



MEETING AGENDA

Budget and Implementation Committee

Time: 9:30 a.m.

Date: February 24, 2025

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

TELECONFERENCE SITES

COUNCIL CHAMBER CONFERENCE ROOM
City of Palm Desert
73510 Fred Waring Drive, Palm Desert, CA 92260

LARGE CONFERENCE ROOM
French Valley Airport
37600 Sky Canyon Drive, Murrieta, CA 92563

COMMITTEE MEMBERS

Linda Molina, **Chair** / To Be Appointed, City of Calimesa
Valerie Vandever, **Vice Chair** / Alonso Ledezma, City of San Jacinto
Jeremy Smith / Kasey Castillo, City of Canyon Lake
Raymond Gregory / Mark Carnevale, City of Cathedral City
Steven Hernandez / Stephanie Virgen, City of Coachella
Scott Matas / Dirk Voss, City of Desert Hot Springs
Bob Magee / Natasha Johnson, City of Lake Elsinore
Bob Karwin / Dean Deines, City of Menifee

Ulises Cabrera / Edward Delgado, City of Moreno Valley
Cindy Warren / Lisa DeForest, City of Murrieta
Jan Harnik / To Be Appointed, City of Palm Desert
David Ready / Grace Garner, City of Palm Springs
James Stewart / Brenden Kalfus, City of Temecula
Chuck Washington, County of Riverside, District III
Yxstian Gutierrez, County of Riverside, District V

STAFF

Aaron Hake, Executive Director
David Knudsen, Deputy Executive Director

AREAS OF RESPONSIBILITY

Annual Budget Development and Oversight
Competitive Federal and State Grant Programs
Countywide Communications and Outreach Programs
Countywide Strategic Plan
Legislation
Public Communications and Outreach Programs
Short Range Transit Plans

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

www.rctc.org

AGENDA*

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

9:30 a.m.

Monday, February 24, 2025

BOARD ROOM

**County of Riverside Administrative Center
4080 Lemon Street, First Floor
Riverside, California 92501**

TELECONFERENCE SITES

COUNCIL CHAMBER CONFERENCE ROOM

City of Palm Desert

73510 Fred Waring Drive, Palm Desert, California

LARGE CONFERENCE ROOM

French Valley Airport

37600 Sky Canyon Drive, Murrieta, California

In compliance with the Brown Act and Government Code Section 54957.5, agenda materials distributed 72 hours prior to the meeting, which are public records relating to open session agenda items, will be available for inspection by members of the public prior to the meeting at the Commission office, 4080 Lemon Street, Third Floor, Riverside, CA, and on the Commission's website, www.rctc.org.

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

1. CALL TO ORDER

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

4. PUBLIC COMMENTS – *Each individual speaker is limited to speak three (3) continuous minutes or less. The Committee may, either at the direction of the Chair or by majority vote of the Committee, waive this three minute time limitation. Depending on the number of items on the Agenda and the number of speakers, the Chair may, at his/her discretion, reduce the time of each speaker to two (2) continuous minutes. Also, the Committee may terminate public comments if such comments become repetitious. In addition, the maximum time for public comment for any individual item or topic is thirty (30) minutes. Speakers may not yield their time to others without the consent of the Chair. Any written documents to be distributed or presented to the Committee shall be submitted to the Clerk of the Board. This policy applies to Public Comments and comments on Agenda Items.*

Under the Brown Act, the Board should not take action on or discuss matters raised during public comment portion of the agenda which are not listed on the agenda. Board members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration.

5. **ADDITIONS/REVISIONS** *(The Committee may add an item to the Agenda after making a finding that there is a need to take immediate action on the item and that the item came to the attention of the Committee subsequent to the posting of the agenda. An action adding an item to the agenda requires 2/3 vote of the Committee. If there are less than 2/3 of the Committee members present, adding an item to the agenda requires a unanimous vote. Added items will be placed for discussion at the end of the agenda.)*
6. **CONSENT CALENDAR** - *All matters on the Consent Calendar will be approved in a single motion unless a Commissioner(s) requests separate action on specific item(s). Items pulled from the Consent Calendar will be placed for discussion at the end of the agenda.*

6A. APPROVAL OF MINUTES – JANUARY 27, 2025

Page 1

6B. QUARTERLY SALES TAX ANALYSIS

Page 9

Overview

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

- 1) Receive and file the sales tax analysis for Quarter 3, 2024 (3Q 2024).

6C. QUARTERLY FINANCIAL STATEMENTS

Page 18

Overview

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

- 1) Receive and file the Quarterly Financial Statements for the six months ended December 2024.

6D. MONTHLY INVESTMENT REPORT

Page 29

Overview

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

- 1) Receive and file the Monthly Investment Report for the month ended January 31, 2025.

6E. QUARTERLY PUBLIC ENGAGEMENT METRICS REPORT, OCTOBER – DECEMBER 2024
Page 32

Overview

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

- 1) Receive and file the Quarterly Public Engagement Metrics Report for October - December 2024.

6F. QUARTERLY REPORTING OF CONTRACT CHANGE ORDERS FOR CONSTRUCTION CONTRACTS
Page 39

Overview

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

- 1) Receive and file the Quarterly Report of Contract Change Orders for Construction Contracts for the three months ended September 30, 2024.

6G. STATE AND FEDERAL LEGISLATIVE UPDATE
Page 41

Overview

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

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

7. PROPOSED POLICY GOALS AND OBJECTIVES FOR FISCAL YEAR 2025/26 BUDGET
Page 43

Overview

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

- 1) Review and approve the proposed Commission Policy Goals and Objectives for the Fiscal Year (FY) 2025/26 Budget; and
- 2) Review and approve the Fiscal Accountability Policies for the FY 2025/26 Budget.

8. SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS 2025 CALL FOR PROJECT NOMINATIONS PROJECT PRIORITIZATION FRAMEWORK

Page 59

Overview

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

- 1) Approve the RCTC Project Prioritization Framework (framework) for the Southern California Association of Governments (SCAG) 2025 Call for Project Nominations.

9. AGREEMENT FOR TRANSPORTATION DEVELOPMENT ACT TRIENNIAL PERFORMANCE AUDIT SERVICES

Page 68

Overview

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

- 1) Award Agreement No. 25-62-036-00 to Michael Baker International Inc (MBI). for Transportation Development Act (TDA) Triennial Performance Audit Services (TPA) for a one-year term, and one, three-year option to extend the agreement, in the amount of \$286,812, plus a contingency amount of \$14,338, for a total not to exceed amount of \$301,150;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement including the option term, on behalf of the Commission; and
- 3) Authorize the Executive Director, or designee, to approve contingency work up to the total not to exceed amount as required for these services.

10. AMENDMENT TO CITY OF RIVERSIDE'S FISCAL YEAR 2024/25 SHORT RANGE TRANSIT PLAN

Page 100

Overview

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

- 1) Approve a \$200,000 increase in the Fiscal Year (FY) 2024/25 Local Transportation Fund (LTF) funding allocation for the city of Riverside (City) for a new allocation amount of \$5,102,802; and
- 2) Approve an amendment to the City's FY 2024/25 Short Range Transit Plan (SRTP) to increase the LTF operating allocation in the amount of \$200,000 for preventative maintenance (PM) and other operating expenses.

11. ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA

12. EXECUTIVE DIRECTOR REPORT

13. COMMISSIONER COMMENTS

Overview

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

14. ADJOURNMENT

The next Budget and Implementation Committee meeting is scheduled to be held at **9:30 a.m., March 24, 2025.**

AGENDA ITEM 6A

MINUTES

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

BUDGET AND IMPLEMENTATION COMMITTEE

Monday, January 27, 2025

MINUTES

1. CALL TO ORDER

The meeting of the Budget and Implementation Committee was called to order by Chair Linda Molina at 9:30 a.m. in the Board Room at the County of Riverside Administrative Center, 4080 Lemon Street, First Floor, Riverside, California 92501 and at the teleconference sites: Council Chamber Conference Room, City of Palm Desert, 73510 Fred Waring Drive, Palm Desert, California 92260, and the Large Conference Room, French Valley Airport, 37600 Sky Canyon Dr., Murrieta, California 92563.

2. ROLL CALL

Members/Alternates Present

Edward Delgado
Raymond Gregory**
Jan Harnik**
Bob Magee
Linda Molina
David Ready
Jeremy Smith
James Stewart
Cindy Warren*
Valerie Vandever
Chuck Washington*

*Joined the meeting at French Valley.

**Joined the meeting at Palm Desert.

***Arrived after the meeting was called to order.

Members Absent

Yxstian Gutierrez
Steven Hernandez
Bob Karwin
Scott Matas

3. PLEDGE OF ALLEGIANCE

Commissioner Jeremy Smith led the Budget and Implementation Committee in a flag salute.

4. PUBLIC COMMENTS

There were no requests to speak from the public.

5. ADDITIONS / REVISIONS

There were no additions or revisions to the agenda.

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

M/S/C (Smith/Stewart) to approve the following Consent Calendar item(s):

6A. APPROVAL OF MINUTES – JUNE 24, 2024

6B. SINGLE SIGNATURE AUTHORITY REPORT

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

- 1) Receive and file the Single Signature Authority report for the second quarter ended December 31, 2024.

6C. MONTHLY INVESTMENT REPORT

- 1) Receive and file the Monthly Investment Report for the month ended December 31, 2024.

7. STATE AND FEDERAL LEGISLATIVE UPDATE

Andrew Sall, Senior Management Analyst, presented an update for the state and federal legislative activities.

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

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

Per Chair Molina's request, Agenda Item 10, "*Allocation of Transportation Development Act, State of Good Repair, and Low Carbon Transit Operations Program Fund Policy*" was heard prior to Agenda Item 8, "*Fiscal Year 2024/25 Mid-Year Revenue Projections*" and Agenda Item 9, "*Fiscal Year 2025/26 Revenue Projections*".

10. ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT, STATE OF GOOD REPAIR, AND LOW CARBON TRANSIT OPERATIONS PROGRAM FUNDS POLICY

Lorelle Moe-Luna, Multimodal Services Director, presented an update for the allocation of Transportation Development Act (TDA), State of Good Repair (SGR), and Low Carbon Transit Operations Program (LCTOP) Funds Policy, highlighting the following:

- Overview
 - ✓ \$300 million annually for the public transit system
 - Revenues from about 52 percent state, 34 percent federal, and 14 percent local
 - ✓ The Commission has various policies for the distribution of formula state, federal, and local funds that it oversees
 - Importance of TDA Local Transportation Fund (LTF) and State Transit Assistance (STA) Fund
- Current TDA policy

<ul style="list-style-type: none"> ✓ LTF (¼ cent sales tax) Population split by subregion ○ Western County – 81 percent <ul style="list-style-type: none"> – Bus – 78 percent – Rail – 22 percent ○ Coachella Valley – 18 percent <ul style="list-style-type: none"> – Bus – 100 percent ○ Palo Verde Valley – 1 percent <ul style="list-style-type: none"> – Bus - 100 percent 	<ul style="list-style-type: none"> STA (diesel fuel) Population split by subregion PUC99313 Western County – 81 percent <ul style="list-style-type: none"> Bus – 78 percent Rail – 22 percent Coachella Valley – 18 percent <ul style="list-style-type: none"> Bus – 90 percent Rail – 10 percent Palo Verde Valley – 1 percent <ul style="list-style-type: none"> Bus – 100 percent
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- Proposed bus/rail split for Western County

<ul style="list-style-type: none"> ✓ LTF (1/4 cent sales tax) Population split by subregion ○ Western County – 81 percent <ul style="list-style-type: none"> – Bus – 72 percent – Rail – 28 percent 	<ul style="list-style-type: none"> STA (diesel fuel) Population split by subregion (PUC 99313) Western County – 81 percent <ul style="list-style-type: none"> Bus – 78 percent Rail – 22 percent
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- Why?
 - ✓ The Commission completed the Perris Valley Line (PVL) and started service in 2016
 - ✓ PVL was a significant investment to the Metrolink system in Riverside County
 - ✓ Healthy revenues and fund balance
- Considerations and analysis
 - ✓ Multiple factors impacting operators in the economic and regulatory landscape
 - ✓ Commitment to Measure A Expenditure Plan

- ✓ LTF can still meet the operational needs of the bus operators for 10 years
- ✓ STA will not have a major impact on capital needs because bus operators received SB 125 funding for zero-emission
- LTF projections
- Policy summary
 - ✓ Adjustment to Western County LTF and STA bus/rail split
 - ✓ Prioritization of LTF and STA funds
 - ✓ SGR and LCTOP
 - ✓ Excludes one-time funding program

Lorelle Moe-Luna recognized Eric DeHate, Transit Manager, who contributed to this staff report and analysis.

Commissioner Jan Harnik asked what is the approximate revenue that is generated by STA the diesel fuel tax for the last couple of years.

Aaron Hake, Executive Director, asked Sergio Vidal, Chief Financial Officer, to answer Commissioner Harnik's question.

Sergio Vidal replied it is about \$40 million a year that they have collected in STA funds.

Commissioner Harnik thought the reallocation makes sense.

Commissioner Cindy Warren stated the Riverside Transit Agency (RTA) has worked very hard to be financially secure in making sure that they have enough money to implement the new changes that are coming for the new buses that RTA needs to buy. She wondered if RCTC has a plan moving forward to update the plan for the rail system to see if their money is going to be spent wisely enough to take these splits, take money away from RTA, and be responsible financially.

Aaron Hake stated that RTA is an excellent steward of the taxpayers' dollars, and RCTC has worked in close partnership with RTA in developing their approach to this decision. It is a decision that has been deferred as Lorelle Moe-Luna mentioned since about 2016 when the PVL came online. This policy is long overdue and RCTC staff does continually meet and converse with all their transit operators in Western County, in Coachella Valley, or the Palo Verde Valley to understand what their needs are and make sure that RCTC can meet their needs. In this circumstance they are proposing a shift of the bus funding going forward by 6 percentage points towards rail to reconcile the shift that occurred with the operation of the PVL. However, as Lorelle Moe-Luna stated they project based on what they know from RTA and other transit operators this is still a sustainable shift and at least through the next 10 years they will be able to meet the needs of RTA and the other operators and as needs and circumstances change, this Commission has the discretion to revisit this policy. This Commission has always stood by its transit operators, by

Metrolink, and itself as the owner of stations and operates a vanpool program as they strive to meet everybody's needs.

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

- 1) Adopt the *Allocation of Transportation Development Act, State of Good Repair, and Low Carbon Transit Operations Program Funds Policy* effective Fiscal Year (FY) 2025/26.**

Per staff's request, Agenda Item 8, "*Fiscal Year 2024/25 Mid-Year Revenue Projections*", and Agenda Item 9, "*Fiscal Year 2025/26 Revenue Projections*", were presented together.

8. FISCAL YEAR 2024/25 MID-YEAR REVENUE PROJECTIONS

Sergio Vidal presented the Fiscal Year 2024/25 Mid-Year Revenue Projections and the FY 2025/26 Revenue Projections, highlighting the following areas:

- Measure A Revenue allocations by geographic area for Western County, the Coachella Valley, and the Palo Verde Valley based on taxable sales by area
- Revenue projections
 - Analysis – Current trends, economic data, and historical data
 - Revenues – Measure A, LTF, and Transportation Uniform Mitigation Fees (TUMF)
 - Projections – FY 2024/25 midyear revision and FY 2025/26 budget development
- Economic indicators – The County of Riverside – Unemployment rate and CPI – Change (Annual) 2019 thru 2024 graphic
- Historical performance by fiscal year for Measure A and LTF for FY 2018/19 through FY 2025/26 projected graphic
- Historical performance by fiscal year for TUMF for FY 2018/19 through FY 2025/26 projected graphic
- Next steps

Sergio Vidal thanked Michele Cisneros, Deputy Director of Finance, and Daniel Hernandez, Financial Budget Manager, for their efforts on this analysis.

