching or transit options and to address general rideshare questions.
- **Rideshare/Telework Incentives**: Incentives focus on increasing consideration and behavior change to alternative commute modes including: (a) \$5/Day Rideshare Incentive rewards commuters that use alternative forms of transportation to work in a three-month period with \$5/Day (\$125 max); (b) Monthly Rideshare and Monthly Telework Spotlight encourages commuters to continue ridesharing or teleworking and logging their rideshare and/or telework activity for opportunities to win monthly prizes.
- **Vanpool Subsidies**: The Commissions vanpool program, VanClub, reimburses eligible leased vanpools, destined for worksites in Western Riverside County, up to \$400 per month. A similar vanpool program is operated by SunLine for vans destined for eastern Riverside County.
- **Guaranteed Ride Home**: A guaranteed ride home is available at no cost to employees who rideshare to work. This is provided for an emergency or unexpected overtime for an employee or the car/vanpool driver (maximum two per year).

COMMUTER ASSISTANCE 2022 IMPACT



232,786
vehicle trips reduced



21,342,900
vehicle miles reduced



11,172 tons of
GHG emissions reduced

A post-pandemic framework supporting a rideshare recovery will continue to a) re-engage core employer partners and help them restart its rideshare/transportation programs; b) expand engagement beyond the CAP's traditional target markets to expand the number of and participation from a broader base of employers and commuters in the region; and to c) help ramp up all forms of transit.

- **Telework Employer Assistance Program**: In 2021, IE Commuter launched new telework resources for employers and incentives for teleworking employees. In calendar year 2022, 78 employers were enrolled in TEA and extended IE Commuter Monthly Telework Spotlight incentives to their employees resulting in more than 1,260 participants recording a reduction of 760,491 vehicle miles traveled and 435.5 tons of emissions.

- **\$5/Day Rideshare Incentive:** In 2022, as part of a rideshare recovery effort, IE Commuter launched a new \$5/Day Rideshare Incentive rewarding commuters that use alternative forms of transportation to work in a three-month period with \$5/Day (\$125 max). The new incentive has helped stoke interest amongst commuters and new employers throughout the region. In just the first half of FY 2023, nearly one thousand commuters have participated in this incentive, resulting in a reduction of more than one million vehicle miles traveled and 529.2 tons of emissions.
- **Eastern County Expansion:** Due to the Measure A funding structure, the CAP primarily was limited to Western Riverside County, and not all CAP services and incentives were traditionally available countywide. In concert with the launch of the new \$5/Day incentive in 2022, a resolution expanded eligibility to include eastern Riverside County employers and commuters, provided funding is available. In calendar year 2022, eastern Riverside County accounted for 26 IE Commuter employer partners, 8,819 commuter accounts, and 511 incentive participants. Based on incentive participation alone, this accounted for a reduction of 319,507 vehicle miles traveled, and 183 tons of emissions. Long-term funding options are being sought out to continue to provide a standard level of CAP services across all Riverside County.
- **Regional Rideshare Database:** In partnership with regional county transportation partners, the Commission will transition from an Inland Empire-based rideshare and vanpool database to a regionalized database. Completion of this project in early 2023 will connect commuter and employer data across Los Angeles, Orange, Riverside, San Bernardino, and Ventura County rideshare programs, enhancing the ridematching potential for those interested in sharing the ride to work via transit, carpool or vanpool.
- **Vanpool Subsidy Increase:** To help lessen inflation impacts and maintain vanpool as an attractive commute alternative for those with longer distances destined to worksites in western Riverside County, a recommendation to increase the current subsidy of the Commissions VanClub program, will come forward in 2023. To help preserve Measure A, CMAQ has been identified as a longer-term funding source to support ongoing VanClub operations, including a potential subsidy increase. For reference. In calendar year 2022, VanClub ended the year with nearly 40 vanpools and accounted for a reduction of 54,952 trips, more than two million vehicle miles traveled, and 778.5 tons of emissions.
- **Expanded CAP Engagement:** Traditionally, the CAP has focused primarily on larger employer (250+ employees) partnerships to effectively access and market to employee commuters. IE Commuter continues to refine its approach to efficiently expand outreach and support to small/medium sized businesses (less than 250 employees) where a significant volume of employers and employees exist. Furthermore, the CAP seeks to engage and influence non-work-based trips (i.e., for leisure, college campuses, etc.) towards transit.
- **Free Rail Pass Program:** In 2023, IE Commuter will launch a free rail pass program building on the previous post-pandemic elements above. Unlike traditional CAP programs focused on work-based commutes, this program will encourage Riverside and San Bernardino County residents to experience Metrolink for work, school, and play (e.g. Metrolink weekend destinations).

The next couple of years will mark a transitional period for the CAP as a new “normal” settles and establishes. The CAP will continue to evolve and seeks to explore a potential long-range comprehensive Transportation Demand Management plan and potential SB 743 applications of VMT, GHG emission reduction data tied to existing and new CAP efforts toward offsetting capacity increasing projects. The Commission will focus on positioning the program for the future and being more visible, more regional, and more innovative to enhance the experience and participation of employer partners, commuters, and communities.

DEPARTMENT GOALS

CA1 – Operate a cost-effective Commuter Assistance Program resulting in a demonstrable reduction in SOV trips, thus assisting with congestion mitigation and improving air quality. *(Policy Goals: Quality of Life, Responsible Partner)*

CA2 – Ensure the coordination of ridesharing programs throughout the Inland Empire and the southern California region. *(Policy Goals: Quality of Life, Operational Excellence, and Responsible Partner)*

CA3 – Broaden the reach of the program to encourage alternative transportation modes amongst all travelers and continue to grow the core base of employers and their employees. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

ID	Commuter Assistance Performance Measures and Results	FY 21/22 Estimated	FY 21/22 Actual	FY 22/23 Estimated	FY 23/24 Projected
CA1	Incentive participation:				
CA1	• Rideshare Incentive	1,400	358	1,600	1,760
CA1	• Rideshare Plus ¹	2,700	1,260	N/A	N/A
CA1	• Rideshare/Telework Spotlight	4,200	3,357	4,250	4,700
CA1	Rideshare Week Pledges ²	9,000	371	1,261	1,400
CA1	Number of one-way single occupant vehicle trips reduced from incentive participation and subsidized VanClub vanpools	475,000	68,402	117,000	129,000
CA2	Number of employer partners	410	231	290	320
CA2	Leased park & ride spaces	1,000	1,525	3,302	3,302
CA2	VanClub Vanpools	60	33	60	81
CA2	VanClub participants cumulative reduction of VMT ¹	1,900,000	2,658,457	2,200,000	2,400,000
CA3	Number of Employee Transportation Surveys	102,000	63,268	82,500	90,750
CA3	RideGuides produced	14,000	3,728	2,900	3,190

¹ FY 2020/21 Rideshare Plus program discontinued as of February 2022

² FY 2020/21 Rideshare Week switched from pledge model to participants in 2021 – FY 2021/22 estimated based on pledges



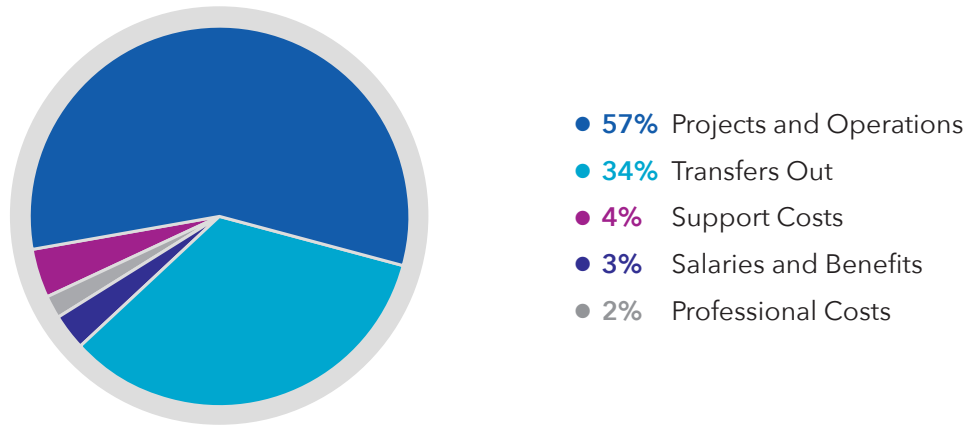
Green Commuting – Bike to Work

MOTORIST ASSISTANCE

MISSION STATEMENT:

Motorist Assistance improves safety, reduces congestion, and enhances access to traveler information for motorists through the provision of a comprehensive motorist aid system.

CHART 39 - MOTORIST ASSISTANCE



EXPENDITURES

Motorist Assistance expenditures and uses are budgeted at \$8,952,100, a decrease of 6% compared to the prior year budget (Table 51) primarily due to transfers out for SAFE matching funds to FSP services and commuter assistance special projects. Salaries and benefits reflect a decrease of 6% and is comparable to the prior fiscal year. Professional costs of \$209,600, reflects a decrease of \$5,300 or 2% due to transition to a regional 511 platform. Support costs of \$335,000 reflects an increase of \$148,400 or 80% due to potential motorist aid enhancements (e.g., more prominent and/or frequent mile marker signage, additional call box removals, and 511 IVR enhancements) and outreach.

Program operations include \$4,206,000 in towing contract costs for the FSP program. Projects and operations costs decreased 7% due to staying with existing and more cost-effective radio system. Transfers out represent SAFE matching funds of \$2,500,000 for FSP services, \$325,000 for commuter assistance special projects, and a \$251,200 allocation for administrative costs.

TABLE 51 - MOTORIST ASSISTANCE USES DETAIL

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 155,400	\$ 272,100	\$ 272,100	\$ 254,600	\$ (17,500)	-6%
Professional Costs						
Legal Services	20,000	29,000	23,000	31,000	2,000	7%
Professional Services - General	305,200	185,900	165,800	178,600	(7,300)	-4%
Total Professional Costs	325,200	214,900	188,800	209,600	(5,300)	-2%
Support Costs	129,200	186,600	179,700	335,000	148,400	80%
Projects and Operations						
Program Operations	3,651,400	5,454,500	3,939,600	5,076,700	(377,800)	-7%
Transfers Out	3,651,400	5,454,500	3,939,600	5,076,700	(377,800)	-7%
TOTAL Motorist Assistance	2,493,800	3,432,200	2,783,200	3,076,200	(356,000)	-10%
	\$ 6,755,000	\$ 9,560,300	\$ 7,363,400	\$ 8,952,100	\$ (608,200)	-6%

MOTORIST ASSISTANCE STAFFING SUMMARY

Position	FY 21/22	FY 22/23	FY 23/24
Commuter and Motorist Assistance Manager	0.43	0.33	0.35
Deputy Director of Financial Administration	0.02	0.00	0.00
External Affairs Director	0.01	0.01	0.05
Legislative Affairs Manager	0.00	0.01	0.00
Management Analyst	0.78	0.70	0.75
Procurement Analyst	0.06	0.16	0.15
Procurement Manager	0.02	0.05	0.06
Senior Management Analyst	0.19	0.01	0.07
Senior Procurement Analyst	0.01	0.10	0.05
FTE	1.52	1.37	1.53

DEPARTMENT OVERVIEW

As the regional SAFE, the Commission is responsible for providing a motorist aid system to help reduce congestion, improve mobility, and enhance safety. This system is comprised of three main components:

- The 511-traveler information system is a telephone, website, and mobile app-based service that delivers real-time traffic information, including incidents and travel times, bus and rail trip planning, and rideshare information;
- The FSP program patrols the most congested Riverside County freeways and assists stranded motorists by getting them back on the road or towed to a safe location off the freeway at no charge to motorists. FSP service is also provided in construction zones through separate funding agreements with Caltrans and Commission-funded construction projects to help mitigate congestion; and
- The call box system allows motorists to call for assistance in the event of a mechanical breakdown, accident, or other emergency on the freeway.

In addition to delivering these core elements, Motorist Assistance will also reserve a portion of SAFE funding to continue to pilot a focused effort that expands access to TDM services and incentives to eastern Riverside County constituents and employers. This effort seeks to further reduce congestion and improve air quality by stimulating TDM in the Coachella Valley.