Chair Molina clarified with Jeremy Holm, Legal Counsel, if the committee can take the recommended actions independently since they are hearing both items together or can they take one approval for both.

Jeremy Holm replied they can do one approval for both items.

Commissioner Bob Magee stated Sergio Vidal mentioned that the holiday sales receipts perhaps being a window into the future and asked if he will have those numbers for the Commission Workshop.

Sergio Vidal replied the state is scheduled to release those revenues on February 19 or February 20 they might just slide in, and he will report out at its February 20 Commission meeting.

Aaron Hake stated that Commissioner Magee's question sets the stage for the February 20-21 Commission Workshop staff's intent is to begin that meeting with an overview of the Commission's financial standing, where they are today, and where they are headed. They hope to have those numbers but as they get into all the visions this Commission has for projects for transportation it is important to take stock of where the Commission is at.

Chair Molina stated that she will entertain a motion to approve the recommended actions for both Agenda Items 8, *"Fiscal Year 2024/25 Mid-Year Revenue Projections"* and 9, *"Fiscal Year 2025/25 Revenue Projections"*.

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

- 1) **Approve the Fiscal Year 2024/25 Mid-Year Revenue projections, which includes Measure A Sales Tax Revenues, Local Transportation Funds (LTF) Sales Tax Revenues, and Transportation Uniform Mitigation Fees (TUMF); and**
- 2) **Approve the FY 2024/25 mid-year budget revenue adjustments for Measure A (reduction of \$17,000,000) and LTF (reduction of \$7,000,000).**

9. FISCAL YEAR 2025/26 REVENUE PROJECTIONS

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

- 1) **Approve the projection for Measure A sales tax revenues of \$262 million for Fiscal Year 2025/26;**
- 2) **Approve the projection for Local Transportation Fund (LTF) sales tax apportionment of \$148 million for the Western Riverside County, Coachella Valley, and Palo Verde Valley areas for FY 2025/26; and**
- 3) **Approve the projection for Transportation Uniform Mitigation Fee (TUMF) revenues of \$30 million for FY 2025/26.**

11. ELECTION OF OFFICERS FOR THE BUDGET AND IMPLEMENTATION COMMITTEE

At this time, Chair Molina opened nominations for the Chair and the Vice Chair position.

Commissioner Jeremy Smith, seconded by Commissioner Bob Magee nominated Commissioner Linda Molina for the Chair position and Commissioner Valerie Vandever for the Vice Chair for 2025.

No other nominations were received. The Chair closed the nominations. Chair Molina was re-elected as the Budget and Implementation Committee's Chair for 2025. Vice Chair Valeria Vandever was re-elected as the Budget and Implementation Committee's Vice Chair for 2025.

12. ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA

There were no items pulled from the consent calendar.

13. EXECUTIVE DIRECTOR REPORT

Aaron Hake:

- Congratulated both Chair Molina and Vice Chair Vandever for being re-elected as Chair and Vice Chair for 2025.
- Thanked the Commissioners who attended the Memorial Dedication of the Joe Tavaglione Interchange on January 22, the 60/91/215 Interchange is a landmark project for the Commission in honor of a legend in transportation.
- Reminded the Commissioners there will not be a regular Commission meeting in February as the Commission Workshop is being held on February 20-21 at the Temecula Creek Inn, they will start with a Commission meeting around noon adjourn and then go into the workshop where they will be discussing some big picture items and getting the Commissioners' feedback for the future.

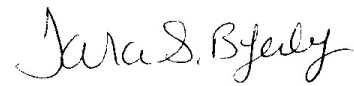
14. COMMISSIONER COMMENTS

- 14A.** Commissioner Smith congratulated Chair Molina and Vice Chair Vandever for being re-elected.
- 14B.** Commissioner Chuck Washington congratulated Aaron Hake and his team for a great year last year and expect more this year in 2025 and he looks forward to the Commission Workshop, but the leadership has been outstanding.

15. ADJOURNMENT

There being no further business for consideration by the Budget and Implementation Committee, the meeting was adjourned at 10:11 a.m.

Respectfully submitted,

A handwritten signature in black ink that reads "Tara S. Byerly". The signature is written in a cursive, flowing style.

Tara S. Byerly
Deputy Clerk of the Board

AGENDA ITEM 6B

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	February 24, 2025
TO:	Budget and Implementation Committee
FROM:	Michele Cisneros, Deputy Director of Finance
THROUGH:	Sergio Vidal, Chief Financial Officer
SUBJECT:	Quarterly Sales Tax Analysis

STAFF RECOMMENDATION:

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

- 1) Receive and file the sales tax analysis for Quarter 3, 2024 (3Q 2024).

BACKGROUND INFORMATION:

At its May 2023 meeting, the Commission awarded an agreement with MuniServices, An Avenu Insights and Analytics Company (MuniServices), for quarterly sales tax reporting services plus additional fees contingent on additional sales tax revenues generated from the transactions and use tax (sales tax) audit services. The services performed under this agreement pertain only to the Measure A sales tax revenues.

Since the commencement of sales tax audit services, MuniServices submitted audits, which reported findings to the California Department of Tax and Fee Administration (CDTFA), for review and determination of errors in sales tax reporting related to 1,717 businesses. Through 2Q 2024, CDTFA approved \$18,206,882 of cumulative sales tax revenues recovered for the Commission. If CDTFA concurs with the error(s) for the remaining findings, the Commission will receive additional revenues; however, the magnitude of the value of additional revenues is not available. It is important to note that while the recoveries of additional revenues will be tangible, it will not be sufficient to alter the overall trend of sales tax revenues.

MuniServices provided the Commission with the Quarterly Sales Tax Digest Summary report for 3Q 2024. Majority of 3Q 2024 Measure A sales tax revenues were received in the fourth quarter of calendar year 2024, during the period September 2024 through November 2024. The delay is due to the timing of when sales tax for the reported period is collected and distributed by CDTFA.

The summary section of the 3Q 2024 report is attached (attachment 1) and includes an overview of the following: California’s economic outlook; local results; historical cash collections analysis by quarter; top 25 sales/use tax contributors; historical sales tax amounts; annual sales tax by business category; and five-year economic trend (general retail).

RCTC quarterly sales tax cash receipts (net of administrative fees) are down, 4.8 percent, when comparing 3Q 2024 versus 3Q 2023 due primarily to lower than anticipated general retail, transportation, construction, and sales between business to business. The general retail category decreased from the prior year due to lower furniture and appliances sales; the transportation category decreased from the prior year due to lower fuel prices and auto sales; the construction category decreased from the prior year due to retail building material sales; and the business-to-business category is also down to due one-time green energy activity, electronic equipment, and leasing when compared to 3Q 2023.

Taxable transactions for the top 25 contributors in Riverside County generated 26.5 percent of taxable sales for 3Q 2024. Categories for business identified within the top 25 are primarily general retail, food products, and transportation related.

In the Economic Category Analysis table below, sales tax performance is a on a gross basis, specifically it includes estimates for anticipated sales tax receipts, and it does not include the CDTFA administrative fee. The analysis presents two (food products and miscellaneous) of the six categories experienced gains as of 3Q 2024 compared to 3Q 2023. Four of the six categories (general retail, transportation, construction, and business to business) are lower in the 3Q 2024 period, primarily due to decreases in brick-and-mortar retail sales, auto sales, service stations, building material – retail, and solar equipment sales.

ECONOMIC CATEGORY ANALYSIS									
% of Total / % Change	RCTC	State Wide	Orange County	Riverside County	S.F. Bay Area	Sacramento Valley	Central Valley	South Coast	North Coast
General Retail	28.8 / -1.0	28.7 / -0.5	27.3 / -0.5	35.5 / 1.8	23.4 / -3.0	28.1 / -4.5	38.6 / 4.5	27.2 / -0.6	27.0 / -1.2
Food Products	17.2 / 0.8	21.6 / 0.1	21.7 / 2.1	18.1 / 0.7	23.6 / -0.9	17.1 / -0.4	14.9 / 0.8	23.6 / 0.9	18.8 / 1.8
Transportation	22.5 / -5.6	22.8 / -7.4	23.8 / -10.5	22.9 / -5.3	19.4 / -4.7	26.6 / -3.9	21.8 / -5.4	23.5 / -8.0	28.2 / -3.2
Construction	10.9 / -1.6	9.8 / -2.2	8.4 / 2.6	12.4 / -2.3	10.2 / -4.7	12.4 / -1.8	9.5 / -4.2	8.9 / -0.1	14.4 / -2.6
Business to Business	15.5 / -6.3	16.0 / -2.6	17.8 / -1.6	10.6 / -3.9	22.1 / -2.8	14.5 / -4.6	14.6 / -1.3	15.7 / -1.5	10.5 / 4.3
Miscellaneous	5.2 / 10.8	1.1 / 1.0	1.0 / -1.2	0.6 / -7.7	1.3 / 8.9	1.2 / 11.2	0.7 / -3.5	1.1 / -0.3	1.1 / 10.4
Total	100.0 / -2.1	100.0 / -2.5	100.0 / -2.5	100.0 / -1.3	100.0 / -2.9	100.0 / -3.2	100.0 / -0.1	100.0 / -2.2	100.0 / -0.8

General Retail: Apparel Stores, Department Stores, Furniture/Appliances, Drug Stores, Recreation Products, Florist/Nursery, and Misc. Retail

Food Products: Restaurants, Food Markets, Liquor Stores, and Food Processing Equipment

Construction: Building Materials Retail and Building Materials Wholesale

Transportation: Auto Parts/Repair, Auto Sales - New, Auto Sales - Used, Service Stations, and Misc. Vehicle Sales

Business to Business: Office Equip., Electronic Equip., Business Services, Energy Sales, Chemical Products, Heavy Industry, Light Industry, Leasing, Biotechnology, I.T. Infrastructure, and Green Energy

Miscellaneous: Health & Government, Miscellaneous Other, and Closed Account Adjustments

The Economic Segment Analysis noted in the table below discloses miscellaneous retail as the largest economic segment which includes online retailers, followed by restaurants, and auto sales-new. Miscellaneous retail represents 11.9 percent of total sales tax by segment and experienced a minimal decrease. Restaurants experienced an increase of 2.0 percent, reflecting ongoing growth within fast food casual restaurants. New auto sales experienced a 4.6 percent decrease due to lower than anticipated car sales when compared to the previous reporting period.

ECONOMIC SEGMENT ANALYSIS									
	RCTC	State Wide	Orange County	Riverside County	S.F. Bay Area	Sacramento Valley	Central Valley	South Coast	North Coast
Largest Segment	Miscellaneous Retail	Restaurants	Restaurants	Miscellaneous Retail	Restaurants	Restaurants	Miscellaneous Retail	Restaurants	Restaurants
% of Total / % Change	11.9 / -0.1	15.7 / 0.8	16.3 / 3.2	18.5 / 5.9	17.6 / 0.1	11.7 / -0.2	17.1 / 15.7	17.5 / 1.4	12.0 / 3.2
2nd Largest Segment	Restaurants	Auto Sales - New	Auto Sales - New	Restaurants	Auto Sales - New	Miscellaneous Retail	Department Stores	Auto Sales - New	Department Stores
% of Total / % Change	11.1 / 2.0	10.8 / -9.2	13.1 / -15.7	11.8 / 2.2	9.4 / -4.2	11.3 / -6.0	10.8 / -0.6	11.9 / -10.7	11.3 / 4.3
3rd Largest Segment	Auto Sales - New	Miscellaneous Retail	Miscellaneous Retail	Auto Sales - New	Office Equipment	Auto Sales - New	Restaurants	Miscellaneous Retail	Auto Sales - New
% of Total / % Change	11.0 / -4.6	10.8 / 6.3	9.9 / 6.7	10.7 / -5.2	7.8 / 3.1	11.1 / -6.5	10.1 / 1.7	9.3 / 6.3	10.7 / -7.0

Staff will monitor sales tax receipts and other available economic data to determine the need for any adjustments to the revenue projections. Staff will utilize the forecast scenarios with the complete report and receipt trends in assessing such projections.

FISCAL IMPACT:

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

Attachments:

- 1) Sales Tax Summary 3Q 2024
- 2) Sales Tax Performance Analysis by Quarter 3Q 2024
- 3) Quarterly Sales Tax Comparison by City for 3Q 2023 to 3Q 2024

Riverside County Transportation Commission Sales Tax Digest Summary

Collections through December 2024 Sales through September 2024 (2024Q3)

CALIFORNIA'S ECONOMIC OUTLOOK

California sales tax receipts decreased by 4.2% over the same quarter from the previous year for Q3 of 2024, with Northern California reporting a 4.2% decrease compared to a 4.2% decrease for Southern California. Receipts for the RCTC decreased by 4.8% over the same period.

Real Gross Domestic Product (GDP) increased at an annual rate of 2.8% in the third quarter of 2024. U.S. inflation ticked up to 2.6% in October of 2024, down 6.5 percentage points from its most recent peak of 9.1% in June 2022. California's headline inflation decreased to 2.7% year over year as of August 2024, down from 3.5% in December of 2023. (DIR, BEA, BLS, November Finance Bulletin)

The U.S. unemployment rate decreased slightly to 4.1% in October of 2024. California's unemployment rate increased slightly to 5.4% in October of 2024, 0.4 of a percentage point higher than September of 2023 rate of 5.0%. (EDD, BLS, November Finance Bulletin)

U.S. personal income increased by 5.2% for the third quarter of 2024, compared to the same quarter previous year. Compensation of employees increased by 5.5%, while personal current taxes increased by 6.7% from the previous period, resulting in a net gain of 5.0% in disposable income. The increase in personal income has reduced the percent decrease in personal savings quarter over quarter for the third quarter of 2024 to 0.9%, as opposed to 29.9% decrease in the second quarter of 2024. (BEA)

LOCAL RESULTS

Net Cash Receipts Analysis

Local Collections	\$65,305,391
Less: Cost of Administration	\$(477,790)
Net 3Q2024 Receipts	\$64,827,601
Net 3Q2023 Receipts	\$68,108,280
Actual Percentage Change	-4.8%

Business Activity Performance Analysis

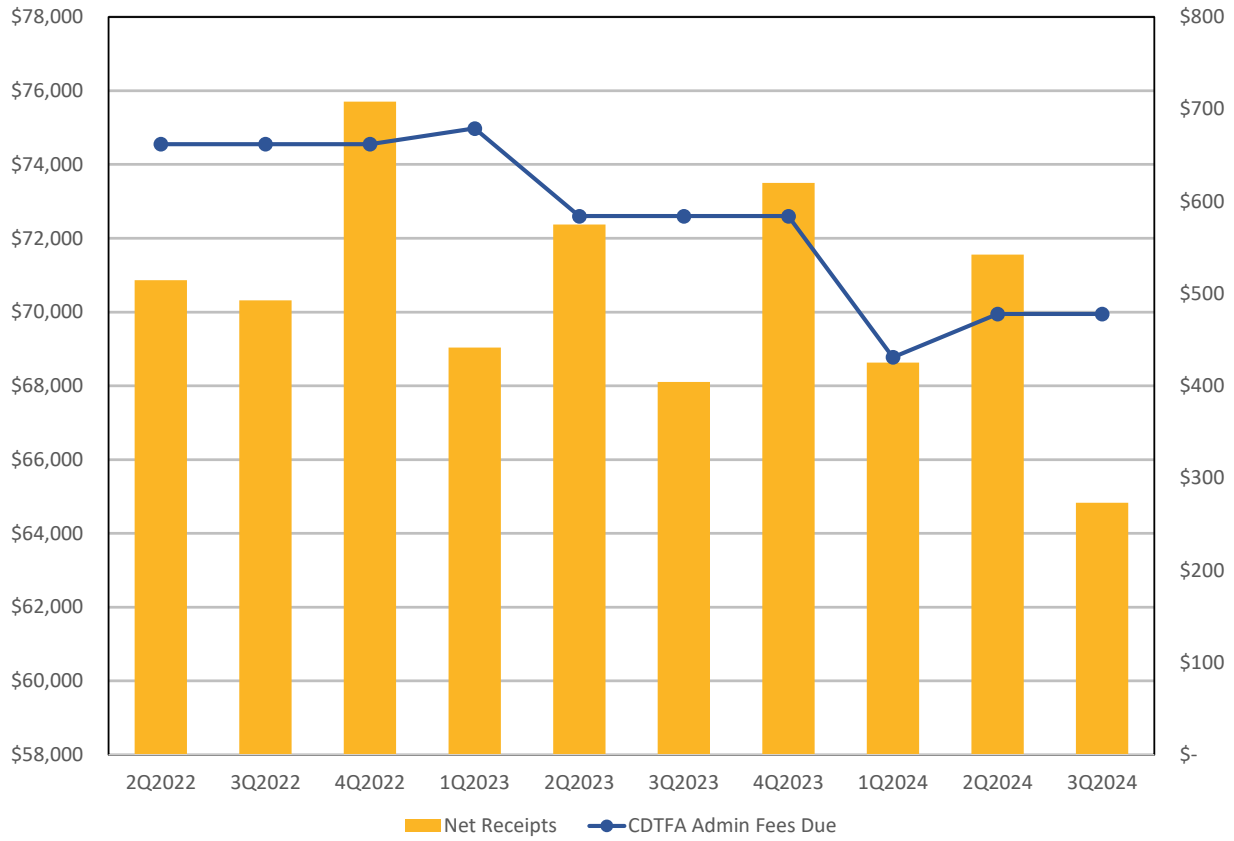
Local Collections – Economic Basis 3Q2024	\$65,918,599
Local Collections – Economic Basis 3Q2023	\$68,035,472
Quarter over Quarter Change	-\$2,116,873
Quarter over Quarter Percentage Change	-3.1%

Avenu Insights & Analytics' On-Going Audit Results

Total Recovered Since Inception	\$18,206,882
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HISTORICAL CASH COLLECTIONS ANALYSIS BY QUARTER

(in thousands of \$)



TOP 25 SALES/USE TAX CONTRIBUTORS

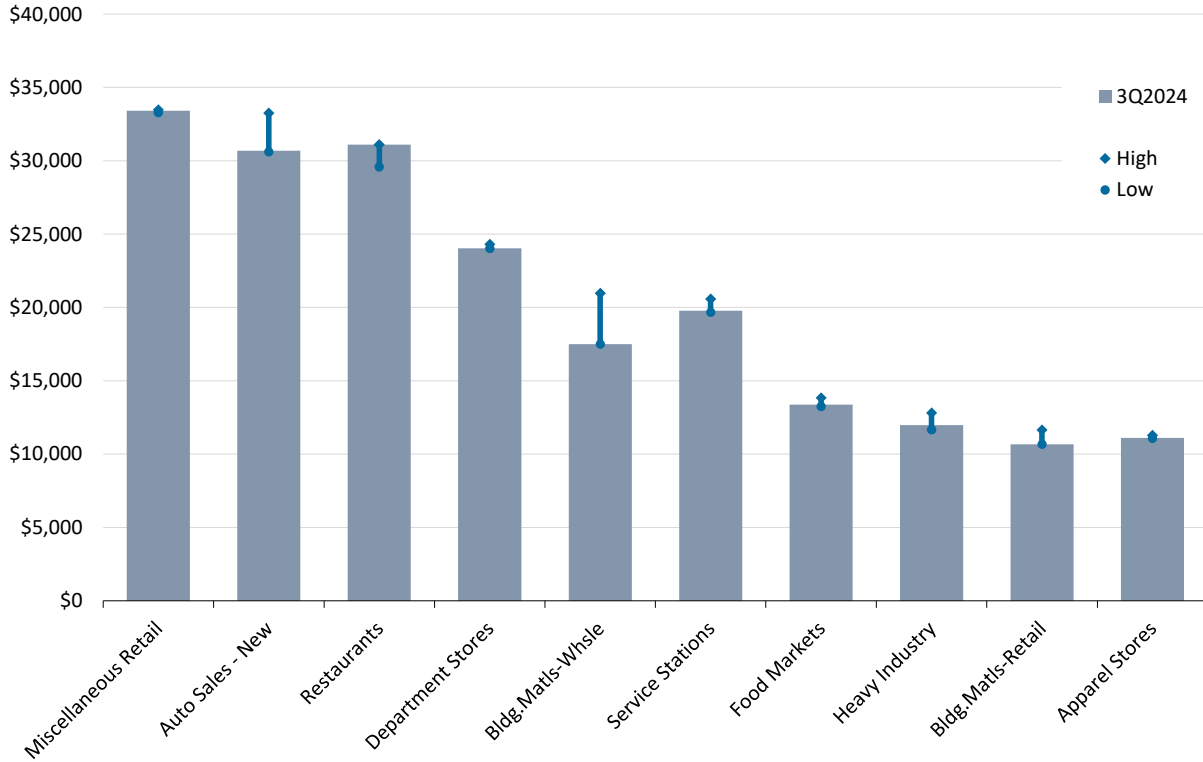
The following list identifies RCTC’s Top 25 Sales/Use Tax contributors. The list is in alphabetical order and represents sales from October of 2023 through September 2024. The Top 25 Sales/Use Tax contributors generate 26.5% of RCTC’s total sales and use tax revenue.

- | | |
|------------------------------|-------------------------|
| 7-ELEVEN FOOD STORES | IN-N-OUT BURGERS |
| AMAZON.COM – EC | LOWE’S HOME CENTERS |
| AMAZON.COM SERVICES – EC | MCDONALD’S RESTAURANTS |
| ARCO AM/PM MINI MARTS | NOVA POWER |
| BEST BUY STORES | RALPH’S GROCERY COMPANY |
| BYD AMERICA | ROSS STORES |
| CARMAX AUTO SUPERSTORES | SAM’S CLUB |
| CED LIGHTING SOLUTIONS | SHELL SERVICE STATIONS |
| CHEVRON SERVICE STATIONS | STATER BROS MARKETS |
| CIRCLE K FOOD STORES | TARGET STORES |
| COSTCO WHOLESALE | TESLA |
| DEPARTMENT OF MOTOR VEHICLES | WAL MART STORES |
| HOME DEPOT | |

* ” - EC” added to the end of business names represents electronic commerce.

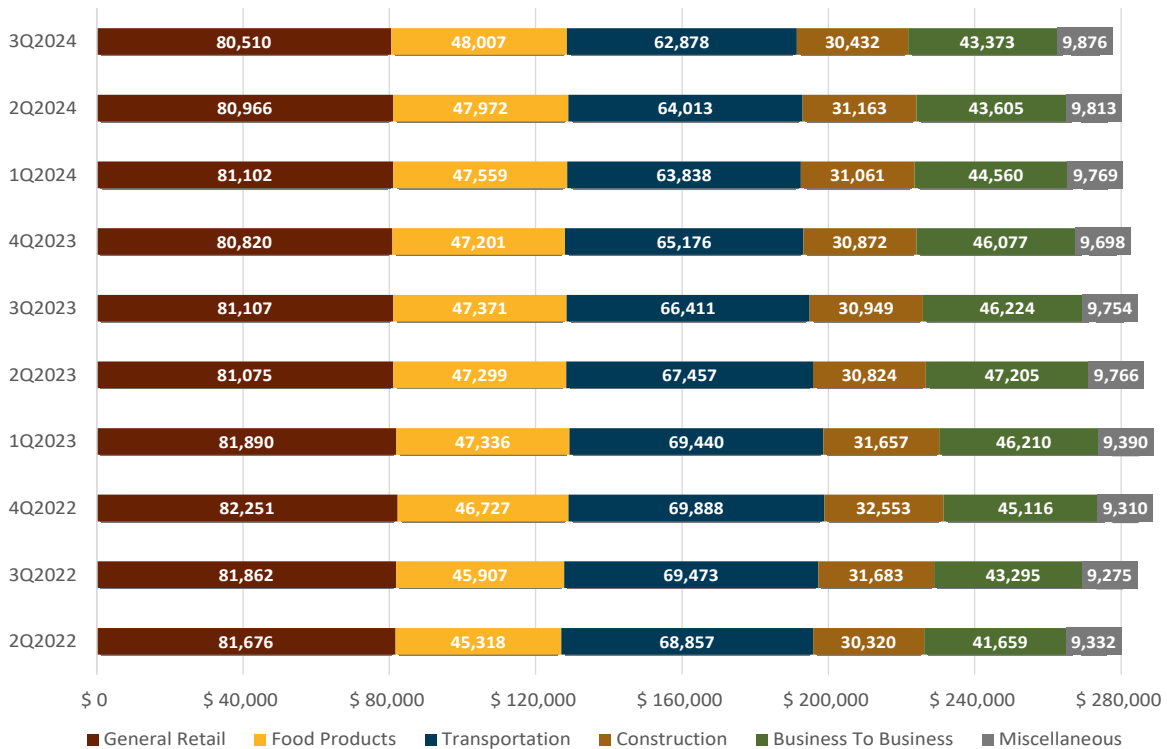
HISTORICAL SALES TAX AMOUNTS

The following chart shows the sales tax level from annual sales through September of 2024, the highs, and the lows for the top ten segments over the last two years in thousands of \$.

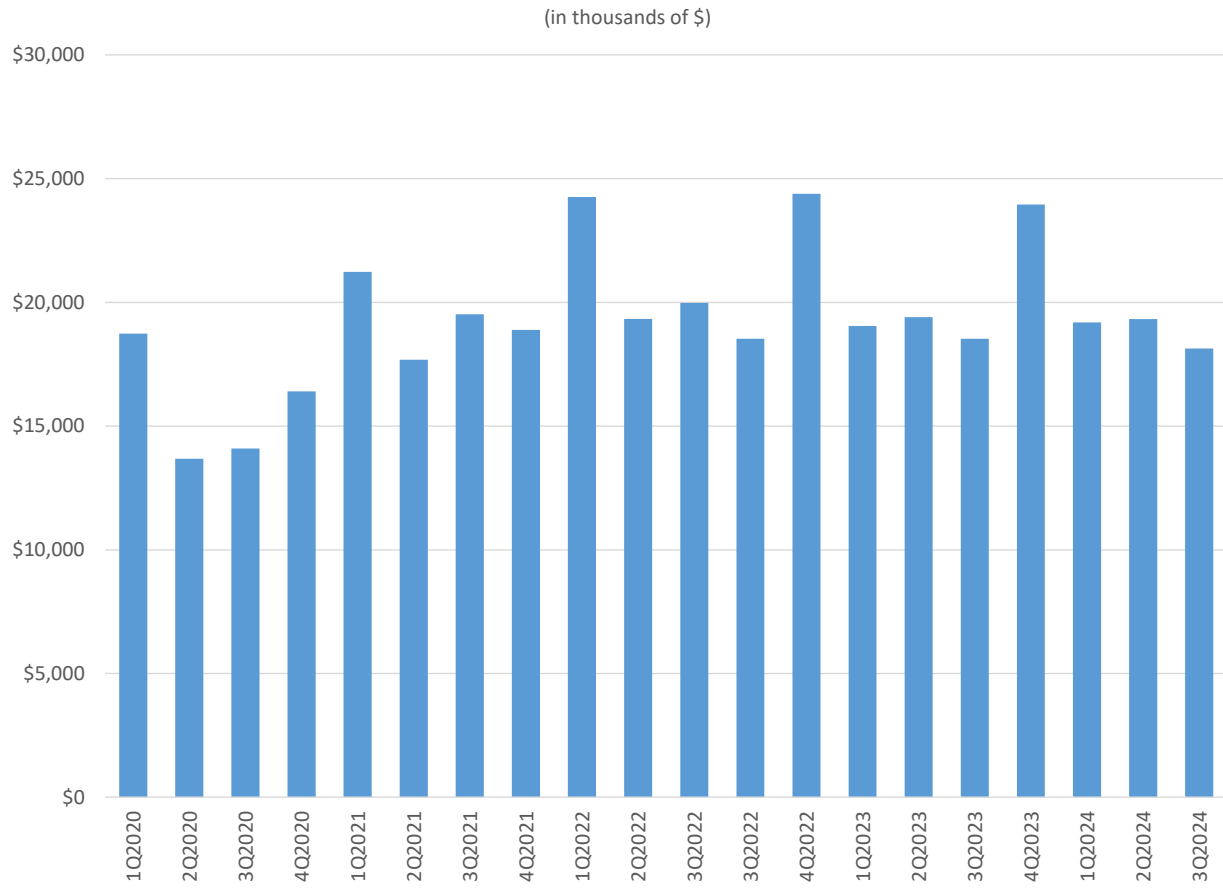


ANNUAL SALES TAX BY BUSINESS CATEGORY

(in thousands of \$)

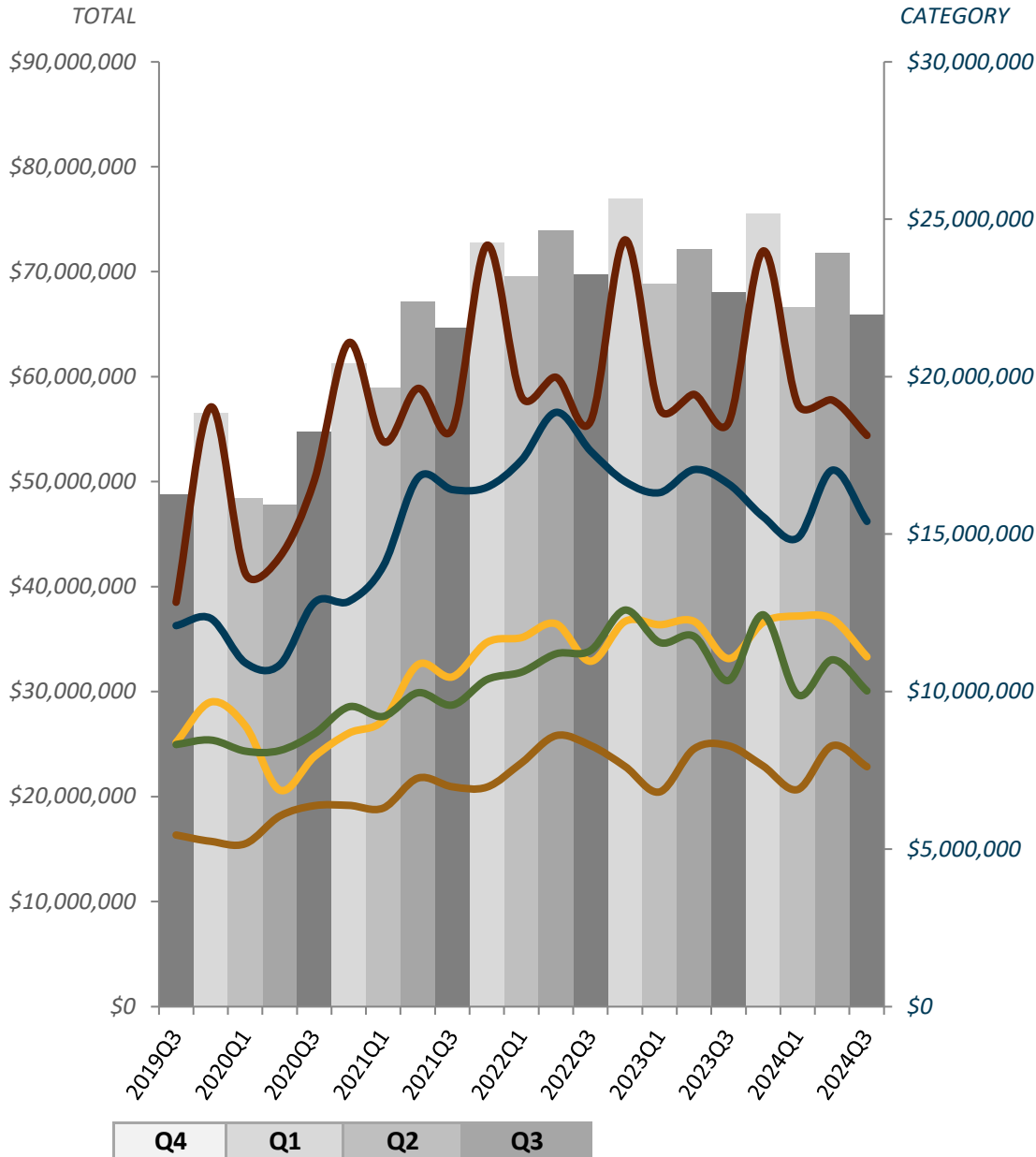


FIVE-YEAR ECONOMIC TREND: General Retail



TOTAL

Economic



TOTAL				
2024Q3	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$65,918,599	-3.1%	-\$2,116,873	-2.1%	-\$6,145,342