DEPARTMENT GOALS

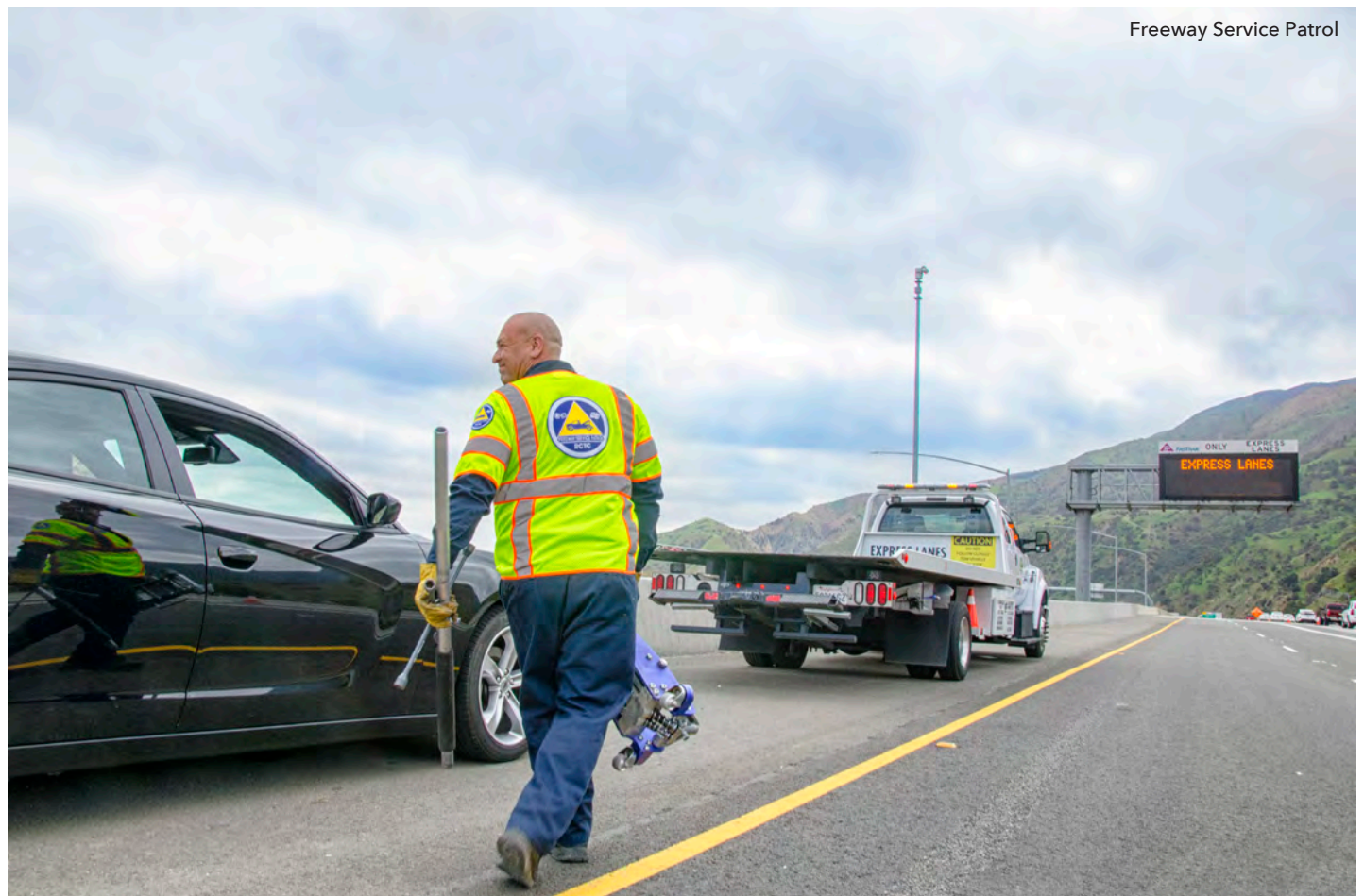
MA1 – Provide efficient delivery of a comprehensive motorist aid system (511, FSP, Call Box) and an outstanding level of service to the traveling public. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

MA2 – Support regional mobility by providing 24/7 access to real-time traffic information, transportation options and services. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

MA3 – Enhance highway safety and reduce congestion by providing a roving motorist assistance service that patrols designated urban freeways and assists stranded or disabled vehicles. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

MA4 – Improve motorist safety on the highway system by providing “lifeline” call box services for stranded motorists. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

ID	Motorist Assistance Performance Measures and Results	FY 21/22 Estimated	FY 21/22 Actual	FY 22/23 Estimated	FY 23/24 Projected
MA1 MA2	Number of 511 phone calls	40,000	77,868	65,000	70,000
MA1 MA2	Number of 511 web visits	275,000	160,930	275,000	300,000
MA1 MA3	Number of FSP assists	50,000	54,217	55,000	60,000
MA1 MA4	Number of call boxes	158	158	158	158
MA1 MA4	Number of call box calls	850	940	900	900



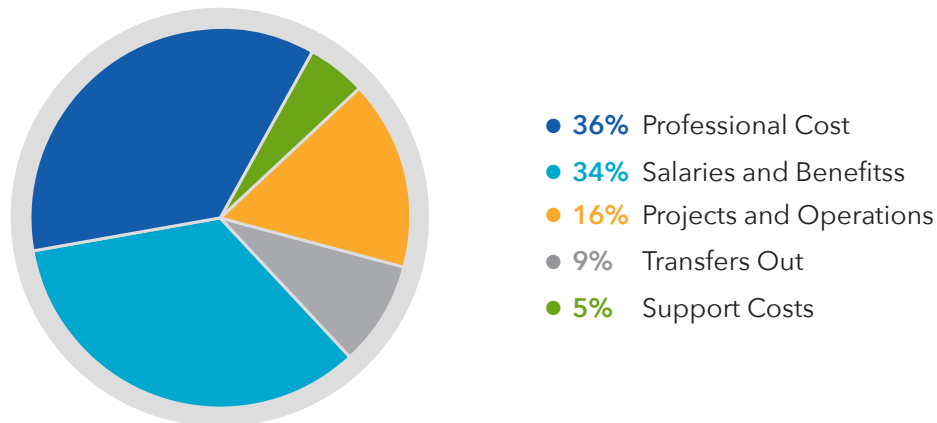
Freeway Service Patrol

REGIONAL CONSERVATION

MISSION STATEMENT:

Regional Conservation assists the RCA in its obligations to administer the MSHCP in coordination with its Member Agencies and state and federal partners.

CHART 40 - REGIONAL CONSERVATION



EXPENDITURES

The Regional Conservation Department has a total budget of \$11,034,600 (Table 52). The Implementation and Management Services Agreement between the Commission and the RCA became effective on January 1, 2021. RCA will reimburse the Commission 100% of the costs incurred to manage the RCA. The 1% decrease in salaries and benefits reflects the net change in FTE allocations, offset by a 4% pool for performance merit-based salary increases and is comparable to the prior fiscal year. Professional costs of \$3,988,600 reflects an increase of \$504,600 or 14% due to monitoring and management contracts. Professional services include general legal, legislative advocacy, public outreach, and website updates. Support costs of \$525,800 reflects an increase of 23% due to increased insurance costs. Support costs include advertising, various membership dues, seminars and conferences, office equipment and furniture, and office maintenance. Program operations of \$121,400 include refunds for a rebate program and program management oversight by Bechtel. Right of way costs of \$1,700,000 relate to professional services costs for RCA habitat acquisition. Transfers out of \$949,700 relate to the administration cost allocation.

TABLE 52 - REGIONAL CONSERVATION EXPENDITURE DETAIL

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 2,525,400	\$ 3,776,800	\$ 3,776,400	\$ 3,749,100	\$ (27,700)	-1%
Professional Costs						
Commissioner Per Diem	23,400	34,800	20,000	38,000	3,200	9%
Legal Services	-	965,000	455,000	965,000	-	0%
Audit Services	92,500	99,000	89,000	99,000	-	0%
Professional Services - General	18,200	2,385,200	2,128,700	2,886,600	501,400	21%
Total Professional Costs	134,100	3,484,000	2,692,700	3,988,600	504,600	14%
Support Costs	7,400	426,300	355,200	525,800	99,500	23%
Projects and Operations						
Program Operations	55,900	491,100	301,300	121,400	(369,700)	-75%
Right of Way	433,900	1,581,300	1,500,000	1,700,000	118,700	8%
Total Projects and Operations	489,800	2,072,400	1,801,300	1,821,400	(251,000)	-12%
Transfers Out	817,500	1,869,400	1,869,400	949,700	(919,700)	-49%
TOTAL Regional Conservation	\$ 3,974,200	\$ 11,628,900	\$ 10,495,000	\$ 11,034,600	\$ (594,300)	-5%

REGIONAL CONSERVATION STAFFING SUMMARY

Position	FY 21/22	FY 22/23	FY 23/24
Accountant	1.00	1.00	0.98
Accounting Supervisor	0.00	1.00	1.00
Accounting Technician	1.00	1.00	1.00
Administrative Assistant	0.00	0.50	0.10
Administrative Services Director-Clerk of the Board	0.00	0.25	0.25
Chief Financial Officer	0.10	0.05	0.20
Community Engagement Manager	0.03	0.20	0.09
Deputy Clerk of the Board	0.85	0.85	0.85
Deputy Director of Financial Administration	0.44	0.50	0.40
Deputy Executive Director	0.47	0.02	0.32
Executive Director	0.00	0.16	0.07
External Affairs Director	0.10	0.15	0.16
Financial Administration Manager	0.91	0.97	0.87
Human Resources Assistant	0.22	0.00	0.00
Legislative Affairs Manager	0.30	0.10	0.39
Management Analyst	0.46	0.00	1.00
Procurement Manager	0.00	0.10	0.05
Public Affairs Manager	0.08	0.09	0.09
Records Technician	0.00	0.05	0.04
Regional Conservation Deputy Director	1.00	1.00	1.00
Regional Conservation Director	0.00	0.98	1.00
Reserve Management and Monitoring Manager	0.00	1.00	1.00
Right of Way Manager	0.39	0.48	0.50
Senior Administrative Assistant	0.10	0.10	0.11
Senior Management Analyst	3.74	7.50	6.41
Senior Office Assistant	0.18	0.16	0.18
Senior Procurement Analyst	0.04	0.05	0.05
FTE	11.41	18.26	18.11

DEPARTMENT OVERVIEW

In November 2020, the Commission and the RCA Board of Directors approved the Implementation and Management Services Agreement for the Commission to serve as the managing agency for the RCA effective January 1, 2021. The Regional Conservation Department provides these management services through its staff and consultants to fulfill the needs and requirements of the MSHCP.

The MSHCP is one of the largest conservation plan of its kind in the United States, protecting 146 species and 500,000 acres of open space when completed. As a result of the MSHCP and related permits, the Commission and other agencies have saved significant amounts of taxpayer dollars and time from streamlined project approvals. Most importantly, the commitment to protecting sensitive habitat and ensuring open space is a key component in enhancing the quality of life for local residents. Ongoing implementation of the MSHCP is critical, which is funded through a Local Development Mitigation Fee (LDMF) imposed by Member Agencies on new development, landfill tipping fees, a portion of western county TUMF, and grants. The Commission is the largest single investor in the plan to date—having provided \$153 million in 2009 Measure A funding for habitat acquisition.

As RCA's managing agency and a vested stakeholder and investor in the MSHCP, the Commission offers long-term support and expertise for the implementation of the MSHCP. Such support and expertise consists of, but is not limited to:

- Preparation of board and committee agendas and provision of staff support for related meetings;
- Oversight and implementation of the MSHCP;
- Administration of the RCA Joint Powers Agreement among the RCA and its Member Agencies;
- Preparation of state and federal reports, including required audits and an annual budget and amendments;
- Oversight of collection and administration of the LDMF, including preparation of required ordinances, resolutions, nexus studies, and Member Agency audits;
- Seeking, obtaining, and administering federal and state funding and grants to support assembly of habitat reserves;
- Management of consultant contracts and provision of legal support and representation;
- Provision of land acquisition services and oversight of land management and monitoring contracts;
- Provision of administrative support as required;
- Provision of any other support to carry out the purposes of the MSHCP, the RCA, and the Implementation and Management Services Agreement;
- Oversight and implementation of the RCA Board of Directors' actions and directives; and
- Provision of policy advocacy and external affairs at the local, state, and federal levels.

Efficiencies through the consolidation of professional services contracts will be realized over the long-term. Further, the collaboration between agencies on matters such as land acquisition, public outreach and awareness, internal administrative functions including Clerk of the Board and Finance, and legislative affairs will be significant. The Commission has long-standing, existing relationships with state and federal resource agencies and a track record of successful delivery of projects with approvals from those agencies.

The Regional Conservation Department has three key priorities for FY 2023/24:

- Continuation of Phase II of the Managing Agency Transition Plan;
- Organizational excellence related to integrity and consistency in implementation of the MSHCP; and
- Improving partnerships, communications, and engagement with Member Agencies, state and federal agencies, and key stakeholders.

DEPARTMENT GOALS

RC1 – Provide executive director services and such other administrative support as required to assist RCA in its obligations to administer the MSHCP. *(Policy Goal: Operational Excellence)*

RC2 – Facilitate and support Member Agency implementation of the MSHCP, including adoption of changes related to long-term strategies. *(Policy Goals: Quality of Life, Responsible Partner)*

RC3 – Build upon relationships with local, state, and federal agencies to maximize funding opportunities and create greater financial stability for implementation of the MSHCP. *(Policy Goals: Operational Excellence, Connecting the Economy, Responsible Partner)*

RC4 – Strengthen communications to stakeholders, members of the public, and elected officials to be transparent about RCA's conservation efforts, funding, and collaboration opportunities. *(Policy Goals: Operational Excellence, Responsible Partner)*

Regional Conservation Performance Measures and Results	FY 21/22 Estimated	FY 21/22 Actual	FY 22/23 Estimated	FY 23/24 Projected
Acres purchased	700	1,322	1,250	1,500
Acres donated	550	147	300	200
Joint project reviews completed	32	20	21	20



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

SECTION 3.3

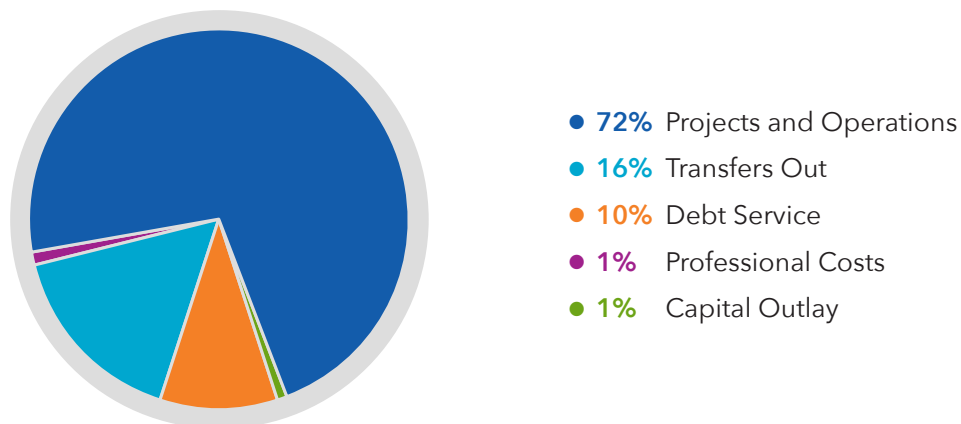
CAPITAL PROJECTS

CAPITAL PROJECT DEVELOPMENT AND DELIVERY

MISSION STATEMENT:

Capital Project Development and Delivery (Capital Projects) keeps the Commission's contract with the voters of the County by accelerating the planning, programming, and implementation of projects and programs in the Measure A TIP, as enhanced by the Toll Program, to the extent that funds are available. Capital Projects ensures that capital projects are environmentally acceptable, expertly designed, and implemented in a cost-effective manner. Capital Projects acquires and manages required right of way in the fairest, most economical, efficient, and timely manner possible.