GENERAL RETAIL				
2024Q3	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$18,136,355	-2.2%	-\$412,693	-1.0%	-\$799,612
% of 2024Q3 Total:		27.5%		

FOOD PRODUCTS				
2024Q3	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$11,106,025	0.5%	\$53,023	0.8%	\$366,588
% of Total:		16.8%		

TRANSPORTATION				
2024Q3	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$15,404,990	-7.2%	-\$1,189,482	-5.6%	-\$3,763,921
% of Total:		23.4%		

CONSTRUCTION				
2024Q3	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$7,614,656	-8.0%	-\$664,701	-1.6%	-\$484,943
% of Total:		11.6%		

BUSINESS TO BUSINESS				
2024Q3	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$10,029,023	-3.2%	-\$330,798	-6.3%	-\$2,895,819
% of Total:		15.2%		

QoQ = 24Q3 / 23Q3

YoY = YE 24Q3 / YE 23Q3

RCTC: Quarterly Comparison of 2023Q3 and 2024Q3 (July through September Sales)

	General Retail	Food Products	Transportation	Construction	Business To Business	Miscellaneous	Jul - Sep 2024 (2024Q3)	Jul - Sep 2023 (2023Q3)	% Chg	Gain	Gain	Decline	Decline
RIVERSIDE COUNTY													
BANNING	2.7%	0.9%	-13.2%	-9.1%	16.8%	3.4%	764,433	802,704	-4.8%	Electronic Equipment	Miscellaneous Retail	Service Stations	Auto Sales - New
BEAUMONT	-2.0%	4.4%	-8.1%	-11.9%	-37.2%	-3.8%	5,574,312	5,755,258	-3.1%	Restaurants	Food Markets	Miscellaneous Retail	Electronic Equipment
BLYTHE	17.5%	1.0%	-27.6%	-3.9%	-25.4%	-22.5%	344,204	390,962	-12.0%	Miscellaneous Retail	Restaurants	Service Stations	Auto Sales - New
CALIMESA	99.2%	3.8%	-12.0%	-4.7%	-27.0%	8.0%	407,343	381,239	6.8%	Miscellaneous Retail	Food Markets	Service Stations	Light Industry
CANYON LAKE	7.0%	5.2%	-6.7%	-100.0%	115.6%	-1.4%	88,877	83,116	6.9%	Miscellaneous Retail	Heavy Industry	Service Stations	Recreation Products
CATHEDRAL CITY	0.7%	-4.6%	-12.6%	-8.2%	-13.1%	-14.6%	2,529,217	2,824,833	-10.5%	Miscellaneous Retail	Misc. Vehicle Sales	Auto Sales - New	Service Stations
COACHELLA	-10.7%	2.7%	-21.1%	-8.5%	-7.9%	118.8%	1,038,735	1,160,402	-10.5%	Apparel Stores	Restaurants	Service Stations	Light Industry
CORONA	2.8%	-0.3%	-10.7%	1.6%	-2.2%	-15.6%	13,205,197	13,376,531	-1.3%	Miscellaneous Retail	Heavy Industry	Service Stations	Auto Sales - Used
COUNTY OF RIVERSIDE	1.1%	-3.5%	-5.7%	-12.9%	-11.8%	99.8%	9,559,996	9,991,140	-4.3%	Miscellaneous Retail	Miscellaneous Other	Department Stores	Bldg.Matls-Whsle
DESERT HOT SPRINGS	-1.7%	3.5%	-14.6%	-26.9%	-17.7%	-0.6%	462,247	494,263	-6.5%	Restaurants	Business Services	Service Stations	Bldg.Matls-Whsle
EASTVALE	-5.4%	0.8%	66.3%	-4.0%	17.6%	34.3%	10,314,909	10,653,653	-3.2%	Auto Sales - New	Heavy Industry	Miscellaneous Retail	Department Stores
HEMET	-1.6%	0.2%	-1.4%	-0.2%	-15.8%	-7.6%	3,431,306	3,493,604	-1.8%	Auto Sales - New	Restaurants	Service Stations	Apparel Stores
INDIAN WELLS	51.3%	7.7%	0.0%	-77.5%	206.7%	-63.8%	182,570	161,672	12.9%	Miscellaneous Retail	Food Markets	Bldg.Matls-Whsle	Miscellaneous Other
INDIO	1.6%	-1.4%	-3.0%	5.8%	-3.3%	0.8%	3,491,425	3,512,932	-0.6%	Bldg.Matls-Whsle	Auto Sales - Used	Service Stations	Auto Parts/Repair
JURUPA VALLEY	-6.2%	4.4%	-14.9%	-3.0%	-14.0%	-29.3%	4,381,393	4,805,207	-8.8%	Recreation Products	Restaurants	Service Stations	Heavy Industry
LA QUINTA	-2.9%	-9.0%	-13.0%	-2.1%	7.7%	33.0%	2,003,331	2,114,227	-5.2%	Furniture/Appliance	Business Services	Department Stores	Restaurants
LAKE ELSINORE	-8.8%	-0.4%	14.9%	-0.5%	-7.9%	154.3%	3,203,278	3,190,823	0.4%	Auto Sales - New	Restaurants	Department Stores	Drug Stores
MENIFEE	2.4%	4.1%	-3.4%	-55.5%	-21.9%	14.3%	2,754,702	3,259,395	-15.5%	Restaurants	Miscellaneous Retail	Bldg.Matls-Whsle	Heavy Industry
MORENO VALLEY	1.0%	4.2%	-16.1%	-11.1%	11.8%	110.1%	7,140,058	7,351,368	-2.9%	Miscellaneous Retail	Heavy Industry	Auto Sales - New	Bldg.Matls-Whsle
MURRIETA	-3.6%	4.0%	-12.0%	-0.1%	7.5%	-6.9%	5,484,967	5,684,191	-3.5%	Light Industry	Restaurants	Service Stations	Department Stores
NORCO	3.0%	0.0%	-7.7%	-26.9%	26.0%	-0.6%	2,253,974	2,378,874	-5.3%	Light Industry	Miscellaneous Retail	Bldg.Matls-Whsle	Auto Sales - Used
PALM DESERT	-4.1%	-3.1%	-0.2%	-4.8%	-16.6%	12.9%	4,183,278	4,359,701	-4.0%	Auto Sales - Used	Apparel Stores	Department Stores	Restaurants
PALM SPRINGS	-7.0%	-3.0%	-10.9%	-2.4%	-23.2%	-25.3%	3,007,589	3,273,094	-8.1%	Light Industry	Auto Parts/Repair	Service Stations	Leasing
PERRIS	2.4%	2.2%	-5.5%	-1.0%	-8.5%	-65.8%	6,003,872	6,079,052	-1.2%	Miscellaneous Retail	Business Services	Heavy Industry	Bldg.Matls-Retail
RANCHO MIRAGE	-25.5%	-2.4%	-6.8%	5.6%	20.7%	44.7%	1,221,103	1,259,469	-3.0%	Electronic Equipment	Leasing	Furniture/Appliance	Auto Sales - New
RIVERSIDE	4.0%	1.9%	-5.8%	-13.5%	11.0%	-9.8%	19,350,697	19,616,245	-1.4%	Energy Sales	Heavy Industry	Bldg.Matls-Whsle	Auto Sales - New
SAN JACINTO	4.8%	-8.6%	-4.0%	-10.3%	-15.9%	-55.0%	1,029,426	1,062,413	-3.1%	Department Stores	Restaurants	Food Markets	Electronic Equipment
TEMECULA	-2.6%	-0.1%	-4.9%	12.0%	3.8%	15.4%	10,030,177	10,137,073	-1.1%	Light Industry	Bldg.Matls-Whsle	Auto Sales - New	Heavy Industry
WILDOMAR	-13.4%	6.4%	-8.8%	-17.2%	-15.6%	-95.4%	630,007	712,499	-11.6%	Restaurants	Bldg.Matls-Retail	Health & Government	Service Stations

AGENDA ITEM 6C

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	February 24, 2025
TO:	Budget and Implementation Committee
FROM:	Michele Cisneros, Deputy Director of Finance Sergio Vidal, Chief Financial Officer
THROUGH:	David Knudsen, Deputy Executive Director
SUBJECT:	Quarterly Financial Statements

STAFF RECOMMENDATION:

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

- 1) Receive and file the Quarterly Financial Statements for the six months ended December 2024.

BACKGROUND INFORMATION:

During the period July 2024 thru December 2024, staff monitored the revenues and expenditures of the Commission. The attached financial statements presented on both a quarterly budget to actual basis and by fund denote the transactions during the most recently completed six-month period.

The operating statement (quarterly budget to actual) presents Measure A, Local Transportation Fund (LTF), State Transit Assistance, and State of Good Repair sales tax revenues thru the second quarter at 31 percent of the budget. This is a result of Governmental Accounting Standards Board (GASB) Statement No. 33, *Accounting and Financial Reporting for nonexchange Transactions*. GASB Statement No. 33 which requires sales tax revenues such as Measure A and LTF to be accrued for the period in which they are collected at the point of destination or sale, as applicable.

The California Department of Tax and Fee Administration collects Measure A and LTF funds and remits these funds to the Commission after the reporting period for the businesses. This creates a two-month lag in the receipt of revenues by the Commission. Accordingly, these financial statements reflect Measure A and LTF revenues related to collections for July 2024 thru October 2024.

When comparing to the prior fiscal year quarter ending December, Measure A and LTF sales tax receipts are 2.79 percent and 0.10 percent lower, respectively. State Transit Assistance and State of Good Repair revenues are also presented (within the Sales Taxes categories) thru the second quarter of Fiscal Year 2024/25 and are expected to be received in the upcoming reporting period.

Staff will continue to monitor sales tax trends and report to the Commission any necessary adjustments related to current revenue projections.

Federal, state, and local reimbursements are generally received on a reimbursement basis. The Commission will receive these revenues as eligible project costs are incurred and invoiced to the respective agencies. Reimbursement invoices for expenditures thru the second quarter (FY 2024/25) will be prepared and submitted during the third quarter (FY 2024/25). Furthermore, also during the current fiscal year, the Commission received approximately \$138 million in SB125 funding for the Transit and Intercity Rail Capital Program and Zero-Emission Transit Capital Program (TIRCP), administered by the California State Transportation Agency. This revenue source is reported under the State reimbursements category and exceeded our budgeted amount for FY 2024/25.

The Commission has estimated Transportation Uniform Mitigation Fee (TUMF) revenues at \$30 million for the current fiscal year. During the second quarter of FY 2024/25, the Commission received TUMF revenues for the period July 2024 thru September 2024. The Commission expects to receive October 2024 thru December 2024 receipts during the upcoming period.

The RCTC 91 Express Lanes and 15 Express Lanes toll revenues, penalties, and fees collected during the period is approximately \$52 million and \$27 million, respectively, totaling \$79 million thru December 31, 2024. The operating statement shows toll revenues, penalties, and fees at 66 percent of the budget. This reflects periodic toll rate changes made based on traffic volumes according to the approved toll policy. Staff will continue to monitor the toll transactions and/or trips and non-toll revenues.

The operating statement (Quarterly Budget to Actual) also depicts other revenues received at 125 percent of the approximately \$10 million FY 2024/25 budget. Specifically, a contribution of \$9 million from the 15 Express Lanes for the payoff of a Measure A loan is reflected along with further collection of property management lease revenues.

During the FY 2024/25 budget process, the Commission estimated investment income at approximately \$34 million. The operating statement (Quarterly Budget to Actual) shows investment income, which includes net unrealized investment gains and losses at approximately \$23 million.

The expenditures/expenses and other financing sources/uses categories are in line overall with the expectations with the following exceptions:

- Salaries and benefits are under budget primarily due to unfilled positions for an Accounting Supervisor, External Affairs Director, IT Administrator, Senior Accountant, two Senior Capital Projects Managers, and Senior Procurement Analyst;
- Professional services are under budget primarily due to unused budget authority for general legal services; financial advisory services; audit services; rail operations and

development activities; and highway, commuter assistance, specialized transportation, and regional conservation-other professional services;

- Program operations are under budget due to unused budget authority for rail station security; toll operations; motorist and commuter assistance program operations; and highway and rail program management;
- The status of significant Commission capital projects (engineering, construction, design-build, and right of way/land – expenditure categories) with budget amounts exceeding \$5 million is discussed within Attachment 1;
- Operating and capital disbursements are made as claims are submitted to the Commission by transit operators;
- Special studies unused budget authority is related to feasibility studies;
- Local street and roads expenditures are related to Measure A sales tax revenues. The financial statements reflect the disbursement for the period July 2024 thru October 2024;
- Regional arterial expenditures represent activity for the highway and regional arterial program administered by the Coachella Valley Association of Governments (CVAG). CVAG requests reimbursements from the Commission based on available funds and sufficient budget authority;
- Debt service principal payments are made annually on June 1, while debt service interest payments are made semiannually on both December 1 and June 1. In accordance with the applicable accounting standards related to the Enterprise funds, both the RCTC 91 and 15 Express Lanes Enterprise funds record accrued and compounded interest on its related debt such as the RCTC 91 Express Lanes 2021 Toll Refunding Bonds and 2013 Toll Revenue Bonds, and Series B capital appreciation bonds for the 91 Project.

Principal payments for the FY 2024/25 budget were increased due to the October 2024 Commission payoff approval for the I-15 Express Lanes Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. The payoff of the loan in the amount approximately \$174 million was completed in October 2024. However, the principal payment is not reflected in the operating statement due to applicable Accounting standards.

- Capital outlay expenditures are under budget due to unused budget authority for office improvements, property improvements for station rehabilitation, toll operations equipment, and Commission network, hardware, and software improvements;
- Depreciation is recorded as part of the accrual adjustments in the RCTC 91 and 15 Express Lanes Enterprise funds accounting records; however, depreciation is considered a non-cash transaction and not included in the FY 2024/25 budget; and
- Transfers in and out include the second quarter administrative cost allocation process, Measure A Sales Tax Bonds debt funding, and LTF disbursements for planning and programming activities.