CHART 41 - CAPITAL PROJECT DEVELOPMENT AND DELIVERY



EXPENDITURES

The budgeted expenditures and transfers out total \$702,287,700 cover all the Commission's major capital projects (Table 53). Salaries and benefits expenditures represent less than 1% of the budgeted uses and reflects an increase of \$608,600 or 19% from the prior year. The increase is due to the net change in FTE allocations, offset by a 4% pool for performance merit-based salary increases. Professional costs of \$6,486,000 primarily relate to general legal costs, specialized legal and financial advisory services related to the toll projects, public communications, and property management services. Support costs of \$2,517,500 consist primarily of services needed to maintain the Commission's real properties in a condition that complies with all local codes and regulations governing property maintenance.

General project costs of \$9,081,900 comprise program management provided by Bechtel and permits for highway and rail capital projects.

Significant projects included in engineering expenditures of \$31,654,000 relate to the I-15 Express Lanes–Southern Extension; MCP projects; 15 COP; 91 East COP; I-15 Corridor; South Perris station and Layover Expansion; Perris Valley Line Double Track Moreno Valley to Perris projects; various commuter rail improvement and rehabilitation; and various Western County Measure A highway and TUMF regional arterial projects.

Construction expenditures of \$268,979,100 primarily relate to the I-15 Express Lanes project completion; 15/91 Express Lanes Connector project; 91 COP; 91 Express Lanes; 71/91 Connector project; SR-60 Truck Lanes completion; MCP I-215/Placentia Avenue Interchange; Smart Freeways project; Hamner Bridge widening; Moreno Valley – March Field station upgrade; various Western County Measure A and TUMF regional arterial projects; and rail improvement and rehabilitation projects.

Design-build costs of \$36,538,000 pertain primarily to the 15/91 Express Lanes Connector and 91 Express Lanes eastbound lane to McKinley Avenue projects.

Right of way expenditures of \$39,783,500 on significant projects include the 91 Project close-out activities; 71/91 Connector project; MCP projects; SR-79 mitigation lands; Jurupa Road and McKinley Avenue grade separation projects; various Western County TUMF regional arterial projects; and station improvement projects.

Local turnback payments to jurisdictions and the County for local streets and roads repair, maintenance, and construction amount to \$84,545,100. Disbursements of \$30,000,000 to CVAG for the 2009 Measure A Coachella Valley highway and regional arterial program comprise substantially all of the regional arterial expenditures. The Planning and Programming Department monitors the eligibility for local streets and roads funding and reviews reimbursement claims for Coachella Valley highway and regional arterial program expenditures. Operating and capital disbursements of \$5,000,000 reflect disbursements to Metrolink.

Interest payments on outstanding sales tax revenue bonds (2010B Bonds, 2016 Refunding Bonds, 2017A Bonds, 2017B Refunding Bonds, and 2018 Refunding Bonds) are \$36,580,200. The Commission will make principal payments of \$32,635,000 for the outstanding sales tax revenue bonds.

Significant transfers out consist of the following:

- \$69,215,200 from 2009 Measure A Western County highway fund to the Debt Service fund for sales tax revenue bonds debt service;
- \$8,217,500 from the 2009 Measure A Western County new corridor fund to the 2009 Measure A Western County highway fund for its share of the MSHCP debt service contribution;
- \$3,521,800 from the TUMF CETAP fund to the 2009 Measure A Western County highway fund for its share of the MSHCP debt service contribution;
- \$15,000,000 from the TUMF regional arterial fund to the SB 132 fund for Hamner Bridge widening loan;
- \$6,142,000 from Measure A TUMF funds for the allocation of administrative costs to the General fund;
- \$5,194,700 from the TUMF CETAP fund to the 2009 Measure A Western County new corridor fund for the MCP projects;
- \$2,812,100 from the Debt Service fund to the 2009 Measure A Western County highway and Coachella Valley highway funds for BABs subsidy reimbursements; and
- \$310,000 from the 2009 Measure A Western County economic development fund to the 15 Express Lanes Enterprise fund for construction impacts related to the -15 Express Lanes Northern Extension project.



TABLE 53 - CAPITAL PROJECT DEVELOPMENT AND DELIVERY USES DETAIL

		FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$	2,765,700	\$ 3,278,300	\$ 3,097,200	\$ 3,886,900	\$ 608,600	19%
Professional Costs							
Legal Services		821,600	1,410,400	1,480,400	2,505,200	1,094,800	78%
Audit Services		44,600	196,500	175,700	140,000	(56,500)	-29%
Financial Advisory		118,400	190,500	178,400	335,500	145,000	76%
Professional Services - General		1,262,100	1,394,700	1,244,100	3,505,300	2,110,600	151%
Total Professional Costs		2,246,700	3,192,100	3,078,600	6,486,000	3,293,900	103%
Support Costs		280,900	1,583,100	266,200	2,517,500	934,400	59%
Projects and Operations							
Program Operations		6,418,600	8,273,800	8,208,800	9,081,900	808,100	10%
Engineering		10,379,600	28,279,200	16,522,200	31,654,000	3,374,800	12%
Construction		140,356,200	214,034,300	179,694,400	268,979,100	54,944,800	26%
Design Build		73,145,500	69,028,300	56,551,800	36,538,000	(32,490,300)	-47%
Right of Way and Land		22,899,000	55,166,000	28,174,400	39,783,500	(15,382,500)	-28%
Local Streets and Roads		84,801,100	83,029,900	83,029,900	84,545,100	1,515,200	2%
Regional Arterials		21,027,000	31,779,000	30,000,000	30,000,000	(1,779,000)	-6%
Special Studies		-	100,000	78,200	-	(100,000)	-100%
Operating and Capital Disbursements		-	-	-	5,000,000	5,000,000	N/A
Total Projects and Operations		359,027,000	489,690,500	402,259,700	505,581,600	15,891,100	3%
Capital Outlay		3,739,300	5,150,000	5,150,000	4,187,200	(962,800)	-19%
Debt Service		69,594,300	69,555,300	69,555,400	69,215,200	(340,100)	0%
Transfers Out		116,447,200	117,918,400	112,467,600	110,413,300	(7,505,100)	-6%
TOTAL Capital Project Development and Delivery	\$	554,101,100	\$ 690,367,700	\$ 595,874,700	\$ 702,287,700	\$ 11,920,000	2%



CAPITAL PROJECT DEVELOPMENT AND DELIVERY STAFFING SUMMARY

Position	FY 21/22	FY 22/23	FY 23/24
Capital Project Manager	3.49	2.55	2.45
Chief Financial Officer	0.19	0.05	0.16
Community Engagement Manager	0.01	0.01	0.02
Deputy Director of Financial Administration	0.14	0.05	0.00
Deputy Executive Director	0.04	0.04	0.04
Executive Director	0.13	0.07	0.04
External Affairs Director	0.02	0.04	0.08
Facilities Administrator	0.13	0.16	0.14
IT Administrator	0.00	0.14	0.00
Legislative Affairs Manager	0.00	0.04	0.02
Management Analyst	0.54	0.02	0.00
Procurement Analyst	0.06	0.14	0.13
Procurement Manager	0.42	0.38	0.28
Project Delivery Director	0.96	0.74	0.94
Public Affairs Manager	0.44	0.40	0.40
Right of Way Manager	0.61	0.50	0.40
Senior Administrative Assistant	0.47	0.33	0.47
Senior Capital Project Manager	1.99	3.85	3.80
Senior Management Analyst	3.16	3.47	3.67
Senior Procurement Analyst	0.22	0.19	0.20
Toll Customer Service and System Manager	0.00	0.05	0.05
Toll Operations Director	0.00	0.32	0.13
Toll Project Delivery Director	0.00	0.90	0.95
Toll Systems Engineer	0.00	0.10	0.15
Toll Technology Manager	0.00	0.32	0.13
FTE	13.02	14.86	14.65

DEPARTMENT OVERVIEW

The primary responsibility of Capital Projects is the development and delivery of major highway and rail capital projects where the Commission is identified as the lead agency. The delivery of a capital project can include tasks such as feasibility studies, preliminary engineering, environmental clearance, final design, right of way acquisition, utility relocation, construction, construction management, and design-build in addition to the management of various types of agreements. Capital Projects also develops and delivers a limited number of highway, regional arterial, and regional trail projects on behalf of local jurisdictions; these efforts are funded by the local jurisdictions through funding agreements with the Commission. Approximately 53% of the Commission's FY 2023/24 budgeted expenditures originates in this department managed by the Toll Project Delivery and Project Delivery Directors responsible for the capital program.

Capital Projects accelerates delivery of the Measure A, toll, state, and federally funded highway, regional arterial, and rail capital improvement projects throughout the County. Highway improvements currently in progress include the addition of mixed flow, truck climbing and descending, auxiliary, and tolled express lanes; widening and realignment projects; interchange improvements; a new CETAP corridor; and smart freeway improvements. Commuter rail capital improvements include the expansion of commuter rail service in Western County and related station improvement and rehabilitation projects.

Regional arterial capital improvements include Western County TUMF and Measure A regional arterial projects administered by the Planning and Programming Department and reimbursements to CVAG related to the highway and regional arterial program that it administers in the Coachella Valley. Capital Projects may develop and deliver Western County regional arterial projects on behalf of local jurisdictions, as noted previously.

The 2009 Measure A program includes funding to the incorporated cities and the County unincorporated areas for local streets and roads maintenance, repair, and construction. The budgeted amount is set by formula established in the Measure A TIP. Each jurisdiction's respective allocation is based on population (Western County and Palo Verde Valley) or dwelling units (Coachella Valley) and the amount of sales tax generated. The Planning and Programming Department administers the local streets and roads funding eligibility reviews.

Capital Projects provides the necessary coordination between the Commission and Caltrans for the development of scope, cost, and project delivery schedules for Measure A projects that include STIP funding or are on the state highway system.

Given the support required to oversee and participate in the project development work, costs for Commission staff and related support are included in this department budget. The projects identified in the FY 2023/24 budget funded by Measure A, TUMF, state, or federal funds as well as existing and future toll revenues require the continued support of the Bechtel project management team which includes program managers, project engineers, construction engineers, inspectors, contracts administration, and support staff.

The Commission incurred debt for highway (non-tolled and tolled), new corridor, regional arterial, and local streets and roads projects for which title usually vests or, upon completion, will vest with Caltrans or local jurisdictions for ongoing operations and maintenance. The financed projects are not assets of the Commission for which the Commission will have operating responsibilities, except for the intangible rights to operate the express lanes on SR-91 and I-15. Accordingly, future operating costs related to the non-capitalized projects cannot be determined since they are not the Commission's responsibility and are not applicable to the annual budget. Operating budget impacts for the Commission's toll assets and non-financed rail assets are included in the annual budget.

RIGHT OF WAY ACQUISITION, UTILITY COORDINATION, AND SUPPORT SERVICES

The primary goal of the Right of Way Management Division is the delivery of right of way in the most cost-effective manner and within project schedules, while adhering to federal and state regulations. To implement the Commission's directive, the Commission maintains on-call agreements with right of way consultant services in the fields of right of way engineering and surveying, environmental assessment, appraisal and appraisal review, acquisition and relocation, property management, and utility relocation. The Right of Way Management Division supervises and manages right of way services and related support for individual projects that are included in the Capital Projects budget and for habitat acquisition related to the RCA's MSHCP.

PROPERTY MANAGEMENT

The Commission strives to manage its real property with the objective of maximizing existing and future public transportation benefits, safety, and income by means of professional property management policies and procedures. This includes issuing licenses and rights of entry for authorized third-party uses, as well as investigating and resolving issues regarding uses not authorized by the Commission or RCA. During FY 2014/15, the Commission performed a comprehensive analysis of existing licenses and encroachments. The Commission resolved private use and utility encroachments on the SJBL, resulting in additional licenses. The Commission continues to monitor, identify and, if necessary, enter new licenses or eliminate encroachments on SJBL. In certain limited situations, the Commission may also grant easements. Similar efforts to identify and convert lease agreements to license agreements for RCA were completed in late FY 2021/22. In addition, various rights of entry are entered into for the benefit of special studies or projects on RCA land which may provide a benefit to the sensitive habitat currently in conservation.

The property management scope of work on all Commission-owned properties consists of general maintenance activities and security measures. The property management function includes the demolition and clearance of structures and other improvements on acquired property, excluding commuter rail stations. Additionally, the Commission must manage real property acquired for a project until required for construction.

Since 1990, the Commission has acquired property assets in the course of rail and highway project implementation. The Commission acquires and transfers to Caltrans most of these parcels upon project completion. Upon project completion, all remaining portions of properties within every project are reassessed and deemed surplus, when it has been determined that the continued retention of the property no longer supports the Commission's policy goals and objectives.

Property acquisition for the 91 Project began in 2010 with all the 197 required parcels acquired and delivered to the design-builder by June 2015. The last remaining parcel acquired through condemnation action in late 2022. Right of way will continue the project closeout effort and transfer the necessary property interest to the various agencies.

LONG-TERM STRATEGIC PLANNING

The Commission completed a significant effort in December 2006 to develop an implementation plan strategy for the 2009 Measure A state highway program, with a focus on the first 10 years of the program through 2019. The effort, known as the Western County Highway Delivery Plan, included an objective-based assessment of the Western County portion of the 2009 Measure A TIP along with the prioritization of the program of projects. The Commission selected four highway corridors (I-215, I-15, I-10, and SR-91) as the priority focus for the first 10 years of the 2009 Measure A program, and long-term development work was approved for large-scale projects such as the development of the MCP and realignment of SR-79.

Project development activities for these projects have been ongoing, including an update and reprioritization in January 2010 in response to the economic downturn. The Commission completed a scope reevaluation of the I-15 Express Lanes project and adopted a new scope of work that consists of tolled express lanes on the northern 15 miles of I-15 in the County which opened in April 2021. The Commission deferred the I-10 truck climbing lanes project several years and replaced it with added safety improvements on SR-60, which has completed construction. For the strategic projects, the Commission completed preliminary engineering and environmental clearance for the MCP and SR-79 realignment projects and has been acquiring property for those projects to meet the environmental mitigation requirements. The Commission has recently completed construction on the first construction package for the MCP I-215/Placentia Avenue interchange. In addition, the Commission has commenced the design of the next phase of the MCP, MCP construction package 3 along Ramona Expressway.

Following the January 2019 Annual Workshop, the Commission assigned an ad hoc committee to establish a new 10-year Western County Highway Delivery Plan for 2019-2029. Development of the new Western County Highway Delivery Plan focused on Commission-sponsored highway projects in Western County to be delivered between 2019 and 2029.

In July 2019 the new Western County Highway Delivery Plan was adopted, for the period 2019-2029. Projects were placed into three groups based on the likelihood of obtaining full funding. Group 1 projects (or project phases) are considered fully funded given existing and expected local funding from Measure A, tolls, and other local sources as well as state and federal funding. Group 2 projects (or project phases) are partially funded with full funding likely available over the 2019-2029 period. Group 3 projects represent partner agency-sponsored projects being assisted by Commission funding. While not part of the Commission's Western County Highway Delivery Plan these notable projects are reflected for reference.

CVAG developed a strategic plan for Coachella Valley highway and regional arterial projects based upon a transportation project prioritization study that is updated periodically.

The PVL project, included in the 1989 and 2009 Measure A programs, is now complete and has been in operation since June 2016. The Commission develops other rail capital projects in coordination with SCRRA or based on a rail station plan that is updated periodically. Recently, the Commission commenced construction of the Moreno Valley March Field station expansion and the design of the South Perris station and Layover expansion and Perris Valley Line Double Track Moreno Valley to Perris projects. Station operation costs are included in the Rail Department budget.

Four new Western County transportation corridors were identified through CETAP and are eligible for 2009 Measure A Western County new corridor and TUMF CETAP funding. Given the size and anticipated cost of these new corridors, they are moving forward on varied schedules with the work on the internal corridors – the MCP being the most advanced. Right of way acquisition for the first construction package of the MCP is complete and acquisitions for the remainder of MCP will be considered for extraordinary acquisitions on a case-by-case basis.

These strategic planning activities play a significant part of the Commission's annual budget process, in particular the capital budget.

Detailed descriptions of the capital projects, including local streets and roads funding, that are included in the FY 2023/24 budget follow the Department Goals.

DEPARTMENT GOALS

CAP1 – Build upon and strengthen the partnership with Caltrans toward timely delivery of identified Measure A, toll, and STIP projects. *(Policy Goals: Quality of Life, Connecting the Economy)*

CAP2 – To the extent permitted by law, pursue reasonable involvement of local DBE and SBE firms in contract work. *(Policy Goal: Operational Excellence)*

CAP3 – Provide effective communication of project progress to the Board, city councils, the County Board of Supervisors, Caltrans, CTC, FTA, FRA, and Federal Highway Administration. *(Policy Goal: Operational Excellence)*

CAP4 – Work with Caltrans and other agencies toward completion of preliminary engineering and environmental clearance of all projects. *(Policy Goal: Quality of Life)*

CAP5 – Construct the highway projects identified in the budget. *(Policy Goals: Quality of Life, Operational Excellence, Connecting the Economy)*

CAP6 – In coordination with the Rail Manager, construct capital improvements at existing commuter rail stations as identified in the budget. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

CAP7 – Acquire right of way for rail, highway, and conservation projects identified in the budget. *(Policy Goals: Quality of Life, Operational Excellence)*

CAP8 – Identify innovative financing strategies to fully fund projects identified in the Western County Highway Delivery Plan. *(Policy Goals: Quality of Life, Operational Excellence)*

CAP9 – Identify innovative technologies that can be used to improve congestion while complying with the State of California climate action plan.

CAP10 – Identify methods to implement the necessary highway projects while complying with the State of California climate action plan.

CAPITAL PROJECTS SUMMARY

The following is a summary of the capital projects included in the FY 2023/24 budget with costs generally categorized by engineering, right of way, construction, and design-build phases in addition to other project-related costs such as salaries and benefits, Bechtel project management, and legal fees.

WESTERN COUNTY HIGHWAY AND REGIONAL ARTERIAL PROJECTS

SR-60 TRUCK LANES AND HABITAT MITIGATION & MONITORING (P003029 & P003058)

Provide funding and support for construction for eastbound climbing and westbound descending truck lanes from Gilman Springs Road to west of Jack Rabbit Trail; upgrade existing shoulders to standard widths. the SR-60 Truck Lanes project was substantially completed in 2022 and the total project cost is estimated at \$138 million. The SR-60 Truck Lanes habitat mitigation and monitoring project will be established for a minimum of five years to comply with required environmental conditions required by other resource agencies.

FY 2023/24 Cost	\$	500,000	Engineering
	\$	520,000	Construction
	\$	25,000	Right of way
	\$	102,500	Other project-related costs
Funding Impact	Costs funded with CMAQ, STIP/RIP, SHOPP, and 2009 Measure A highway funds. Caltrans is the lead agency for preliminary engineering and design. The Commission is the lead agency for right of way acquisition, construction, and mitigation.		
Operating Budget Impact	N/A; state highway operations are the responsibility of Caltrans.		

SR-79 REALIGNMENT (P003003)

Complete post-environmental phase work for realignment from Gilman Springs Road to Domenigoni Parkway. The total estimated project cost is \$1.2 billion. Initiation of subsequent phases will be dependent upon the availability of funding. Right of way acquisition dependent upon the availability of funding.

FY 2023/24 Cost	\$ 440,000	Engineering
	\$ 99,500	Other project-related costs
Funding Impact	CCosts funded using TUMF regional arterial, TUMF CETAP, and federal funds.	
Operating Budget Impact	N/A; state highway operations are the responsibility of Caltrans.	

91 PROJECT (P003028)

Continue to closeout right of way and plant establishment for the tolled express and mixed flow lanes project from the Orange County line to Pierce Street in the City of Corona, including tolled express lanes connectivity to I-15 and improvements to the 15/91 interchange. Project development activities began in September 2007 and lanes were open to traffic in March 2017. The 91 Project cost is estimated at \$1.4 billion, including financing costs.

FY 2023/24 Cost	\$ 1,445,000	Construction
	\$ 700,000	Right of way
	\$ 440,000	Design-build
	\$ 493,700	Other project-related costs
Funding Impact	Costs funded using 2009 Measure A highway, new corridor, and economic development funds including sales tax revenue bonds and commercial paper, toll revenue bonds, a federal TIFIA loan, STIP and State LPP funds, and 1989 Measure A contribution.	
Operating Budget Impact	Operation and maintenance of the tolled express lanes facilities are the responsibility of the Commission, while all other state highway operations are the responsibility of Caltrans. Current estimates of annual operating and maintenance costs are \$17 million. Such costs are paid from the collection of RCTC 91 Express Lanes toll revenues. Toll operating costs are included in Toll Operations Department budget.	

71/91 CONNECTOR PROJECT (P003021)

Commenced construction of the new 71/91 upper-level connector in January 2023. The project is expected to be completed in 2025. The total estimated project cost is \$128 million.

FY 2023/24 Cost	\$ 300,000	Engineering
	\$ 64,000,000	Construction
	\$ 640,000	Right of way
	\$ 1,281,900	Other project-related costs
Funding Impact	Costs for right of way acquisition and utility relocation work primarily funded using Congressionally designated federal funding remaining from previous area projects; construction costs to be primarily funded with STIP-RIP and SB 1 TCEP funds. Other costs funded with 2009 Measure A highway funds and SB 1 LPP funds.	
Operating Budget Impact	N/A; state highway operations are the responsibility of Caltrans.	

91 EASTBOUND CORRIDOR OPERATIONS PROJECT (P003055)

Begin project development and environmental studies for an eastbound operational lane on SR-91 from SR-241 in Orange County to SR-71. This project was previously approved with the 91 Corridor Improvement Project Environmental Impact Report/Environmental Impact Study (EIR/EIS) as a future phase. Scope development and an environmental revalidation will be performed in FY 2022/23.

FY 2023/24 Cost	\$ 2,000,000	Engineering
	\$ 1,385,600	Other project-related costs
Funding Impact	Costs funded with 2009 Measure A highway and new corridor funds.	
Operating Budget Impact	N/A; state highway operations are the responsibility of Caltrans.	

I-15 EXPRESS LANES PROJECT (P003027)

Closeout the design-build, toll system design, and construction to add two tolled express lanes in each direction from SR-60 to Cajalco Road in the city of Corona. The project is using the design-build method of project delivery. Project development activities began in April 2008, and lanes were opened to traffic in April 2021. The estimated total project cost is \$472 million, including financing costs.

FY 2023/24 Cost	\$ 497,000	Construction
	\$ 198,000	Right of way
	\$ 542,000	Design-build
	\$ 141,300	Other project-related costs
Funding Impact	Project development costs funded using 2009 Measure A highway funds. Federal CMAQ and STBG funds were used to fund interagency support and a portion of design-build costs. A federal TIFIA loan secured by the Commission funded a portion of design-build and toll system costs. Proceeds from sales tax revenues debt completed the project financing.	
Operating Budget Impact	Operation and maintenance of future tolled express lanes facilities are the responsibility of the Commission, while all other federal and state highway operations are the responsibility of Caltrans. Preliminary estimates of annual operating and maintenance costs are \$16 million. Such costs will be paid from the collection of 15 Express Lanes toll revenues.	

15/91 EXPRESS LANES CONNECTOR (P003039)

Continue design and construction to add an express lanes connector between SR-91 and I-15 to the north. The project is using the design-build method of project delivery for some of the work through amendments to existing contracts related to the 91 Project (P003028) and the I-15 Express Lanes project (P003027), as permitted by AB 115 signed by the Governor in June 2017. The remaining work is being accomplished through a competitive design-build contract that was awarded in April 2020. Project development activities began in May 2017, and lanes are expected to be open to traffic in 2023. The estimated total project cost is \$270 million.

FY 2023/24 Cost	\$ 3,114,000	Construction
	\$ 55,000	Right of way
	\$ 33,073,000	Design-build
	\$ 2,147,000	Other project-related costs
Funding Impact	Costs funded primarily by state SB 132 funds with RCTC 91 Express Lanes surplus toll revenues for the balance.	
Operating Budget Impact	Operation and maintenance of future tolled express lanes facilities are the responsibility of the Commission. Such costs will be paid from the collection of 15 Express Lanes toll revenues.	

I-15 EXPRESS LANES–SOUTHERN EXTENSION (P003044)

The proposed project is to add two express lanes in each direction on the I-15 between SR-74 and Cajalco Road. The project proposes to extend express lanes south of the RCTC 15 Express Lanes. Project development activities began in September 2017 when the Board approved STIP funds for the next phase of project development. Public scoping of the project was completed in November 2019 and an ERI/EIS is the expected environmental document. Preliminary engineering and environmental studies efforts will continue in FY 2022/23 and expected to be complete in FY 2024/25. The Commission is currently proceeding with a design-bid-build delivery for the project. The Commission expects to procure a final design contract in FY 2022/23.

FY 2023/24 Cost	\$ 8,178,000	Engineering
	\$ 2,000,000	Design-build
	\$ 3,261,000	Other project-related costs
Funding Impact	All project development costs funded by federal CMAQ and Measure A highway funds. Federal CMAQ funds subsequently replaced STIP funds.	
Operating Budget Impact	Development of future tolled express lanes can be funded by federal and state sources, in addition to toll revenue bonds and Measure A highway funds. Operation and maintenance of future tolled express lanes facilities are the responsibility of the Commission, while all other federal and state highway operations are the responsibility of Caltrans. Commission costs will be paid from the collection of toll revenues.	