FISCAL IMPACT:

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

Attachments:

- 1) Quarterly Project Status – thru December 2024
- 2) Quarterly Financial Statements – thru December 2024

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
QUARTERLY PROJECT STATUS
2ND QUARTER
FOR SIX MONTHS ENDED 12/31/2024**

Project Description	FY 2024/25 through 2 ND Quarter Budget	Expenditures through 2 ND Quarter Actuals	Project Status
<p>91 Express Lanes (P009103 & P009104) These projects provide pavement repair for the 91 express lanes, the modification of the median barrier wall, implementation of dynamic pricing and an occupancy detection system, replacement for the active traffic management system, and for various miscellaneous software changes. The FY2024/25 budget amount is \$13,150,900.</p>	\$6,574,450	\$2,225,849	<p>The under run of the FY 2024/25 budget as of 12/31/24 is due to projects being completed in the upcoming six months of the fiscal year (2024/25). Project statuses are as follows:</p> <ul style="list-style-type: none"> • Pavement analysis is complete, and the pavement repair is underway. The project will be complete in FY 2024/2025 (\$2.8M). • The median barrier wall will be complete in FY 2024/2025 (\$250k). • The dynamic pricing has been fully implemented (FY \$1.9M). • The active traffic management system will be fully implemented in FY 2024/2025 (\$0.9 million). • The occupancy detection system is anticipated to be sixty percent (60%) complete in FY 2024/2025 due to delays in implementation. • The miscellaneous software changes anticipated to be incurred by the fiscal year-end is \$0.8 million.
<p>15/91 Express Lanes Connector (P003039) The 15/91 Express Lane Connector (ELC) project constructs an express lanes median direct connector from southbound I-15 to westbound SR-91 and from eastbound SR-91 to northbound I-15 in the city of Corona. The project also adds tolled express lanes in each direction of I-15 from the 15/91 ELC to Hidden Valley Parkway; adds a tolled express lane in each direction of SR-91 from east of Lincoln Avenue to the 15/91 ELC; extends the tolled express lane along eastbound SR-91 from I-15 to west of Promenade Avenue; and extends an eastbound auxiliary lane along SR-91 from west of I-15 to west of Promenade Avenue. The project also includes the addition of a toll collection system infrastructure along I-15 and SR-91. The estimated project cost is \$270 million, and the project is partially funded by state funds allocated under Senate Bill (SB) 132 legislation. The connector opened to traffic in 2023. The FY2024/25 budget amount is \$6,471,900.</p>	\$3,235,950	\$2,938,271	<p>The slight under run the FY 2024/25 budget at the second quarter is due to late invoicing from the design builder (\$0.2 million) that was offset by an overrun of the project construction manager (\$0.1 million).</p>

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
 QUARTERLY PROJECT STATUS
 2ND QUARTER
 FOR SIX MONTHS ENDED 12/31/2024**

Project Description	FY 2024/25 through 2 ND Quarter Budget	Expenditures through 2 ND Quarter Actuals	Project Status
<p>I-15 Express Lanes Southern Extension (P003044) The project will add express lanes between SR-74 and Cajalco Road. The estimated project cost is \$544 million with the Project Approval and Environmental Document (PA/ED) phase of work funded by federal Congestion Mitigation and Air Quality (CMAQ) funds and Measure A. The FY2024/25 budget amount is \$22,296,500.</p>	\$11,148,250	\$3,292,339	<p>The under run of the FY 2024/25 budget at the second quarter is due to slow billings from the project construction manager's subconsultants and the deferment in the release of the RFQ (\$4.1 million). Another is preliminary engineering (\$3.1 million) that is expected to ramp up and produce documents in the third and fourth quarters.</p>
<p>Mid County Parkway (MCP) (P002302, P002317, P002320, P002324, & P002328) The environmental document for a new corridor from I-215 to SR-79 was approved in April 2015. The first design package is under construction. Construction of this new facility will be completed during the upcoming fiscal years as funding becomes available; the total project cost is estimated at \$1.3 to \$2.1 billion. The FY2024/25 budget amount is \$38,425,200.</p>	\$19,212,600	\$10,065,390	<p>The under run of the FY 2024/25 budget at the second quarter is primarily due to the following for each project:</p> <ul style="list-style-type: none"> • MCP: The under run is due to ROW acquisitions (\$0.02 million). • MCP I-215/Placentia Interchange: The minimal over run for this project was due to construction support services (\$0.01 million) and program management (0.02 million). • MCP Mitigation: The first year of plant establishment was completed at the beginning of the third quarter in FY 2020/21 and the under run in the second quarter of FY 2024/25 was due to mitigation property monitoring (ROW acquisitions and support services) (\$ 1.2 million). • MCP2 and MCP3: The Commission approved the shift from MCP2 to MCP3 at the May 2022 Commission meeting. The underrun on MCP2 was due to ROW acquisition/support services (\$3.4 million) and pending offers in negotiation for ROW acquisitions/support services (\$7.1 million) on MCP3.
<p>71/91 Connector Project (P003021) The project includes ROW acquisition, utility relocation, and environmental revalidation work for improvements to the 71/91 connector. The estimated project cost is \$118 million. The FY2024/25 budget amount is \$55,775,500.</p>	\$27,877,750	\$22,966,592	<p>The underrun of the FY 2024/25 budget in the second quarter is due to unused contingency for construction (\$4.1 million), construction management (\$0.2 million) and program management costs (\$0.2 million).</p>

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
 QUARTERLY PROJECT STATUS
 2ND QUARTER
 FOR SIX MONTHS ENDED 12/31/2024**

Project Description	FY 2024/25 through 2 ND Quarter Budget	Expenditures through 2 ND Quarter Actuals	Project Status
<p>SR-79 Project (P003003, P005127, & P005146) The project includes the preliminary engineering environmental document, which was approved in October 2016, ROW activities for the mitigation of the project, and Segment 3 design of a new county expressway (approximately 2.7 miles), including ROW acquisition. The FY 2024/25 budget amount is \$28,449,200.</p>	\$14,224,600	\$139,533	<p>The under run of the FY2024/25 budget at the second quarter is primarily due to the following for each project:</p> <ul style="list-style-type: none"> • SR-79 Realignment ROW: The under run was due to ongoing negotiations with landowners for ROW acquisition (\$5.0 million). • SR-79 Re-Alignment Segment 3: The design contract is in the procurement process and offers are still in progress. Notice to proceed estimated to be issued in the third quarter for FY2024/25. The under run at the second quarter was due to design (\$1.5 million) and ROW acquisition/support services (\$7.6 million).
<p>Smart Freeways (P003051) The project includes environmental clearance, design, and commence construction of a pilot project to install a smart freeway system on northbound I-15 in the city of Temecula. The FY2024/25 budget amount is \$19,499,300.</p>	\$9,749,650	\$237,955	<p>The underrun of the FY 2024/25 budget at the second quarter is due to lower-than-expected costs for Information Technology System Operator (\$0.49 million) and slow ramp up for construction management (\$1.0 million). Construction has commenced at the end of the second quarter of FY 2024/25 and the underrun is due to the billings that will not show up until the third quarter of FY 2024/25 (\$7.4 million).</p>

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
 QUARTERLY PROJECT STATUS
 2ND QUARTER
 FOR SIX MONTHS ENDED 12/31/2024**

Project Description	FY 2024/25 through 2ND Quarter Budget	Expenditures through 2ND Quarter Actuals	Project Status
<p>Santa Ana River Trail Extension (SART) (P007201 & P007202) The Commission provides support to the Riverside County Regional Park and Open Space District (District) for the 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 projects are a joint effort between multiple public and private agencies including the county of Orange and the United States Army Corps of Engineers. The district is responsible for 100% of costs. The FY2024/25 budget amount is \$8,644,800.</p>	\$4,322,400	\$221,161	The under run of the FY 2024/25 budget at the second quarter is due to final design (\$0.05 million), ROW acquisition (\$2.89 million), construction (\$0.59 million) and construction management (\$0.53 million) for SART 1 that are not scheduled to commence until late FY 2025/26. The minimal under run in SART 2 is due to final design ramping down (\$0.03 million) in preparations to start construction in fourth quarter of FY 2024/25 contingent on funding from Riverside County Parks.
<p>South Perris Station and Layover Facility (P003837) The South Perris Station and Layover Facility Project is the result of the combined efforts between the Commission and SCRRA, to improve the existing loading platform, along the Metrolink Perris Valley Line. The improvements, along with other added amenities, will add 1,100 feet of new track which will service two additional passenger trains for load and deboarding services. In addition, the project includes a 4th layover track at the south layover maintenance yard for various operations of the track. The FY 2024/25 budget amount is \$10,949,400.</p>	\$5,474,700	\$373,360	The under run of the FY 2024/25 budget at the second quarter is due to final design (\$0.11 million) and ROW acquisition support \$0.13 million).Construction isn't scheduled to commence until the third quarter of FY 2024/25 which is causing the underrun in the second quarter for construction (\$3.75 million), construction management (\$0.5 million), and construction support services (\$0.63 million).

This list discusses the significant capital projects (i.e., total budgeted costs in excess of \$5 million) and related status. Capital project expenditures are affected by lags in invoices submitted by contractors and consultants, as well as issues encountered during certain phases of the projects. The capital projects budgets tend to be based on aggressive project schedules.

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
 QUARTERLY BUDGET TO ACTUAL
 2nd QUARTER
 FOR SIX MONTHS ENDED 12/31/2024**

ATTACHMENT 2

	FY 2024/25 BUDGET	2nd QUARTER ACTUAL	REMAINING BALANCE	PERCENT UTILIZATION
Revenues				
Sales tax	475,916,600	146,677,787	329,238,813	31%
Federal reimbursements	75,121,600	14,054,715	61,066,885	19%
State reimbursements	128,027,600	162,303,302	(34,275,702)	127%
Local reimbursements	73,199,100	6,909,975	66,289,125	9%
Transportation Uniform Mitigation Fee	30,610,000	8,775,337	21,834,663	29%
Tolls, penalties, and fees	119,373,000	78,965,320	40,407,680	66%
Other revenues	9,767,500	12,219,504	(2,452,004)	125%
Investment income	33,880,600	23,306,446	10,574,154	69%
Total revenues	945,896,000	453,212,384	492,683,616	48%
Expenditures/Expenses				
Salaries and benefits	19,954,400	7,372,915	12,581,485	37%
Professional and support				
Professional services	27,438,000	5,401,745	22,036,255	20%
Support costs	21,842,100	8,780,712	13,061,388	40%
Total Professional and support costs	49,280,100	14,182,457	35,097,643	29%
Projects and operations				
Program operations	57,030,500	19,197,750	37,832,750	34%
Engineering	59,120,700	3,719,307	55,401,393	6%
Construction	261,700,200	24,796,795	236,903,405	9%
Design Build	19,753,000	3,271,936	16,481,064	17%
Right of way/land	84,193,500	8,054,959	76,138,541	10%
Operating and capital disbursements	329,946,900	119,485,019	210,461,881	36%
Special studies	7,101,000	941,423	6,159,577	13%
Local streets and roads	85,122,200	26,490,172	58,632,028	31%
Regional arterials	30,000,000	4,840,482	25,159,518	16%
Total projects and operations	933,968,000	210,797,842	723,170,158	23%
Debt service				
Principal	207,957,500	-	207,957,500	0%
Interest	59,049,300	31,625,801	27,423,499	54%
Total debt service	267,006,800	31,625,801	235,380,999	12%
Capital Outlay	11,716,000	2,921,490	8,794,510	25%
Depreciation	-	12,399,108	(12,399,108)	N/A
Loss on sale of land	-	-	-	N/A
Total Expenditures/Expenses	1,281,925,300	279,299,613	1,002,625,687	22%
Excess revenues over (under) expenditures/expen	(336,029,300)	173,912,771	(509,942,071)	-52%
Other financing sources/(uses)				
Transfer in	224,429,100	91,226,236	133,202,864	41%
Transfer out	(224,429,100)	(91,226,236)	(133,202,864)	41%
Total financing sources/(uses)	-	-	-	N/A
Net change in fund balances	(336,029,300)	173,912,771	(509,942,071)	-52%
Fund balance July 1, 2024	1,278,326,000	1,655,935,491	1,278,326,000	130%
Fund balance December 31, 2024	942,296,700	1,829,848,261	768,383,929	194%

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
 QUARTERLY
 BUDGET TO ACTUAL BY FUND
 2nd QUARTER
 FOR SIX MONTHS ENDED 12/31/2024

	MEASURE A SALES TAX					TRANSPORTATION DEVELOPMENT ACT							REGIONAL CONSERVATION	SB132
	GENERAL FUND	FSP/SAFE	WESTERN COUNTY	COACHELLA VALLEY	PALO VERDE VALLEY	LOCAL TRANSPORTATION FUND	STATE TRANSIT ASSISTANCE	STATE OF GOOD REPAIR	SB 125 - TIRCP	TRANSPORTATION UNIFORM MITIGATION FEE (TUMF)	COACHELLA VALLEY RAIL	OTHER AGENCY PROJECTS		
Revenues														
Sales tax	\$ -	\$ -	\$ 71,116,327	\$ 16,485,909	\$ 302,197	\$ 49,749,847	\$ 7,378,059	\$ 1,645,447	\$ -	\$ -	\$ -	\$ -	\$ -	
Federal reimbursements	1,175,713	-	12,879,002	-	-	-	-	-	-	-	-	-	-	
State reimbursements	4,363,275	1,344,073	18,384,964	-	-	-	-	-	138,210,990	-	-	-	-	
Local reimbursements	6,533	695	270,472	-	-	-	-	-	-	(5,648)	-	156,978	3,960,290	
Transportation Uniform Mitigation Fee	-	-	-	-	-	-	-	-	-	8,775,337	-	-	-	
Tolls, penalties, and fees	-	-	-	-	-	-	-	-	-	-	-	-	-	
Other revenues	309	-	429,729	-	-	-	-	-	-	10,500	-	-	-	
Investment income	445,160	137,842	5,149,242	1,006,151	-	3,764,327	1,968,173	152,923	723,261	2,113,422	23,476	8,688	8,700	
Gain on sale of land	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total revenues	5,990,990	1,482,610	108,229,736	17,492,060	302,197	53,514,174	9,346,232	1,798,370	138,934,251	10,893,611	23,476	165,666	3,968,991	252,386
Expenditures/Expenses														
Salaries and benefits	3,169,217	53,099	1,519,951	-	-	-	-	-	2,402	168,829	38,709	29,610	1,379,861	62,358
Professional and support														
Professional services	1,328,192	43,356	1,293,953	4,626	-	-	9,250	-	1,826	97,781	10,605	10,206	1,614,811	76,213
Support costs	2,549,945	45,718	1,783,717	-	-	-	-	-	-	226	645	-	343,556	8,331
Total Professional and support costs	3,878,137	89,074	3,077,670	4,626	-	-	9,250	-	1,826	98,007	11,249	10,206	1,958,367	84,544
Projects and operations														
Program operations	5,497	1,831,566	17,424,169	-	-	-	-	-	10,815	188,955	28,321	66,249	24,216	(4,988,988)
Engineering	-	-	3,276,570	-	-	-	-	-	-	322,513	1,720	118,503	-	-
Construction	-	-	22,341,476	-	-	-	-	-	-	274,169	-	-	-	-
Design Build	-	-	628,715	-	-	-	-	-	-	-	-	-	-	2,780,357
Right of way/land	-	-	7,841,336	-	-	-	-	-	-	76,583	-	(3,407)	140,447	-
Operating and capital disbursements	25,726,135	-	1,685,888	3,432,500	-	81,724,102	4,130,807	120,653	2,664,935	-	-	-	-	-
Special studies	941,423	-	-	-	-	-	-	-	-	-	-	-	-	-
Local streets and roads	-	-	20,476,206	5,715,668	298,297	-	-	-	-	-	-	-	-	-
Regional arterials	-	-	-	4,840,482	-	-	-	-	-	-	-	-	-	-
Total projects and operations	26,673,055	1,831,566	73,674,360	13,988,650	298,297	81,724,102	4,130,807	120,653	2,675,750	862,220	30,041	181,345	164,664	(2,208,631)
Debt service														
Principal	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Interest	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cost of issuance	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Payment to escrow agent	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total debt service	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital outlay														
Capital outlay	108,686	6,445	2,721,105	-	-	-	-	-	-	-	-	-	-	-
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Loss on sale of land	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenditures/Expenses	33,829,095	1,980,184	80,993,086	13,993,276	298,297	81,724,102	4,140,057	120,653	2,679,977	1,129,057	79,999	221,161	3,502,892	(2,061,729)
Excess revenues over (under) expenditures/expen	(27,838,105)	(497,574)	27,236,650	3,498,784	3,900	(28,209,928)	5,206,175	1,677,717	136,254,274	9,764,555	(56,523)	(55,495)	466,099	2,314,115
Other financing sources/(uses)														
Transfer in	26,076,116	-	319,977	-	-	-	-	-	-	-	-	-	-	(5,000,000)
Transfer out	(751,300)	(130,000)	(67,952,994)	(227,700)	(12,800)	(20,510,016)	(359,577)	(16,200)	-	(242,700)	(21,200)	-	(1,028,700)	-
Total financing sources/(uses)	25,324,816	(130,000)	(67,633,017)	(227,700)	(12,800)	(20,510,016)	(359,577)	(16,200)	-	(242,700)	(21,200)	-	(1,028,700)	(5,000,000)
Net change in fund balances	(2,513,289)	(627,574)	(40,396,367)	3,271,084	(8,900)	(48,719,944)	4,846,598	1,661,517	136,254,274	9,521,855	(77,723)	(55,495)	(562,601)	(2,685,885)
Fund balance July 1, 2024	41,638,227	14,700,623	532,829,032	66,767,816	-	388,170,511	161,469,466	14,720,939	-	180,545,350	2,364,134	62,808	51,647	2,914,807
Fund balance December 31, 2024	\$ 39,124,938	\$ 14,073,049	\$ 492,432,664	\$ 70,038,901	\$ (8,900)	\$ 339,450,567	\$ 166,316,064	\$ 16,382,455	\$ 136,254,274	\$ 190,067,205	\$ 2,286,411	\$ 7,313	\$ (510,955)	\$ 228,922