15 CORRIDOR OPERATIONS PROJECT (P003052)

The proposed project is to add a southbound lane extension (TRAP lane) on the I-15 between Cajalco Road and Weirick Road interchanges. Features of the project include paving of the median, widening of Bedford Wash Bridge, and restriping to accommodate the new lane. In summer 2020, the Commission evaluated the traffic operations, geometric, and funding feasibility of the project. The Commission approved, in October 2020, the commencement of project development and final design activities. The Commission executed a cooperative agreement with Caltrans for the project development, final design, and construction phases. The environmental document is expected to be completed in 2022 with construction starting as early as 2023.

FY 2023/24 Cost	\$ 2,746,000	Engineering
	\$ 276,300	Other project-related costs
Funding Impact	All project development costs funded by Federal CMAQ and 2009 Measure A All project development costs funded by Federal CMAQ and 2009 Measure A highway funds.	
Operating Budget Impact	N/A; state highway operations are the responsibility of Caltrans.	



I-15 EXPRESS LANES–NORTHERN EXTENSION (P003050)

In Spring 2020, the Commission approved work with SBCTA to help facilitate delivery of the Riverside County portion of the SBCTA I-15 Freight Corridor Project. The scope of the larger SBCTA project is to add express lanes in each direction from Foothill Boulevard in San Bernardino County to Cantu-Galleano Ranch Road in Riverside County. This project will connect seamlessly with the Riverside 15 Express Lanes. The project is expected to start construction in 2023 and open to traffic in 2026. Currently, the Commission is working with SBCTA on the final design of the express lanes in Riverside County, confirming financial feasibility of adding the I-15 Express Lanes – Northern Extension segment, and defining the responsibility and terms of operations for the new toll segment. Although this cross-county project is not identified in Measure A, the delivery of the project would add to and enhance the planned regional express lanes network. The project will use a traditional design-bid-build delivery and is currently in final design. The Commission will need to exert significant staff and consultant effort in the coming years to provide oversight of the design and construction and manage implementation of the toll operations system of this new segment. In FY 2022/23, staff will work with SBCTA to continue development of the cooperative agreement, gain TIFIA acceptance of the new segment, and continue final design oversight reviews. The Commission will review and ensure all design, construction, and operational activities for the I-15 Express Lanes – Northern Extension segment does not harm the Riverside 15 Express Lanes operations.

FY 2023/24 Cost	\$ 483,000	Design-build
	\$ 353,900	Other project-related costs
Funding Impact	All project development costs for the Riverside 15 Express Lanes improvements, currently estimated at \$67.2 million, will be funded by SBCTA through SB-1 TCEP grant funds and federal CMAQ funds.	
Operating Budget Impact	Discussions with SBCTA are continuing regarding the responsibility of operation and maintenance of the future tolled express lanes segment. All other federal and state highway operations are the responsibility of Caltrans. Commission costs, if required, will be paid from the collection of toll revenues.	

I-15/RAILROAD CANYON INTERCHANGE (P005104)

The project modified the existing Railroad Canyon interchange adding additional ramp and local street capacity as well as reducing by one signalized intersection. The construction of Phase 1 for the city of Lake Elsinore was substantially complete in 2022. The estimated total project cost is \$35 million.

FY 2023/24 Cost	\$ 30,000	Engineering
	\$ 231,000	Construction
	\$ 10,000	Right of way
	\$ 177,700	Other project-related costs
Funding Impact	Costs funded using TUMF, SB 1 LPP, and STIP.	
Operating Budget Impact	N/A; federal highway operations are the responsibility of Caltrans.	

I-15 EXPRESS LANES INGRESS/EGRESS PROJECT (P003057)

Analyze locations for ingress and egress zones for potential future extension of express lanes on I-15 from the city of Lake Elsinore to the city of Murrieta. The estimated project cost is \$500 million.

FY 2023/24 Cost	\$ 1,000,000	Engineering
	\$ 140,300	Other project-related costs
Funding Impact	Project development costs funded using planning and programming LTF.	
Operating Budget Impact	N/A; state highway operations are the responsibility of Caltrans.	

MID COUNTY PARKWAY (P002302, P002317, P002320, P002324, & P002328)

Continue construction of I-215/Placentia interchange, the first construction package, commence design for construction package 3 along Ramona Expressway, acquire right of way at imminent risk for development parcels for construction package 2, and perform activities related to post-environmental/permitting, design and right of way for a new corridor from I-215 to SR-79. Construction of this new facility will be completed over many years as funding becomes available and is estimated to cost \$1.7 to \$1.9 billion.

FY 2023/24 Cost	\$ 5,055,000	Engineering
	\$ 550,500	Construction
	\$ 26,012,000	Right of way
	\$ 2,077,200	Other project-related costs
Funding Impact	Costs for the construction packages funded with TUMF CETAP, 2009 Measure A new corridor, SB 1 LPP, and STBG funds.	
Operating Budget Impact	The County of Riverside will be responsible for highway operations on construction package 3.	

I-10/HIGHLAND SPRINGS INTERCHANGE (P005135)

Continue project development and environmental studies to improve the I-10/Highland Springs Avenue interchange, located on the boundary between the cities of Beaumont and Banning. The estimated total project cost is \$29 million.

FY 2023/24 Cost	\$ 1,000,000	Engineering
	\$ 10,000	Right of way
	\$ 195,300	Other project-related costs
Funding Impact	Costs funded using TUMF regional arterial.	
Operating Budget Impact	N/A; federal highway operations are the responsibility of Caltrans.	

SMART FREEWAYS (P003051)

Continue environmental clearance, design, and commence construction and systems operation for two-years of a pilot project to install a smart freeway system on northbound I-15 in the city of Temecula. The estimated total project cost is \$24.7 million.

FY 2023/24 Cost	\$ 1,700,000	Engineering
	\$ 12,240,000	Construction
	\$ 2,240,000	Other project-related costs
Funding Impact	Costs funded using federal CMAQ, congressional earmarks, Caltrans SHOP funding, and Measure A new corridor funds.	
Operating Budget Impact	Operations costs during the pilot period of two years will be included in the construction contract costs.	

VARIOUS WESTERN RIVERSIDE COUNTY TRANSPORTATION EFFICIENCY CORRIDOR PROJECTS (P003040 & P003041)

Provide funding and support to local jurisdictions for the engineering, construction, and right of way activities related to four Western County projects including I-15/Limonite interchange, Hamner bridge widening, and Jurupa Avenue and McKinley grade separation projects funded by SB 132.

FY 2023/24 Cost	\$ 16,242,400	Construction
Funding Impact	Costs funded using state SB 132 funds.	
Operating Budget Impact	N/A; federal highway operations are the responsibility of Caltrans; grade separation operations are the responsibility of the local jurisdiction.	

VARIOUS WESTERN COUNTY HIGHWAY PROJECTS (P003001, P003005, P003017, P003023, P003038, P003056, P005136, P223999, P613999, P615133, P622402, P623994, P623999 & P735000)

Provide funding and support to various Western County highway and grade separation projects, including the I-15 smart corridor; I-15 Express Lanes Ingress/Egress project; close-out of Pachappa Underpass, SR-91 HOV lanes from Adams Street to the 60/91/215 interchange, and the 60/215 East Junction HOV lane connectors; and to continue development of the SR-74 corridor-Ethanac Road project.

FY 2023/24 Cost	\$ 565,000	Engineering
	\$ 1,900,200	Construction
	\$ 459,500	Right of way
	\$ 8,294,900	Other project-related costs

Funding Impact Costs funded using primarily 1989 and 2009 Measure A highway funds.

Operating Budget Impact N/A; federal highway operations are the responsibility of Caltrans.

VARIOUS WESTERN COUNTY MEASURE A AND TUMF REGIONAL ARTERIAL PROJECTS (P005200, P005209, P005210, P005116, P005127, P005137, P005138, P663041, P663042 & P725000)

Provide Western County Measure A and TUMF funding and support through the Planning and Programming Department for the engineering, right of way, and construction activities related to various Western County Measure A and TUMF regional arterial projects approved by the Commission. Total project costs approved for MARA and TUMF regional arterial projects approximate \$143 million.

FY 2023/24 Cost	\$ 3,910,000	Engineering
	\$ 150,864,000	Construction
	\$ 11,214,000	Right of way
	\$ 94,800	Other project-related costs

Funding Impact Costs funded using TUMF regional arterial and 2009 Measure A regional arterial funds with various local jurisdictions as lead agency for their respective projects.

Operating Budget Impact N/A; regional arterial operations are the responsibility of the local jurisdictions.

RAIL PROJECTS

MORENO VALLEY - MARCH FIELD STATION UPGRADE (P004026)

Continue the construction to add an additional platform, rehabilitate and replace an existing second track, and add a new signal system. Engineering is complete, but design support will be necessary during construction; construction is expected to be completed in 2024. The total project cost is estimated at \$40 million.

FY 2023/24 Cost	\$ 200,000	Engineering
	\$ 17,250,000	Construction
	\$ 10,000	Right of way
	\$ 150,100	Other project-related costs

Funding Impact Costs funded using FTA Section 5307 grant funds.

Operating Budget Impact Operations will be the responsibility of the Commission and are funded using 2009 Measure A Western County rail funds.

RIVERSIDE-DOWNTOWN STATION IMPROVEMENTS PROJECT (P004027 & P003038)

Continue environmental studies for expanding operational flexibility through the construction of an additional center platform and associated tracks on the south side of the station, extend the existing pedestrian bridge, and add an additional elevator for the new platform. Environmental clearance is expected to be completed by 2024. The total project cost is estimated at \$149 million.

FY 2023/24 Cost	\$ 750,000	Engineering
	\$ 135,100	Other project-related costs
Funding Impact	Costs funded using FTA Section 5307 grant funds.	
Operating Budget Impact	Operations will be the responsibility of the Commission and are funded using 2009 Measure A Western County rail funds.	

SOUTH PERRIS STATION AND LAYOVER EXPANSION PROJECT (P003837)

Begin engineering to add an additional platform, second station track, fourth layover track, and a new signal system. Engineering is anticipated to be completed summer of 2024. The total project cost is estimated at \$22.4 million.

FY 2023/24 Cost	\$ 1,030,000	Engineering
	\$ 125,000	Construction
	\$ 255,400	Other project-related costs
Funding Impact	Costs funded using FTA Section 5307 grant funds.	
Operating Budget Impact	Operations will be the responsibility of the Commission and are funded using 2009 Measure A Western County rail funds.	

PERRIS VALLEY LINE DOUBLE TRACK MORENO VALLEY TO PERRIS PROJECT (P003836)

Begin engineering and design to rehabilitate and replace an existing second track for 6.7 miles and add a new signal system. Engineering is anticipated to be completed by 2025. The total project cost is estimated at \$30 million.

FY 2023/24 Cost	\$ 2,250,000	Engineering
	\$ 150,000	Right of way
	\$ 180,900	Other project-related costs
Funding Impact	Costs funded using FTA Section 5307 grant funds.	
Operating Budget Impact	Operations will be the responsibility of the Commission and are funded using 2009 Measure A Western County rail funds.	

VARIOUS WESTERN COUNTY RAIL PROJECTS (P652402 & P004011)

Provide Measure A funding and support for right of way activities related to various rail projects.

FY 2023/24 Cost	\$ 300,000	Right of way
	\$ 4,187,200	Property improvements (capital outlay)
	\$ 2,139,100	Other project-related costs
Funding Impact	Costs funded using 2009 Measure A Western County rail funds.	
Operating Budget Impact	N/A; these rail projects may be improvements beyond the rail station boundaries that benefit local jurisdictions that are responsible for operations in those areas.	

LOCAL STREETS AND ROADS

WESTERN COUNTY AREA

Distribute local return funding for local streets and roads projects in Western County.

FY 2023/24 Cost	\$	885,000	Banning
		875,000	Beaumont
		318,000	Calimesa
		286,000	Canyon Lake
		5,611,000	Corona
		3,219,000	Eastvale
		2,791,000	Hemet
		3,381,000	Jurupa Valley
		2,293,000	Lake Elsinore
		3,028,000	Menifee
		6,392,000	Moreno Valley
		3,615,000	Murrieta
		985,000	Norco
		2,858,000	Perris
		10,776,000	Riverside
		1,502,000	San Jacinto
		4,354,000	Temecula
		1,005,000	Wildomar
		1,313,000	WRCOG
		9,104,000	Riverside County
		64,591,000	Total Western County
		(147,300)	Less: Allocation of administrative costs
	\$	64,443,700	Total Western County, net

Funding Impact All costs distributed in accordance with 2009 Measure A local streets and roads funds.

Operating Budget Impact N/A; local streets and roads operations are the responsibility of the local jurisdiction.



COACHELLA VALLEY AREA

Distribute local return funding for local streets and roads projects in Coachella Valley.

FY 2023/24 Cost	\$	2,040,000	Cathedral City
		832,000	Coachella
		723,000	Desert Hot Springs
		331,000	Indian Wells
		2,670,000	Indio
		2,013,000	La Quinta
		3,564,000	Palm Desert
		3,318,000	Palm Springs
		1,212,000	Rancho Mirage
		2,606,000	Riverside County
		<u>19,309,000</u>	Total Coachella Valley
		<u>(147,300)</u>	Less: Allocation of administrative costs
	\$	<u>19,161,700</u>	Total Coachella Valley, net
Funding Impact	All costs distributed in accordance with 2009 Measure A local streets and roads funds.		
Operating Budget Impact	N/A; local streets and roads operations are the responsibility of the local jurisdiction.		

PALO VERDE VALLEY AREA

Distribute local return funding for local streets and roads projects in Palo Verde Valley.

FY 2023/24 Cost	\$	841,000	Blythe
		246,000	Riverside County
		<u>1,087,000</u>	Total Palo Verde Valley
		<u>(147,300)</u>	Less: Allocation of administrative costs
	\$	<u>939,700</u>	Total Palo Verde Valley, net
Funding Impact	All costs distributed in accordance with 2009 Measure A local streets and roads funds.		
Operating Budget Impact	N/A; local streets and roads operations are the responsibility of the local jurisdiction.		





RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

SECTION 3.4

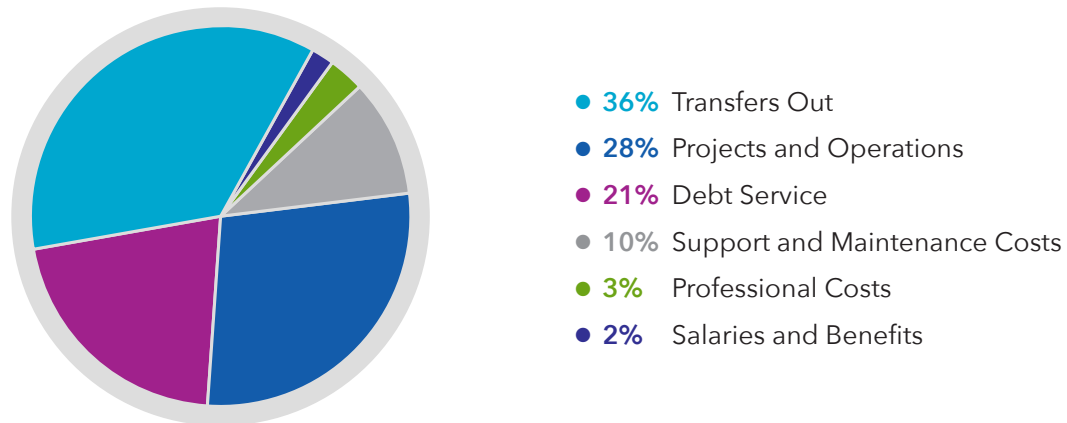
TOLL OPERATIONS

TOLL OPERATIONS

MISSION STATEMENT:

Toll Operations efficiently operates express lanes with high customer satisfaction to reduce congestion, improve mobility, and manage demand.

CHART 42 - TOLL OPERATIONS



EXPENDITURES

Toll operations expenses of \$108,022,800 represent the seventh full year of operating expenses and debt service for the RCTC 91 Express Lanes and the third full year of operating expenses and debt service for the 15 Express Lanes. (Table 54).

Approximately 43% of the expenses and other uses are comprised of operations, maintenance, and support costs, when excluding debt service and transfers out. Salaries and benefits reflect a decrease of 18% due to net changes in FTE allocations offset by a 4% pool for performance merit-based salary increases. Professional costs of \$3,469,000 consist of toll services consultants, traffic and revenue consultants, financial advisors, general and specialized legal counsel, audit and financial services, and rating agency and TIFIA loan servicing fees. Support and maintenance costs of \$10,627,400 include road and systems maintenance, insurance, credit card processing fees, violations enforcement, transponder costs, marketing, lease, travel, and other support costs. Program operations costs of \$24,921,800 primarily includes the Commission's share of the toll contractor cost to operate the 91 Express Lanes, toll services provider cost for the 15 Express and FSP services. Construction and design build costs of \$5,405,300 relate to the RCTC 91 Express Lanes repair and rehabilitation and eastbound express lane to McKinley Avenue projects. Capital outlay of \$85,000 consists of transponders and roadside operation vehicles.

Debt service of \$22,201,000 is related to interest payments for the 2021 Toll Refunding Bonds.

Transfers out relate to \$38,159,000 of toll operations surplus revenues to fund the 15/91 Express Lanes Connector project and \$1,320,000 for the administrative cost allocation.

TABLE 54 - TOLL OPERATIONS USES DETAIL

	FY 21/22 Actual	FY 22/23 Revised Budget	FY 22/23 Projected	FY 23/24 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 1,357,200	\$ 2,244,000	\$ 2,243,800	\$ 1,834,300	\$ (409,700)	-18%
Professional Costs						
Legal Services	125,100	206,600	145,200	442,000	235,400	114%
Audit Services	61,600	67,500	65,000	68,000	500	1%
Financial Advisory	116,400	136,000	130,500	135,500	(500)	0%
Professional Services - General	1,948,800	3,400,900	1,069,500	2,823,500	(577,400)	-17%
Total Professional Costs	2,251,900	3,811,000	1,410,200	3,469,000	(342,000)	-9%
Support and Maintenance Costs	5,309,400	9,895,400	7,077,500	10,627,400	732,000	7%
Projects and Operations						
Program Operations	16,155,600	18,797,000	16,053,700	24,921,800	6,124,800	33%
Construction	2,151,000	19,256,000	19,418,000	4,022,300	(15,233,700)	-79%
Design Build	1,672,100	5,684,000	5,684,000	1,383,000	(4,301,000)	-76%
Total Projects and Operations	19,978,700	43,737,000	41,155,700	30,327,100	(13,409,900)	-31%
Capital Outlay	11,000	125,000	8,400	85,000	(40,000)	-32%
Debt Service	28,173,200	22,201,000	22,201,000	22,201,000	-	0%
Transfers Out	6,000,800	76,540,000	53,244,000	39,479,000	(37,061,000)	-48%
TOTAL Toll Operations	\$ 63,082,200	\$ 158,553,400	\$ 127,340,600	\$ 108,022,800	\$ (50,530,600)	-32%



TOLL OPERATIONS STAFFING SUMMARY

Position	FY 21/22	FY 22/23	FY 23/24
Capital Project Manager	0.05	0.00	0.05
Chief Financial Officer	0.09	0.10	0.04
Deputy Director of Finance	0.06	0.06	0.05
Deputy Executive Director	0.01	0.07	0.04
Executive Director	0.01	0.07	0.04
External Affairs Director	0.00	0.01	0.01
Facilities Administrator	0.00	0.10	0.08
Financial Analyst	0.93	0.95	0.94
IT Administrator	0.00	0.02	0.00
Legislative Affairs Manager	0.00	0.01	0.00
Procurement Analyst	0.00	0.05	0.04
Procurement Manager	0.00	0.10	0.14
Senior Administrative Assistant	0.00	0.03	0.00
Senior Capital Project Manager	0.00	0.15	0.00
Senior Financial Analyst	0.37	0.40	0.70
Senior Management Analyst	1.00	1.90	2.01
Senior Procurement Analyst	0.00	0.05	0.09
Toll Customer Service Manager	1.00	0.95	0.95
Toll Operations Director	1.00	0.68	0.87
Toll Project Delivery Director	0.00	0.10	0.05
Toll Systems Engineer	1.00	0.90	0.85
Toll Technology Manager	1.00	0.68	0.87
FTE	6.52	7.38	7.82

DEPARTMENT OVERVIEW

EXPRESS LANES PLANNING HISTORY

In December 2006, the Commission adopted the Western Riverside County Delivery Plan that served as a 10-year capital improvement plan from 2009-2019 for Western County freeways and highways. To address unprecedented population, economic, and travel demand growth in Western County, the Commission desired to provide freeway corridor improvements beyond what traditional funding sources would be able to provide. The Commission studied innovative funding sources, including tolling, in advance of the adoption of the Western Riverside County Delivery Plan as a means to provide more transportation improvements.

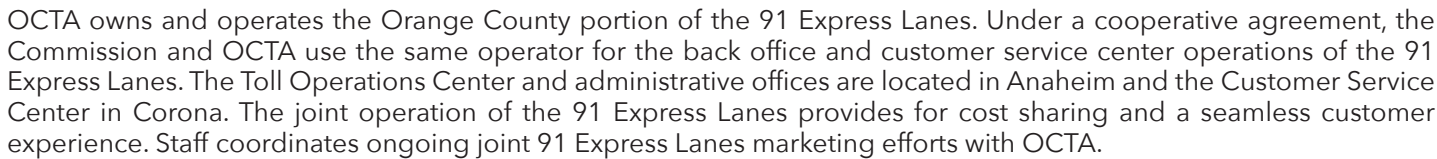
In 2006, the Commission conducted a toll feasibility study that determined that SR-91 and I-15 were both feasible corridors to introduce tolling via high occupancy toll lanes (now referred to as express lanes). The Western Riverside County Delivery Plan detailed ambitious improvements to the SR-91 and I-15 corridors including the addition of two tolled express lanes in each direction and the ability to operate and maintain these tolled express lanes for a long-term period. The Commission's commitment in 2006 to tolling also indicated its future intent to become an operating toll agency and establish the Toll Operations Department. In FY 2017/18, the Commission initiated a second toll feasibility study (Next Generation Toll Feasibility Study) to assist in the determination of the location and type of future toll projects. In FY 2019/20, the Commission initiated project development activities for the 15 Express Lanes-Southern Extension, which are included in the Capital Project Development and Delivery Department.

The Toll Operations Department, as supported by contractors and consultants, is responsible for the management of express lanes in Riverside County. In addition to operations and maintenance, the responsibilities include toll system design, implementation, violations enforcement, customer service, and associated traffic and incident management. Toll Operations provides direct oversight to the toll services operators and roadside system contractor and administers contracts with the California Highway Patrol for toll enforcement, Caltrans for road maintenance, and various maintenance contracts. The Commission utilizes a consultant to support toll initiatives and provide oversight to the toll contractors.

Toll Operations manages the operations and maintenance activities for the new Regional Operations Center and the Facilities and Maintenance Building in Corona, as the Commission purchased these facilities for express lanes operations.

RCTC 91 EXPRESS LANES

CHART 43 - RCTC 91 EXPRESS LANES



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While the Commission and OCTA jointly operate and maintain the 91 Express Lanes, tolls for each of the RCTC 91 Express Lanes and the OCTA 91 Express Lanes are charged independently and reported separately. In connection with a master custodian agreement between the Commission and OCTA, tolls related to the RCTC 91 Express Lanes and the Commission's portion of non-toll revenues are deposited with the Commission's trustee into the trust estate for the RCTC 91 Express Lanes. The Commission uses these revenues to pay for operation and maintenance expenses and debt service as well as fund repair and rehabilitation reserves.

15 EXPRESS LANES

In April 2021, the Commission opened the 15 Express Lanes which generally includes two lanes in each direction of the center median from Cajalco Road to SR-60, approximately 15 miles in each direction.

In late 2023, direct connectors from the eastbound 91 Express Lanes to the northbound 15 Express Lanes as well as from the southbound 15 Express Lanes to the westbound 91 Express Lanes will open and be managed by toll operations.

Similar to the RCTC 91 Express Lanes, the Commission has the authority to charge tolls on the 15 Express Lanes for 50 years after opening through April 2071 based on a toll facility agreement between the Commission and Caltrans.

CHART 44 -15 EXPRESS LANES



The 15 Express Lanes operator provides back office, customer service, and roadside toll system operations from the Regional Operations Center in Corona. Tolls and non-toll revenues related to the 15 Express Lanes are deposited with the Commission's trustee into the trust estate for the 15 Express Lanes. The Commission will use these revenues to pay for operation and maintenance expenses and debt service as well as fund repair and rehabilitation reserves.

FUTURE EXPRESS LANES FACILITIES

The Commission is actively constructing a tolled express lanes connector between the existing RCTC 91 Express Lanes and the 15 Express Lanes to the north of the 15/91 Express Lanes Connector. This future express connector will allow the RCTC 91 Express Lanes and the 15 Express Lanes customers to seamlessly transition from the RCTC 91 Express Lanes to and from the 15 Express Lanes to the north. The 15/91 Express Lanes Connector is expected to open in late 2023. The Capital Projects Development and Delivery Department manages the project.

The Commission is also in project development for the I-15 Express Lanes - Southern Extension. The proposed project is to add two express lanes in each direction on the I-15 between SR-74 and Cajalco Road. The project proposes to extend express lanes south of the 15 Express Lanes. Public scoping of the project was completed in November 2019 and an Environmental Impact Report/Environmental Assessment is the environmental document. Engineering and environmental studies are ongoing and will continue through FY 2024/25. Project development activities began in September 2017 when the Board approved STIP funds for the next phase of project development. Preliminary engineering and environmental studies commenced in May 2019 with execution of a consultant contract. The Capital Projects Development and Delivery Department manages the project.

The Commission is jointly developing with OCTA, Caltrans, and the Transportation Corridor Agencies (TCA) the 241/91 Express Lanes Connector. This future facility will provide a direct connection to and from the median of the 91 Express Lanes to the SR-241 toll road. In 2019, the agencies approved a term sheet that set forth key areas of agreement for this facility. Currently, Commission staff is actively involved in the project as part of a multi-agency project development effort led by TCA with a focus on the future operations of the connector. This facility is expected to open in late 2026.

In December 2020, SBCTA received notification of significant SB 1 grant funding that will partially fund additional express lanes on the I-15 corridor from Cantu-Galleano Ranch Road in Riverside County to Foothill Boulevard in San Bernardino County. Commission staff is seeking CMAQ funds to close the funding gap in the Riverside County segment. This project will result in approximately two additional miles of two express lanes in each direction in Riverside County from Cantu-Galleano Ranch Road to the county line with an additional five miles extending into San Bernardino County. This SBCTA-led project will effectively become a northern extension of the Commission's existing 15 Express Lanes. The daily operations and maintenance of this northern extension are under discussion with SBCTA.