	ENTERPRISE FUND		CAPITAL PROJECTS FUNDS			COMBINED TOTAL
	15 EXPRESS LANES	91 EXPRESS LANES	COMMERCIAL PAPER	SALES TAX BONDS	DEBT SERVICE	
Revenues						
Sales tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 146,677,787
Federal reimbursements	-	-	-	-	-	14,054,715
State reimbursements	-	-	-	-	-	162,303,302
Local reimbursements	-	2,520,654	-	-	-	6,909,975
Transportation Uniform Mitigation Fee	-	-	-	-	-	8,775,337
Tolls, penalties, and fees	26,514,123	52,451,197	-	-	-	78,965,320
Other revenues	9,051,693	-	-	2,727,273	-	12,219,504
Investment income	2,426,320	4,273,635	349,566	52,219	450,955	23,306,446
Gain on sale of land	-	-	-	-	-	-
Total revenues	37,992,136	59,245,485	349,566	2,779,492	450,955	453,212,384
Expenditures/Expenses						
Salaries and benefits	333,020	615,861	-	-	-	7,372,915
Professional and support						
Professional services	475,971	434,956	-	-	-	5,401,745
Support costs	1,593,305	2,455,269	-	-	-	8,780,712
Total Professional and support costs	2,069,276	2,890,225	-	-	-	14,182,457
Projects and operations						
Program operations	2,411,933	2,195,016	-	-	-	19,197,750
Engineering	-	-	-	-	-	3,719,307
Construction	24,720	2,156,430	-	-	-	24,796,795
Design Build	-	(137,137)	-	-	-	3,271,936
Right of way/land	-	-	-	-	-	8,054,959
Operating and capital disbursements	-	-	-	-	-	119,485,019
Special studies	-	-	-	-	-	941,423
Local streets and roads	-	-	-	-	-	26,490,172
Regional arterials	-	-	-	-	-	4,840,482
Total projects and operations	2,436,653	4,214,309	-	-	-	210,797,842
Debt service						
Principal	-	-	-	-	-	-
Interest	1,484,223	12,667,434	-	-	17,474,144	31,625,801
Cost of issuance	-	-	-	-	-	-
Payment to escrow agent	-	-	-	-	-	-
Total debt service	1,484,223	12,667,434	-	-	17,474,144	31,625,801
Capital outlay						
Capital outlay	-	85,253	-	-	-	2,921,490
Depreciation	6,271,051	6,128,057	-	-	-	12,399,108
Loss on sale of land	-	-	-	-	-	-
Total Expenditures/Expenses	12,594,223	26,601,139	-	-	17,474,144	279,299,613
Excess revenues over (under) expenditures/expen	25,397,913	32,644,346	349,566	2,779,492	(17,023,189)	173,912,771
Other financing sources/(uses)						
Transfer in	35,040,115	-	-	210,934	34,579,094	91,226,236
Transfer out	(294,400)	4,382,400	-	(3,850,115)	(210,934)	(91,226,236)
Total financing sources/(uses)	34,745,715	4,382,400	-	(3,639,181)	34,368,160	(0)
Net change in fund balances	60,143,628	37,026,746	349,566	(859,689)	17,344,971	173,912,771
Fund balance July 1, 2024	282,917,899	(61,308,776)	11,847,729	2,790,423	13,452,855	1,655,935,491
Fund balance December 31, 2024	\$ 343,061,527	\$ (24,282,030)	\$ 12,197,295	\$ 1,930,734	\$ 30,797,826	\$ 1,829,848,261

AGENDA ITEM 6D

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	February 24, 2025
TO:	Budget and Implementation Committee
FROM:	Megan Kavand, Toll Finance Manager
THROUGH:	Sergio Vidal, Chief Financial Officer
SUBJECT:	Monthly Investment Report

STAFF RECOMMENDATION:

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

- 1) Receive and file the Monthly Investment Report for the month ended January 31, 2025.

BACKGROUND INFORMATION:

The Commission’s investment reports have generally reflected investments primarily concentrated in the Riverside County Pooled Investment Fund as well as investments in mutual funds for sales tax revenue bonds debt service payments.

As a result of significant project financings such as the State Route 91 Corridor Improvement Project (91 Project) and the Interstate 15 Express Lanes Project (I-15 ELP), the Commission engaged MetLife Investment Management, LLC, formerly Logan Circle Partners, L.P. (MetLife), as the investment manager for the bond proceeds and other required funds. Additionally, the Commission engaged Payden & Rygel Investment Management to make specific investments for Commission operating funds. The Commission approved initial agreements with the investment managers in May 2013 following a competitive procurement and has extended the agreements through the annual recurring contracts process.

MetLife invested the debt proceeds and subsequent other required contributions for the 91 Project and I-15 ELP in separate accounts of the Short-Term Actively Managed Program (STAMP). The Commission completed the 91 Project financing in 2013, the I-15 ELP and 91 Project completion financing (2017 Financing) in July 2017 and the 2021 91 Project refinancing (2021 Financing) in October 2021. Consistent with financing expectations, the Commission expended all 91 Project debt proceeds and equity contributions, except for the toll revenue bonds debt service reserve, and subsequent to commencement of operations, established other required accounts. Additionally, the Commission has fully expended the 2017 Financing bond proceeds for the I-15 ELP.

The monthly investment report for January 2025, as required by state law and Commission policy, reflects the investment activities resulting from the 91 Project, 2021 Financing and available

operating cash. As of January 31, 2025, total cash and investments in the Commission’s portfolio totaled approximately \$1.66 billion and were comprised of the following:

CASH AND INVESTMENTS PORTFOLIO	AMOUNTS ¹
Operating	\$ 1,046,768,859
Trust	338,375,997
Commission-managed	217,835,750
STAMP for 91 CIP	59,210,218
Total	\$ 1,662,190,824
Note: ¹ Unreconciled and unaudited	

As of January 31, 2025, the Commission’s cash and investments are in compliance with both the Commission’s investment policy adopted on December 11, 2024, and permitted investments described in the indenture for the Commission’s sales tax revenue bonds and the master indenture for the Commission’s toll revenue bonds. Additionally, the Commission has adequate cash flows for the next six months.

FISCAL IMPACT:

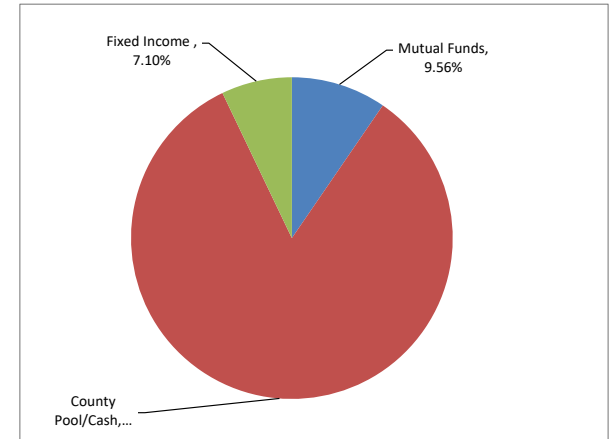
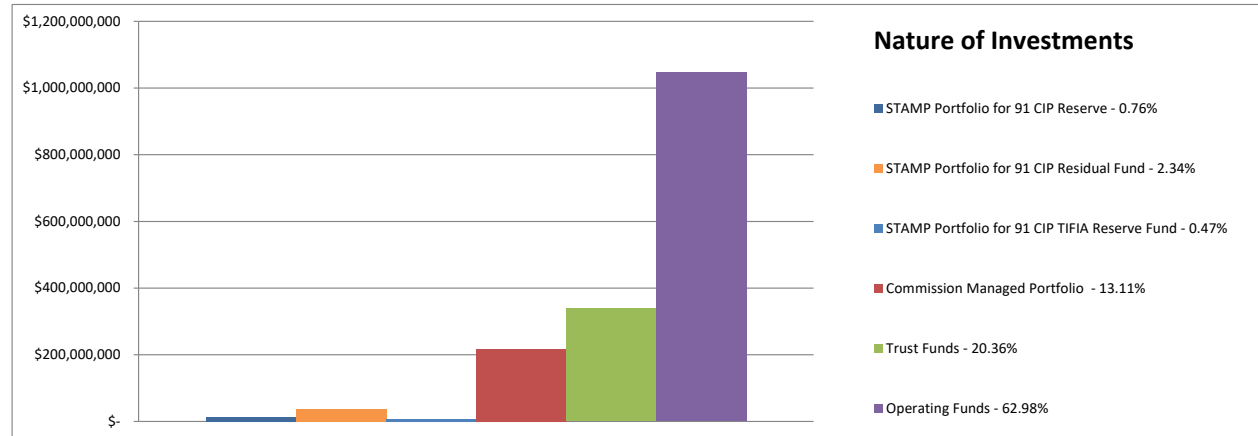
This is an information item. There is no fiscal impact.

Attachment: Investment Portfolio Report

Riverside County Transportation Commission
Investment Portfolio Report
Period Ended: January 31, 2025

	STATEMENT BALANCE ¹	FINANCIAL INSTUTION	STATEMENTS	RATING MOODY'S / S&P	COUPON RATE	PAR VALUE	PURCHASE DATE	MATURITY DATE	YIELD TO MATURITY	PURCHASE COST	MARKET VALUE	UNREALIZED GAIN (LOSS)
OPERATING FUNDS												
City National Bank Deposits	43,533,049	City National Bank	Available upon request	A3/BBB+	N/A				N/A			
County Treasurer's Pooled Investment Fund	1,003,235,810	County Treasurer	Available upon request	Aaa-bf								
Subtotal Operating Funds	1,046,768,859											
FUNDS HELD IN TRUST												
County Treasurer's Pooled Investment Fund: Local Transportation Fund	338,375,997	County Treasurer	Available upon request					Available upon request				
Subtotal Funds Held in Trust	338,375,997											
COMMISSION MANAGED PORTFOLIO												
US Bank Payden & Rygel Operating	58,862,563	US Bank	Available upon request					Available upon request				
First American Government Obligation Fund	158,973,187	US Bank	Available upon request	N/A	N/A				N/A			
Subtotal Commission Managed Portfolio	217,835,750											
STAMP PORTFOLIO for 91 CIP												
2013 Series A & Series B Reserve Fund	12,650,595	US Bank	Available upon request					Available upon request				
2021 Series B Reserve Fund	38,819,999	US Bank	Available upon request					Available upon request				
2021 Series C Reserve Fund	7,739,625	US Bank	Available upon request					Available upon request				
Subtotal STAMP Portfolio - 91 CIP	59,210,218											
TOTAL All Cash and Investments	\$ 1,662,190,824											

Notes:
¹ Unreconciled and unaudited



AGENDA ITEM 6E

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	February 24, 2025
TO:	Budget and Implementation Committee
FROM:	Jonathan Marin, Senior Management Analyst
THROUGH:	Ariel Alcon Tapia, Public Affairs Manager
SUBJECT:	Quarterly Public Engagement Metrics Report, October – December 2024

STAFF RECOMMENDATION:

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

- 1) Receive and file the Quarterly Public Engagement Metrics Report for October - December 2024.

BACKGROUND INFORMATION:

The Quarterly Public Engagement Metrics Report is a data-driven approach to monitoring the Commission’s effectiveness of digital communications efforts, and providing transparency into how the Commission uses resources to engage with the public. The Commission’s digital communication channels provide vital information on regional transportation projects, programs, services and initiatives that affect residents and stakeholders. Staff publish and distribute content and messaging through the Commission’s website, social media platforms, newsletter, and other media channels.

Through these channels, staff highlight the Commission’s project delivery milestones, construction updates, public meetings, advocacy efforts, and investments made through voter-approved Measure A. Public Affairs staff developed and published a variety of content in the fourth quarter that featured critical 71/91 Interchange Project closure information, promoted Metrolink’s Holiday Express Train, transportation funding advocacy efforts, and reminded the public about anniversaries such as the completion of the Interstate 215 Placentia Avenue Interchange. These communication channels are monitored to respond to comments and questions as well as to analyze public sentiment.

This report and the attached Public Engagement Metrics dashboards summarize the various public engagement activities in the fourth quarter of 2024, from October to December, and for the entire 2024 calendar year. The metrics presented in this report are compared against previous quarter data, which can produce varying comparative results based on the level of activity occurring in any one quarter.

This quarter’s report includes three sets of data:

- 1) Metrics for RCTC’s overall public engagement activities including public sentiment on social media; social media followers, engagement, and reach; newsletter activity and subscribers; website use and access; and top pages visited.
- 2) Metrics for RCTC’s 71/91 Interchange Project including subscribers, email activity, website sessions, and social media following.
- 3) Metrics for RCTC’s social media engagement, reach, impressions, and website use during the 2024 calendar year.