STATE AND REGIONAL TOLL EFFORTS

Toll Operations is also working on several important efforts related to tolling.

The Commission is a member of, and staff is actively involved in the CTOC, which addresses many statewide toll issues including toll technology to improve the customer experience across the state, create synergy among toll agencies and improve legislation related to tolling.

The Commission is a member of the Western Region Toll Operators Committee (WRTOC) which is working together to prepare for the exchange of customer information and transactions regionally and nationally. Staff is actively engaged in the WRTOC.

Commission staff also participates in and provides input to regional studies performed by Caltrans District 8 and SCAG related to managed lanes (including express lanes, toll policies, and issues related to regional express lane networks).

CASH FLOWS FROM TOLL OPERATIONS

The Commission pledged toll revenues as security for the toll-supported debt for the RCTC 91 Express Lanes and 15 Express Lanes. Information regarding toll debt is included in Fund Budgets/Enterprise Fund discussion.

For FY 2023/24, the Commission will deposit approximately \$3.5 million, to the extent available to the RCTC 91 Express Lanes repair and rehabilitation fund. Toll Operations expenditures include \$7.2 million for major repair and rehabilitation expenses permitted under the master indenture.

91 EXPRESS LANES ROADSIDE AND SYSTEM REPAIR AND REHABILITATION (P009103 & P009104)

The Commission will perform updates to the 91 Express Lanes back-office systems to comply with changes in legislation. This work has a legislative deadline of June 30, 2024. The Commission will install poles and traffic detection devices along the 91 Express Lanes to facilitate the conversion to dynamic pricing in late 2023. Additionally, changes to the dynamic pricing engine will be made to include the 91 Express Lanes.

FY 2023/24 Cost	\$ 3,922,300	Construction
	\$ 203,000	Design-build
	\$ 4,390,900	Other project-related costs
Funding Impact	Costs funded with RCTC 91 Express Lanes repair and rehabilitation funds.	
Operating Budget Impact	Daily operations and maintenance are the responsibility of the RCTC 91 Express Lanes.	

The RCTC 91 Express Lanes surplus toll revenue will fund the design-build and other related cost for the development and completion of the 91 Express Lanes eastbound lane to McKinley Avenue project.

91 EXPRESS LANES EASTBOUND LANE TO MCKINLEY AVENUE (P913054)

On eastbound SR-91, in western Riverside County in the City of Corona, the Commission will add a second toll express lane from the exit to the express lane connectors (just east of the Main Street undercrossing) to the beginning of the SR-91 HOV lane just east of the Promenade Avenue overcrossing.

FY 2023/24 Cost	\$ 1,180,000	Design-build
Funding Impact	Costs funded with RCTC 91 Express Lanes surplus toll revenue funds.	
Operating Budget Impact	Daily operations and maintenance are the responsibility of the RCTC 91 Express Lanes.	

For FY 2023/24, the Commission will deposit approximately \$570,200 to the extent available to the 15 Express Lanes repair and rehabilitation reserve fund. Toll operations expenditures include \$1.3 million office system changes and ADA requirements.

15 EXPRESS LANES SYSTEM REPAIR AND REHABILITATION (P001504)

The Commission will perform updates to the 15 Express Lanes back-office systems to comply with changes in legislation. The Commission will update the back-office system and make improvements for ADA requirements.

FY 2023/24 Cost	\$ 1,250,000	Toll Services
	\$ 100,000	Construction
Funding Impact	Costs funded with 15 Express Lanes repair and rehabilitation funds.	
Operating Budget Impact	Daily operations and maintenance are the responsibility of the 15 Express Lanes.	

The 15 Express Lanes Engineer's Technical Report projected operations and maintenance costs of approximately \$16.3 million (as adjusted by an escalation factor of 2.5%), whereas the FY 2023/24 budget is approximately \$15.3 million. The FY 2023/24 budgeted costs are within the Engineer's Technical Report projection. In accordance with the 2017 TIFIA Loan Agreement, expenses that account for any portion over 10% require additional explanation.

The projected cash flows for the RCTC 91 Express Lanes and the 15 Express Lanes for the year ending June 30, 2024 are presented in Table 55. The cash balances at June 30, 2024 include surplus toll revenues.

TABLE 55 - RCTC 91 EXPRESS LANES AND 15 EXPRESS LANES PROJECTED CASH FLOWS FY 2023/24

	RCTC 91 Express Lanes	15 Express Lanes
Cash balance at July 1, 2023 as projected	\$ 134,568,900	\$ 75,752,700
Cash flows from operating activities:		
Sources of operating funds:		
Toll revenue	59,207,500	27,062,000
Non-toll revenue	5,873,000	5,846,500
Reimbursements from other governments	8,074,400	100,000
Total sources of operating funds	73,154,900	33,008,500
Uses of funds for operations and maintenance:		
Salaries and benefits	901,000	882,800
Professional costs	1,582,500	1,276,000
Support and maintenance costs	6,648,500	3,978,900
Projects and operations	10,528,900	8,889,600
Capital outlay	55,000	30,000
Administrative allocation to General fund	1,023,600	296,400
Total uses of funds for operations and maintenance	20,739,500	15,353,700
Net cash provided by operations*	52,415,400	17,654,800
Cash flows from non-capital financing activities:		
Repair and rehabilitation costs	(8,516,200)	(1,350,000)
Use of surplus for development of 241/91 connector agreements	(523,400)	-
Use of surplus for 15/91 Express Lanes Connector	(38,159,000)	-
Use of surplus for 91 Express Lanes eastbound to McKinley Avenue	(1,180,000)	-
Compensate for I-15 Express Lanes - Northern Extension impacts	-	310,000
Net cash provided by (used for) non-capital financing activities	(48,378,600)	(1,040,000)
Cash flows from capital and related financing activities:		
Interest paid on 2013 Toll Bonds and 2021 Toll Refunding Bonds	(22,201,000)	-
Net cash provided by capital and related financing activities	(22,201,000)	-
Cash flows from investing activities:		
Interest on investments	1,280,500	1,016,000
Net cash provided by investing activities	1,280,500	1,016,000
Net increase (decrease) in cash	(16,883,700)	17,630,800
Cash balance at June 30, 2024, as projected	\$ 117,685,200	\$ 93,383,500

*Net cash provided by operations will augment funding for required repair & rehabilitation trustee balance for both the 91 Express Lanes (approximately \$3.5 million) and 15 Express Lanes (approximately \$600,000); and the Commission Initial Loan for the 15 Express Lanes totaling \$3 million.

DEPARTMENT GOALS

TO1 - Provide effective communication of project progress and toll operations to the Board members, city councils, County Board of Supervisors, Caltrans, CTC, Federal Highway Administration, TIFIA, and bondholders. *(Policy Goal: Operational Excellence)*

TO2 - Focus on timely and effective completion of toll-related capital projects and implementation of needed transportation services. *(Policy Goals: Quality of Life, Connecting the Economy, Responsible Partner)*

TO3 - Support regional transportation solutions in cooperation with toll operators in surrounding counties that are of benefit to Riverside County. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

ID	Toll Operations Performance Measures and Results		FY 21/22 Estimated Actuals		FY 21/22 Actuals		FY 22/23 Estimated		FY 22/23 Estimated Actuals		FY 23/24 Projected
TO1	Toll transactions										
	• 91 Express Lanes		14,259,691		16,778,526		14,494,167		15,018,884		15,169,073
	• 15 Express Lanes		23,632,225		23,632,225		26,203,264		24,284,866		24,770,563
TO1	Toll revenues										
	• 91 Express Lanes	\$	51,295,924	\$	30,891,022	\$	57,566,000	\$	59,650,000	\$	59,207,500
	• 15 Express Lanes	\$	30,247,371	\$	13,640,940	\$	29,435,000	\$	27,280,000	\$	27,062,000
TO1	Non-toll revenues, excluding investment income										
	• 91 Express Lanes	\$	6,675,200	\$	2,843,482	\$	6,478,800	\$	5,901,000	\$	5,873,000
	• 15 Express Lanes	\$	4,329,400	\$	3,002,008	\$	4,292,000	\$	6,004,000	\$	5,846,500





Riverside County



SECTION 4
APPENDICES



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

SECTION 4

APPENDICES

APPENDIX A – GLOSSARY OF ACRONYMS

AB	- Assembly Bill
ATP	- Active Transportation Program
BABs	- Build America Bonds
Bechtel	- Bechtel Infrastructure
BNSF	- BNSF Railway
Board	- Board of Commissioners for the Riverside County Transportation Commission
CAB	- Capital Appreciation Bonds
California	- State of California
CalPERS	- California Public Employees Retirement System
CalSTA	- California State Transportation Agency
Caltrans	- California Department of Transportation
CAP	- Commuter Assistance Program
Capital Projects	- Capital Projects Development and Delivery, a RCTC department
CARES Act	- Coronavirus Aid, Relief, and Economic Security Act enacted in March 2020 to support the federal government's response and help businesses and individuals in regard to COVID-19
CCTV	- Closed-Circuit Television
CDTFA	- California Department of Tax and Fee Administration
CEQA	- California Environmental Quality Act
CETAP	- Community Environmental Transportation Acceptability Process
CFAC	- California Freight Advisory Committee
CHSRA	- California High Speed Rail Authority
CIB	- Current Interest Bonds
CIP	- Capital Improvement Plan
CMA	- Congestion Management Agency
CMAQ	- Congestion Mitigation and Air Quality
CMP	- Congestion Management Program
COLA	- Cost of Living Adjustment
Commission	- Riverside County Transportation Commission
County	- County of Riverside
CPI	- Consumer Price Index
CRP	- Carbon Reduction Program
CSTAC	- Citizens and Specialized Transit Advisory Committee
CTC	- California Transportation Commission
CTOC	- California Toll Operators Committee
CVAG	- Coachella Valley Association of Governments
DBE	- Disadvantaged Business Enterprise
District	- Riverside County Regional Park and Open Space District
EIR/EIS	- Environmental Impact Report/Environmental Impact Study
ERP	- Enterprise Resource Planning
Fitch	- Fitch Ratings
FRA	- Federal Railroad Administration
FSP	- Freeway Service Patrol
FTA	- Federal Transit Administration

FTE	- Full-time Equivalent
FTIP	- Federal Transportation Improvement Program
FY	- Fiscal Year
Gann	- Gann Initiative approved by California voters in 1979
GASB	- Governmental Accounting Standards Board
GFOA	- Government Finance Officers Association
GHG	- Greenhouse Gas
HCP	- Habitat Conservation Plans
HIP	- Highway Infrastructure Program
HOV	- High Occupancy Vehicle (Carpool Lane)
HSIPR	- High Speed Intercity Passenger Rail
I	- Interstate
IE Commuter	- Inland Empire Commuter rideshare system
IE CMCP	- Inland Empire Comprehensive Multimodal Corridor Plan
IJA	- Infrastructure and Jobs Act
Inland Empire	- Region covering Riverside and San Bernardino counties
LCTOP	- Low Carbon Transit Operations Programs
LDMF	- Local Development Mitigation Fee
LOSSAN	- Los Angeles-San Diego-San Luis Obispo, a rail corridor
LPP	- Local Partnership Program, an SB 1 funding category
LRTS	- Long Range Transportation Study
LTF	- Local Transportation Fund
MAAC	- Member Agency Advisory Committee
MARA	- 2009 Measure A Regional Arterial funding for Western County
MCP	- Mid County Parkway
Measure K	- Increase of sales tax revenue bonds debt limit to \$975 million approved by voters in November 2010
Metrolink	- Operating Name for SCRRA (see SCRRA)
MOE	- Maintenance of Effort
Moody's	- Moody's Investors Service
MOU	- Memorandum of Understanding
MPO	- Metropolitan Planning Organization
MSHCP	- Multi-Species Habitat Conservation Plan
NEPA	- National Environmental Policy Act
OCTA	- Orange County Transportation Authority
PPM	- Planning, Programming, and Monitoring
PVL	- Perris Valley Line Metrolink Extension Project
RCA	- Western Riverside County Regional Conservation Authority
RCTC	- Riverside County Transportation Commission
RCTC 91 Express Lanes	- Express lanes on SR-91 from the Orange County line to I-15 owned and operated by the Commission
RDOCC	- Riverside Downtown Operations Control Center
RIP	- Regional Improvement Program
RTA	- Riverside Transit Agency
RTP	- Regional Transportation Plan

RTPA	- Regional Transportation Planning Agencies
RZEDBs	- Recovery Zone Economic Development Bonds
S&P	- Standard & Poor's Rating Service
SAFE	- Service Authority for Freeway Emergencies
Sales tax	- Reference including transaction and use tax such as Measure A
SB	- Senate Bill
SB 1	- Road and Repair Accountability Act of 2017, state legislation that increased state gas tax for transportation purposes and was signed by the Governor in April 2017
SB 132	- State appropriation approved in April 2017 that provides \$427 million in funding for five Riverside County Transportation Efficiency Corridor projects
SB 743	- State legislation that created a process that changes how transportation impacts are analyzed under CEQA
SB 821	- State legislation that provides funding for bicycle and pedestrian projects through the TDA
SBCTA	- San Bernardino County Transportation Authority
SBE	- Small Business Enterprise
SCAG	- Southern California Association of Governments
SCCP	- Solutions for Congested Corridors Program
SCRRA	- Southern California Regional Rail Authority
SCS	- Sustainable Communities Strategy
SDP	- Service Development Plan
SGR	- State of Good Repair (SB 1 Program)
SHOPP	- State Highway Operations and Protection Program
SJBL	- San Jacinto Branch Line
SOV	- Single Occupant Vehicle
SR	- State Route
S RTP	- Short Range Transit Plan
STA	- State Transit Assistance
State	- State of California
STBG	- Surface Transportation Block Grant
STIP	- State Transportation Improvement Program
SunLine	- SunLine Transit Agency
TAP	- Transportation Alternatives Program
TCA	- Transportation Corridor Agencies
TCEP	- Trade Corridor Enhancement Program
TDA	- Transportation Development Act
TEA	- Telework Employer Assistance Program
TIFIA	- Transportation Infrastructure Finance and Innovation Act
TIP	- Transportation Improvement Plan
TOD	- Transit-Oriented Development
TUMF	- Transportation/Traffic Uniform Mitigation Fee (Western County/Coachella Valley)
U.S. DOT	- United States Department of Transportation
UCR	- University of California at Riverside
VanClub	- RCTC's vanpool subsidy program
VMT	- Vehicle Miles Traveled

Western County	- Western area of Riverside County
WRCOG	- Western Riverside Council of Governments
15 COP	- 15 Corridor Operations Project
15 Express Lanes	- Express lanes on I-15 in Riverside County from SR-60 to Cajalco Road in Corona owned and operated by the Commission; also referred to as Riverside Express
91 COP	- 91 Corridor Operations Project
91 Express Lanes	- Tolled express lanes on SR-91 in Orange County operated by OCTA (OCTA 91 Express Lanes) and in Riverside County by the Commission (RCTC 91 Express Lanes)
91 Project	- SR-91 corridor improvement project consisting of two tolled express lanes in each direction of SR-91 between the Orange County line and I-15, the addition of a general purpose lane between SR-71 and I-15, and other improvements
1989 Measure A	- Original 1/2 cent transportation sales tax measure approved by voters in November 1988 that expired in June 2009
2009 Measure A	- Extension of sales tax measure approved by voters in November 2002 which became effective upon expiration of original sales tax measure on July 1, 2009 for a 30-year period
2010B Bonds	- Sales Tax Revenue Bonds, Series B Taxable issued in November 2010
2013 TIFIA Loan	- TIFIA Loan executed in July 2013 for the 91 Project
2013 Toll Bonds	- Toll Revenue Bonds issued in July 2013 for the 91 Project as two series (current interest bonds and capital appreciation bonds)
2016 Refunding Bonds	- Sales Tax Revenue Refunding Bonds issued in September 2016 to refund the Series A portion of bonds issued in 2009
2017 TIFIA Loan	- TIFIA Loan executed in July 2017 for the I-15 Express Lanes project
2017A Bonds	- Sales Tax Revenue Bonds issued in July 2017 for the I-15 Express Lanes project and completion of the 91 Project
2017B Refunding Bonds	- Sales Tax Revenue Refunding Bonds issued in December 2017 to refund all of the outstanding 2010A Bonds and a portion of the 2013 Sales Tax Bonds
2018 Refunding Bonds	- Sales Tax Revenue Refunding Bonds issued in April 2018 to refund all of the Series B and Series C bonds issued in 2009
2021 Toll Refunding Bonds	- RCTC 91 Express Lanes senior and second lien toll revenue bonds approved by the Commission in March 2020 to refund 2013 Toll Bonds (current interest bonds) and 2013 TIFIA Loan; the marketing and sale of the bonds was suspended due to the COVID-19 crisis and related market disruption but is anticipated to be completed in fall 2021

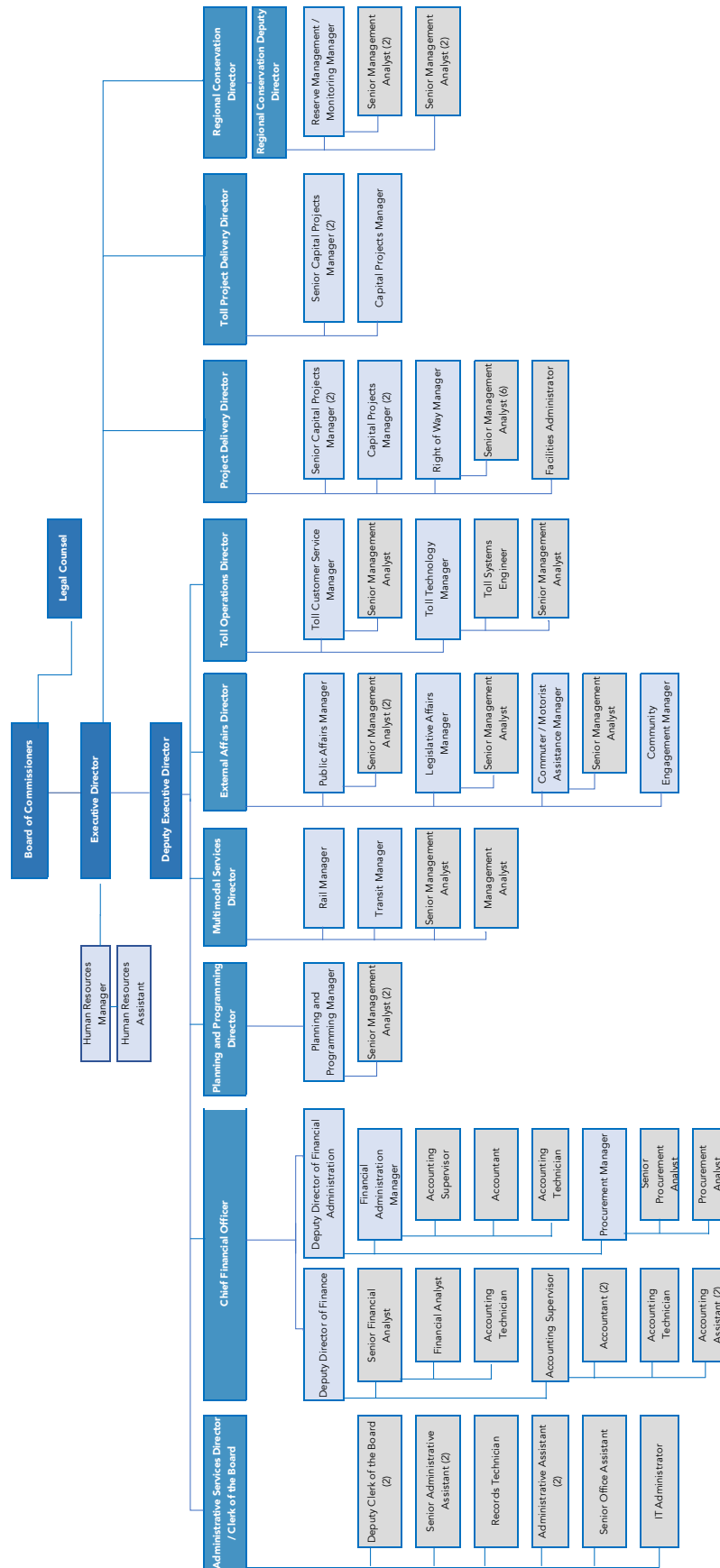


APPENDIX B - SALARY SCHEDULE EFFECTIVE 7/13/2023

Department	FTE	Range No.	Monthly Minimum	Monthly Maximum	Exempt/ Non-Exempt
ADMINISTRATION					
Administrative Assistant	1	17	\$ 4,710	\$ 6,359	NE
Administrative Services Director/Clerk of the Board	1	57	\$ 12,647	\$ 17,073	E
Deputy Clerk of the Board	1	33	\$ 6,992	\$ 9,439	NE
Human Resources Assistant	1	17	\$ 4,710	\$ 6,359	NE
Human Resources Manager	1	53	\$ 11,457	\$ 15,468	E
IT Administrator	1	45	\$ 9,404	\$ 12,695	E
Records Technician	1	17	\$ 4,710	\$ 6,359	NE
Senior Administrative Assistant	2	25	\$ 5,739	\$ 7,747	NE
Senior Office Assistant	1	13	\$ 4,267	\$ 5,761	NE
Administration Subtotal	10				
CAPITAL PROJECT DEVELOPMENT AND DELIVERY					
Capital Projects Manager	2	55	\$ 12,038	\$ 16,251	E
Facilities Administrator	1	45	\$ 9,404	\$ 12,695	E
Project Delivery Director	1	71	\$ 17,870	\$ 24,124	E
Right of Way Manager	1	57	\$ 12,647	\$ 17,073	E
Senior Capital Projects Manager	2	65	\$ 15,409	\$ 20,802	E
Senior Management Analyst	3	43	\$ 8,951	\$ 12,083	E
Capital Project Development and Delivery Subtotal	10				
EXECUTIVE MANAGEMENT					
Deputy Executive Director	1	75	\$ 19,725	\$ 26,629	E
Executive Director	1	83	\$ 24,033	\$ 32,444	E
Executive Management Subtotal	2				
FINANCE					
Accountant	2	35	\$ 7,346	\$ 9,917	E
Accounting Assistant	2	17	\$ 4,710	\$ 6,359	NE
Accounting Supervisor	1	45	\$ 9,404	\$ 12,695	E
Accounting Technician	2	25	\$ 5,739	\$ 7,747	NE
Chief Financial Officer	1	67	\$ 16,189	\$ 21,855	E
Deputy Director of Finance	1	57	\$ 12,647	\$ 17,073	E
Deputy Director of Financial Administration	1	57	\$ 12,647	\$ 17,073	E
Financial Analyst	1	35	\$ 7,346	\$ 9,917	E
Procurement Analyst	1	35	\$ 7,346	\$ 9,917	E
Procurement Manager	1	53	\$ 11,457	\$ 15,468	E
Senior Financial Analyst	1	43	\$ 8,951	\$ 12,083	E
Senior Procurement Analyst	1	43	\$ 8,951	\$ 12,083	E
Finance Subtotal	15				
EXTERNAL AFFAIRS					
Community Engagement Manager	1	51	\$ 10,905	\$ 14,722	E
Commuter/Motorist Assistance Manager	1	51	\$ 10,905	\$ 14,722	E
External Affairs Director	1	63	\$ 14,667	\$ 19,800	E
Legislative Affairs Manager	1	51	\$ 10,905	\$ 14,722	E
Public Affairs Manager	1	51	\$ 10,905	\$ 14,722	E
Senior Management Analyst	4	43	\$ 8,951	\$ 12,083	E
External Affairs Subtotal	9				
MULTIMODAL SERVICES					
Management Analyst	1	35	\$ 7,346	\$ 9,917	E
Multimodal Services Director	1	63	\$ 14,667	\$ 19,800	E
Rail Manager	1	51	\$ 10,905	\$ 14,722	E
Senior Management Analyst	1	43	\$ 8,951	\$ 12,083	E
Transit Manager	1	51	\$ 10,905	\$ 14,722	E
Multimodal Services Subtotal	5				
PLANNING AND PROGRAMMING SERVICES					
Planning and Programming Director	1	63	\$ 14,667	\$ 19,800	E
Planning and Programming Manager	1	51	\$ 10,905	\$ 14,722	E
Senior Management Analyst	2	43	\$ 8,951	\$ 12,083	E
Planning and Programming Services Subtotal	4				

Department	FTE	Range No.	Monthly Minimum	Monthly Maximum	Exempt/ Non-Exempt
REGIONAL CONSERVATION					
Accountant	1	35	\$ 7,346	\$ 9,917	E
Accounting Supervisor	1	45	\$ 9,404	\$ 12,695	E
Accounting Technician	1	25	\$ 5,739	\$ 7,747	NE
Administrative Assistant	1	17	\$ 4,710	\$ 6,359	NE
Deputy Clerk of the Board	1	33	\$ 6,992	\$ 9,439	NE
Financial Administration Manager	1	53	\$ 11,457	\$ 15,468	E
Regional Conservation Deputy Director	1	57	\$ 12,647	\$ 17,073	E
Regional Conservation Director	1	67	\$ 16,189	\$ 21,855	E
Reserve Management/Monitoring Manager	1	53	\$ 11,457	\$ 15,468	E
Senior Management Analyst	7	43	\$ 8,951	\$ 12,083	E
Regional Conservation Subtotal	16				
TOLL OPERATIONS AND PROJECT DELIVERY					
Capital Projects Manager	1	55	\$ 12,038	\$ 16,251	E
Senior Capital Projects Manager	2	65	\$ 15,409	\$ 20,802	E
Senior Management Analyst	2	43	\$ 8,951	\$ 12,083	E
Toll Customer Service Manager	1	53	\$ 11,457	\$ 15,468	E
Toll Operations Director	1	67	\$ 16,189	\$ 21,855	E
Toll Project Delivery Director	1	71	\$ 17,870	\$ 24,124	E
Toll Systems Engineer	1	45	\$ 9,404	\$ 12,695	E
Toll Technology Manager	1	53	\$ 11,457	\$ 15,468	E
Toll Operations and Project Delivery Subtotal	10				
Total Authorized Positions					
Administration	10				
Capital Project Development and Delivery	10				
Executive Management	2				
Finance	15				
External Affairs	9				
Multimodal Services	5				
Planning and Programming Services	4				
Regional Conservation	16				
Toll Operations and Project Delivery	10				
Total Authorized Positions	81				

APPENDIX B - FY 2023/24 ORGANIZATION CHART







**RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION**

**Riverside County
Transportation Commission**

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