RCTC Overall Public Engagement

1) Social Media

- a. General public sentiment during the fourth quarter was mixed. Content that featured RCTC’s Moreno Valley/March Field Station Improvements Project, holiday decorations at the Riverside-Downtown Metrolink Station, and Riverside Transit Agency’s GoMicro service resulted in high levels of positive engagement. Announcements of the westbound 91 closures and circulation of the draft environmental document for the I-15 Express Lanes Project Southern Extension received mixed sentiment but spurred interest.
- b. **Facebook:** A minor decrease of less than 1% in Facebook followers occurred during the fourth quarter – decreasing from 14,279 to 14,277. Overall engagement (likes, comments, video views, and shares) totaled 10,575, compared to 48,053 during the previous quarter, representing a 78% decrease. Content on the platform reached 145,650 users, a 72% decrease* from the previous quarter’s mark of 515,931.
- c. **X:** Followers decreased less than 1% from 1,852 to 1,838. Overall engagement also decreased* by 31%, from 362 to 250, and impressions decreased 39%, from 8,491 to 5,220.
- d. **Instagram:** The platform experienced a subtle increase (0.35%) in followers during the fourth quarter, jumping up from 4,884 to 4,901. Overall engagement decreased* by 57% from 9,850 to 4,230. Posts on the platform reached 80,928 users – representing a decrease* of 47% compared to last quarter’s 152,545.

*The comparative decrease in overall engagement and reach during the fourth quarter is due to the large volume of digital ad placements purchased to inform residents of the multiple closures that occurred in the third quarter as part of the 71/91 Interchange Project. Additionally, digital ads were purchased to alert residents of the prevalent toll lane text message scams.

- 2) **The Point E-Newsletter:** Public Affairs staff continue to produce high quality content for the Commission’s blog, **The Point**, by publishing stories that highlight the Commission’s successes, project milestones and delivery, program funding, and relevant community services and events. Some of the stories published in the fourth quarter featured the \$40.5 million award for the Mead Valley Metrolink Station and Mobility Hub project, the opening of the Limonite Gap Closure project, and the release of the draft environmental document for the I-15 Express Lanes Project Southern Extension. *The Point* stories are

curated for the digital newsletter that is distributed periodically to subscribers. During the fourth quarter, newsletter subscribers grew by 14% – from 7,167 to 8,147 – due in large part to an RCTC Holiday Express Train ticket giveaway campaign that featured a newsletter sign-up component. On average, 51% of subscribers opened the email newsletter and 5.6% clicked on email links to read more.

3) **Website**

- a. During this quarter, 84,047 website sessions occurred, down 26% from the previous quarter’s total of 114,936. Of those sessions, 56,858 were unique visitors – a 32% decrease compared to the 83,814 from the third quarter.
- b. 40% of all website traffic originated from organic search results. Direct visits – typing in rctc.org – made up 29% of website sessions, while visitors from paid digital ads, such as Google and Meta, accounted for 12% of this quarter’s web traffic. Referrals from email links and external websites, such as ABC 7, city of Corona, and Caltrans, were responsible for 11% of website visits. Links from social media posts accounted for the remaining 8% of web traffic during the fourth quarter.
- c. Website access by desktop made up 28% of sessions, while mobile (phones and tablets) made up 72%.
- d. The RCTC home page was the most visited webpage during the fourth quarter, followed by the 71/91 Interchange construction updates and closures webpages.

71/91 Interchange Project Public Engagement

- 1) **Emails:** Construction update email subscribers grew to 3,384 during the fourth quarter, representing a 6% increase. The project team received 16 inquiries during this quarter.
- 2) **Texts:** 2,287 people registered to receive text message updates of the project – an 8% increase compared to the previous quarter.
- 3) **Webpage:** 37,925 visits to the construction update, closures, and project-related webpages occurred during the fourth quarter – totaling 237,266 to date.
- 4) **Social Media:** During the quarter, Facebook followers grew by 6.5% to 1,959. Instagram followers increased 5%, to 2,392. Followers on X decreased by 31%, down to 218.

RCTC Overall Public Engagement Totals for 2024

- 1) **Social Media:** Total engagement on Facebook for 2024 was 266,670 – with content reaching a total of 3,566,570 users. Engagement on X was 1,565 with 37,798 total impressions. Instagram experienced a total engagement of 199,581 and reached 3,761,352 users.
- 2) **Website:** 600,167 website sessions took place during 2024, with a total of 482,022 unique website visitors. Organic website traffic made up 50% of all sessions, followed by direct visits at 26%, social media links at 15%, email and external referral links at 7%, and paid Google Ads at 2%. The most popular webpage during 2024 was the construction updates

page for the 71/91 Interchange Project, followed by the home page, and the Traffic Relief Plan landing page.

FISCAL IMPACT:

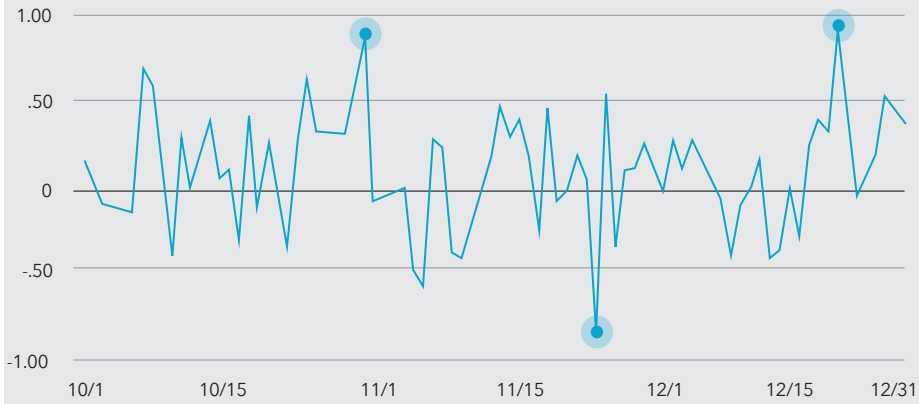
This is an informational item. There is no fiscal impact.

Attachments:

- 1) RCTC Overall Public Engagement Metrics
- 2) 71/91 Interchange Construction Public Engagement Metrics
- 3) RCTC Overall Public Engagement Metrics: 2024 Totals

Public Engagement Metrics: Q4

Overall Social Media Sentiment



10/30: Positive engagement on post highlighting progress of Moreno Valley/March Field Station Improvements Project
11/23: Negative sentiment on announcement of westbound 91 closures
12/18: Positive sentiment on post featuring RTA's GoMicro transit service

Newsletter



Subscribers
8,147

Average Open
51%

Average Click
5.6%

Web

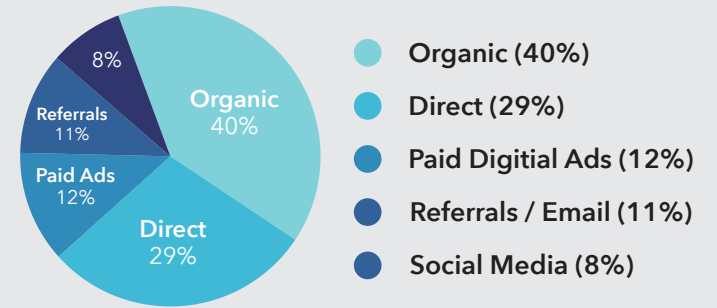
84,047
Number of Sessions

-26%

56,858
Number of Unique Visitors

-32%

Top Channels



NOTES

External websites such as ABC 7, City of Corona, Go 511, and Caltrans contributed to referral website traffic.

Social Media

Facebook

Followers
14,277
-0.01%

Engagement
10,575
-78%

Reach
145,650
-72%

X

Followers
1,838
-0.7%

Engagement
250
-31%

Impressions
5,220
-39%

Instagram

Followers
4,901
+0.4%

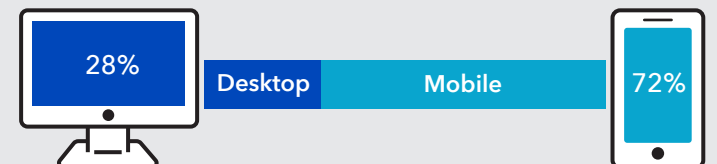
Engagement
4,230
-57%

Reach
80,928
-47%

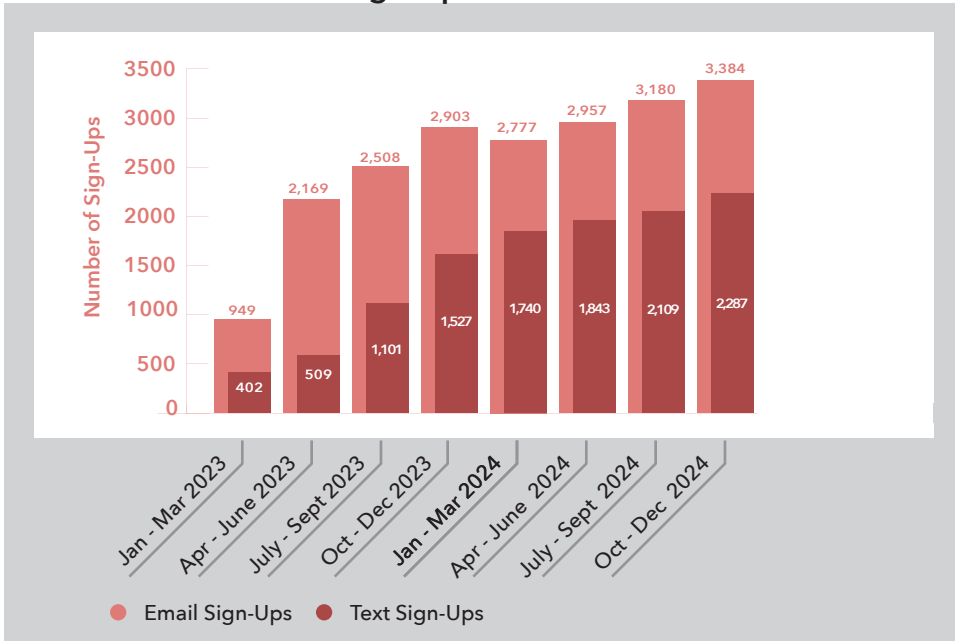
Top Pages Visited

- Home Page
- 71/91 Interchange Project - Construction Updates
- 71/91 Interchange Project - Closures Page

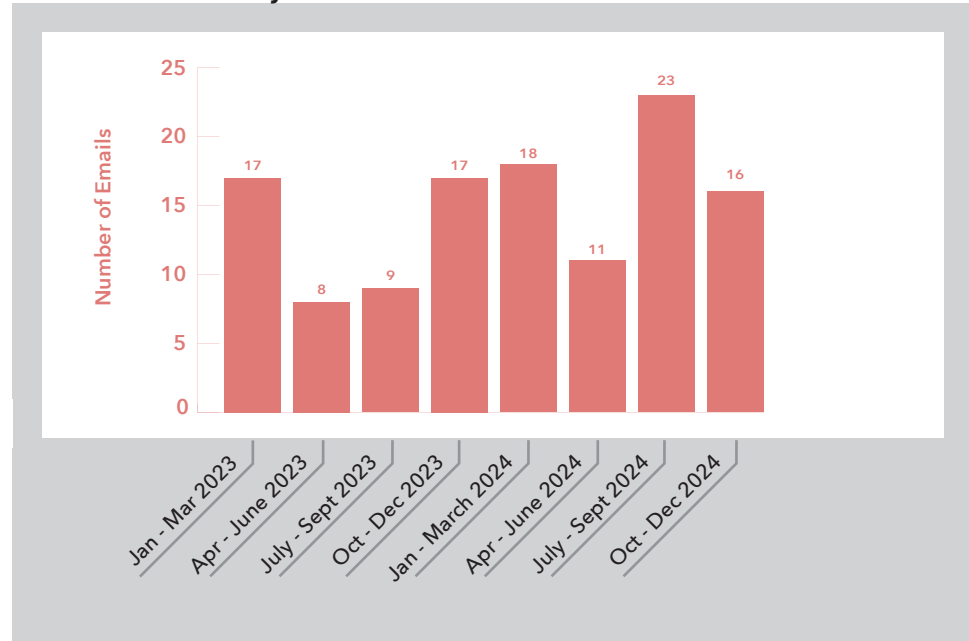
Desktop vs Mobile Users



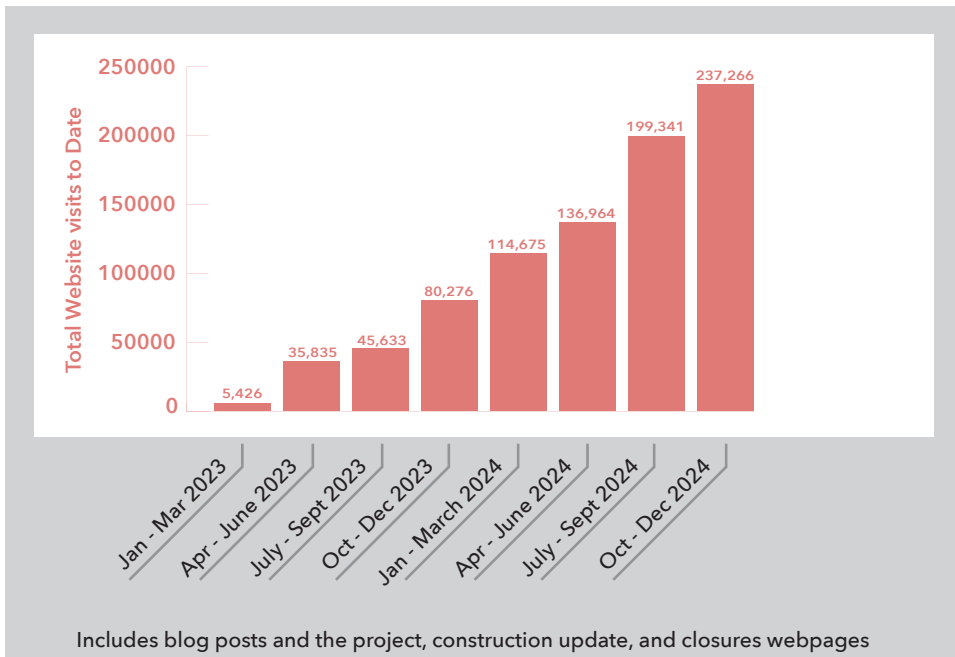
Email & Text Alert Sign-Ups



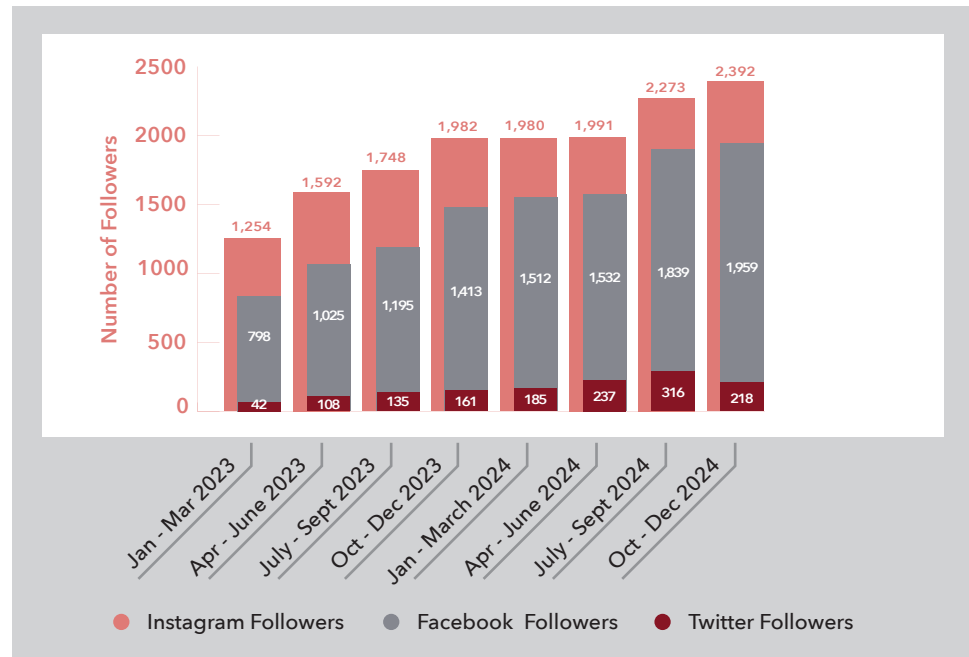
Emails to Project Team



Website Sessions



Social Media Followers



Social Media



Facebook

Engagement
266,670

Reach
3,566,570



X

Engagement
1,565

Impressions
37,798



Instagram

Engagement
199,581

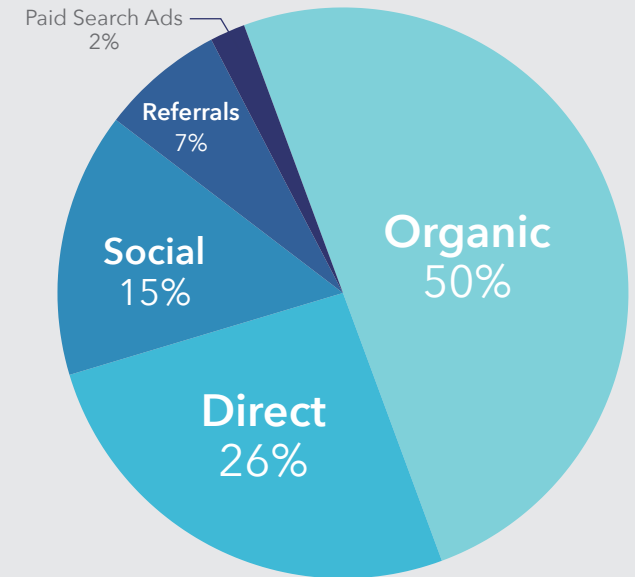
Reach
3,761,352

Web

600,167
Number of Sessions

482,022
Number of Unique Visitors

Top Channels



Top Pages Visited

- 71/91 Interchange Project - Construction Updates
- Home Page
- Traffic Relief Plan

AGENDA ITEM 6F

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	February 24, 2025
TO:	Budget and Implementation Committee
FROM:	John Tarascio, Senior Capital Projects Manager
THROUGH:	Erik Galloway, Project Delivery Director
SUBJECT:	Quarterly Reporting of Contract Change Orders for Construction Contracts

STAFF RECOMMENDATION:

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

- 1) Receive and file the Quarterly Report of Contract Change Orders for Construction Contracts for the three months ended September 30, 2024.

BACKGROUND INFORMATION:

During the past quarter, October through December 2024, the Commission has had the following projects under construction:

1. SR-71 / SR-91 Interchange Project
2. Moreno Valley/March Field Platform and Track Expansion Project
3. SR-60 Truck Lanes Project
4. I-15 SMART Freeways Project
5. I-15/SR-91 Express Lane Connector Project

DISCUSSION:

At the direction of the Executive Committee at its March 2021 meeting, a report will be filed each quarter listing the construction contract change orders that were issued in the previous quarter. The following table summarizes the Contract Change Orders that occurred in the 4th quarter of 2024 (2nd quarter of Fiscal Year 2024/25).

Contractor Change Orders executed in the 4th Quarter of CY 2024			
<u>Project</u>	<u>CCO No.</u>	<u>Description</u>	<u>Amount</u>
SR-71 / SR-91 Interchange Project	CCO 22	Connector Bent 6 Cast-In-Drill-Hole - Differing Site Conditions	\$1,457,500.00
	CCO 28	Connector Bent 7 Cast-In-Drill-Hole - Differing Site Conditions	\$2,336,770.00
	CCO 30	Deck Drain Modifications	\$24,071.00
	CCO 31	Connector Bent 10 Cast-In-Drill-Hole - Differing Site Conditions	\$38,821.00
	CCO 35	Duct Ties	\$25,734.00
	CCO 46	Weather Delay	\$137,104.00
I-15 SMART Freeways	CCO 1	Revised Beginning of work period	\$0.00
	CCO 2	Ramp Metering Type 1C Cards	\$15,701.00
MVMF Platform and Track Expansion	CCO 13 S1	Additional Fencing & Access Gates	\$5,100.00
	CCO 15	Retaining Curb and ADA Landing Tie In	\$45,000.00
	CCO 16	Culvert Headwall Demo & Reconstruct	\$8,900.00
	CCO 18	Item Adjustments	(\$434,930.00)
	CCO 33	Retaining Wall Design Change	\$16,700.00
	CCO 35	New Derail	\$21,500.00
SR-60 Truck Lanes Project	CCO 36	Additional Roadway Worker Protection Training	\$15,000.00
	CCO 1-S5	Maintain traffic - additional funds	\$83,566.87
	CCO 100	Ditch Cleanup, Storm Preparation, Traffic Control for Geotech	\$68,960.00
	CCO 102	WLC 735+00 Polyurethane Soil Injection and Traffic Control	\$887,050.00
15/91 Express Lanes Connector	CCO 47	ELC Cost & Time Impacts	\$222,555.00

FISCAL IMPACT:

The Contract Change Orders were executed using available contingency authorized with the construction contract for each project.

AGENDA ITEM 6G

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	February 24, 2025
TO:	Budget and Implementation Committee
FROM:	Tyler Madary, Legislative Affairs Manager
THROUGH:	David Knudsen, Deputy Executive Director
SUBJECT:	State and Federal Legislative Update

STAFF RECOMMENDATION:

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

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

BACKGROUND INFORMATION:

State Update

The Legislature is now in full swing as February 21 was the deadline for legislators to introduce bills for consideration this year. Over the coming months, the Legislature will turn its attention to holding committee hearings on bills and the Governor’s budget proposal. Staff will continue to monitor for opportunities to support, oppose, and provide feedback on bills pertinent to the Commission’s legislative priorities.

On February 4, RCTC Executive Director Aaron Hake and staff traveled to Sacramento to meet with members of Riverside County’s legislative delegation. Meetings were held with Assemblymember Greg Wallis (Rancho Mirage) as well as staff from the offices of Assemblymember Jeff Gonzalez (Coachella), Assemblymember Corey Jackson (Moreno Valley), Senator Sabrina Cervantes (Riverside), and Senator Kelly Seyarto (Murrieta) to discuss transportation projects, funding, and priorities in each members’ district. Additionally, RCTC met with Undersecretary Mark Tollefson from the California State Transportation Agency (CalSTA) to provide updates regarding the Coachella Valley (CV) Rail Project. Undersecretary Tollefson will be leaving CalSTA, as he was recently appointed as the Chief Deputy Director of the California High-Speed Rail Authority.

RCTC Executive Director Aaron Hake was in Sacramento in his capacity as Chair of Mobility 21 on February 11 to lead coalition members in meetings with legislators and officials in the Governor’s administration. Discussions focused on regional priorities including protecting existing transportation funding, supporting goods movement, prioritizing safety on roads and transit, and ensuring that local agencies are at the table for policy discussions such as the Climate Action Plan

for Transportation Infrastructure and the potential extension of the state's Cap-and-Trade program beyond 2030.

Additionally, RCTC staff participated in a workshop in Sacramento on February 12 with leadership at the California Department of Transportation and the Federal Railroad Administration to continue progress toward delivering the next phase of environmental studies for CV Rail.

Federal Update

On January 28, the Senate confirmed former Representative Sean Duffy as the Secretary for the U.S. Department of Transportation. Additionally, former Representative Marcus Molinaro was nominated to serve as Administrator for the Federal Transit Administration while David Fink, former chief executive officer for Pan Am Railway, was nominated to serve as Administrator for the Federal Railroad Administration. Both will need to be confirmed by the Senate. No nomination has been made as of yet for Administrator of the Federal Highway Administration.

Meanwhile, Congress continues negotiations on Fiscal Year (FY) 2025 funding. Congress must pass FY 2025 appropriations or an additional Continuing Resolution by March 14 to avoid a government shutdown. As these discussions unfold, RCTC staff await details regarding FY 2026 appropriations, which includes the Community Project Funding (CPF) and Congressionally Directed Spending (CDS) process, otherwise known as earmarks. RCTC staff will monitor the application and funding guidelines for CPF/CDS requests and prepare to submit applications to members of Congress.

FISCAL IMPACT:

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

AGENDA ITEM 7

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	February 24, 2025
TO:	Budget and Implementation Committee
FROM:	Sergio Vidal, Chief Financial Officer Michele Cisneros, Deputy Director of Finance Daniel Hernandez, Financial Budget Manager
THROUGH:	David Knudsen, Deputy Executive Director
SUBJECT:	Proposed Policy Goals and Objectives for Fiscal Year 2025/26 Budget

STAFF RECOMMENDATION:

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

- 1) Review and approve the proposed Commission Policy Goals and Objectives for the Fiscal Year (FY) 2025/26 Budget; and
- 2) Review and approve the Fiscal Accountability Policies for the FY 2025/26 Budget.

BACKGROUND INFORMATION:

The initial step in the budget process is to develop policy goals and objectives for the upcoming fiscal year consistent with the Commission’s overall strategic direction. Furthermore, the adoption of the Commission Policy Goals and Objectives (Goals) along with the Fiscal Accountability Policies (Policies) for the annual fiscal year budget provides an opportunity to match the Commission’s spending priorities in a manner that implements commitments made to the citizens of the County of Riverside in the Measure A Expenditure Plan along with fulfilling other Commission responsibilities. The Commission FY 2025/26 Goals and Policies and Fiscal Accountability Policies also reflect minor administrative and miscellaneous changes from the prior year’s approved FY 2024/25 Goals and Policies and Fiscal Accountability Policies.

The Commission is driven by four core objectives for the people of Riverside County and the transportation system upon, which they rely:

- Quality of Life;
- Operational Excellence;
- Connecting the Economy; and
- Responsible Partner

Summary of the changes by objectives are as follows:

- Quality of Life
 - Clarifying edits regarding Environmental Stewardship goal
- Operational Excellence
 - Clarifying edits regarding State of Good Repair and Information goals
- Connecting the Economy
 - Population Growth goal revised to emphasize the Commission’s forward-looking and responsive approach to the County of Riverside’s growing population
 - Economic Impact goal updated investment amount for Measure A and Toll revenues
- Responsible Partner
 - Administrative changes (i.e. grammar and punctuation)
 - Transit goal updated, removing reference to COVID-19 pandemic recovery

Furthermore, based on the above-referenced objectives, the following short-term objectives were added or updated for the upcoming fiscal year:

- Finalize Project Approval and Environmental Document (PA&ED) and begin preliminary design of the I-15 Express Lanes-Southern Extension project (ELPSE)
- Commence construction of the Mid County Parkway (MCP) 3 project
- Commence Plans, Specifications, and Estimates (PS&E) and right of way acquisition for the SR-91 Eastbound Corridor Operations (91 ECOP) project

Additionally, the fiscal accountability policies that promote fiduciary responsibility and organizational excellence are summarized in six categories:

- Financial Planning;
- Revenues;
- Expenditures/Expenses;
- Debt Management;
- Cash Management; and
- Accounting and Financial Reporting.

Summary of the changes by policy are as follows:

- Financial Planning
 - Clarifying edits regarding requirements within the Administration policy section
- Revenues
 - No adjustments
- Expenditures/Expenses

- Updated Accountability policy clarifying frequency (i.e. quarterly) of expenditure/expense review during the year
- Debt Management
 - No adjustments
- Cash Management
 - Updated Investment Policy adoption date to December 11, 2024 within Management policy
 - Clarifying edits regarding maintenance of sufficient operating bank balances within Operating Balances policy
- Accounting and Financial Reporting
 - Updated accounting and financial reporting deliverables within Reporting policy to include budget document and removal of Proposition 1B Rehabilitation and Security Project Accounts

The Commission Policy Goals and Objectives will be linked to the individual department goals and objectives included within the FY 2025/26 Budget, and the Fiscal Accountability Policies will guide the development and monitoring of the FY 2025/26 Budget.

FISCAL IMPACT:

There is no fiscal impact related to the approval of the Commission Policy Goals and Objectives and the Fiscal Accountability Policies for the FY 2025/26 Budget. The fiscal impact will be determined upon adoption of the FY 2025/26 Budget during the upcoming June 2025 Commission meeting.

Attachments:

- 1) Proposed Commission Policy Goals and Objectives – FY 2025/26
- 2) Fiscal Accountability Policies - FY 2025/26

POLICY GOALS AND OBJECTIVES

As approved at its March 12, 2025 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	
<i>RCTC is focused on improving life for the people of Riverside County and empowering them to live life at their pace.</i>	
Choice	RCTC empowers the residents of Riverside County to choose how to safely and efficiently get to where they are going.
Environmental Stewardship	RCTC supports environmental protection by implementing sustainable practices for its capital projects, as well as designing and operating energy efficient water conserving facilities. As the managing agency of the Western Riverside County Regional Conservation Authority and a permittee of the Multiple Species Habitat Conservation Plan, RCTC protects open space for county residents and conserves habitat of threatened and endangered species.
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. RCTC identifies solutions to reduce truck congestion and community impacts from the flow of goods from nearby ports.
Public Engagement	RCTC is dedicated to engaging Riverside County residents through ongoing two-way public communication and outreach.

OPERATIONAL EXCELLENCE

RCTC is a responsible and conservative steward of taxpayer dollars.

State of Good Repair	RCTC provides funding for road safety and maintenance within its residents' neighborhoods as well as sustainable practices to maintain its stations and facilities.
Promises Fulfilled	Projects are completed on-time and 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 timely, transparent, and easily accessible information to the public; ensuring residents 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	Riverside County's population has quadrupled from 550,000 to nearly 2.5 million since 1976. RCTC has been responsible for anticipating and accommodating this growth while supporting the County's economy. RCTC is mindful of and strives to be responsive to each geographic area's unique needs.
Economic Impact	RCTC has invested over \$5.2 billion in the county's economy in both 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 \$1.5 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.
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 plans 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 Value of Measure A	RCTC invests Measure A dollars into projects and programs that benefit communities throughout the county.
Partnerships	RCTC strives to form collaborative partnerships with key stakeholders in both the public and private sector 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 2025/26 budget.

CAPITAL AND TOLL 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 development of those projects that improve operations of Metrolink commuter rail service.
- Continue as the lead agency for delivering the Coachella Valley Rail corridor (CV Rail corridor) project.
- Finalize Project Approval and Environmental Document (PA&ED) and begin preliminary design of the I-15 Express Lanes - Southern Extension (ELPSE) project.
- Commence Plans, Specifications, and Estimates (PS&E) and right of way acquisition for the SR-79 corridor project, segment 3.
- Commence construction of the Mid County Parkway (MCP) 3 project.
- Commence PS&E and right of way acquisition for the SR-91 Eastbound Corridor Operations (91 ECOP) project.
- Continue to support operations planning and design of projects led by other agencies.
- Continue as lead agency for partner agency projects, continue preliminary engineering of the I-10/Highland Springs Avenue Interchange project, continue environmental clearance, design, and construction efforts for the Santa Ana River Trail, continue final design and begin construction on the SR-60/Potrero Boulevard Interchange Phase II project, commence design of the I-15/Franklin interchange project, and commence development of project study reports for I-15/Wildomar Trail and I-15/Bundy Canyon Road interchanges.
- 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. Continue implementation of the Smart Freeway project on I-15 in Temecula.

- Maintain and enhance communication and collaboration with the California State Transportation Agency (CalSTA), California Transportation Commission (CTC), and 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 nine Commission owned and operated commuter rail stations 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 due consideration for transportation projects and funding for 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.
- Continue to subsidize reliable and cost-effective Metrolink commuter rail service, operated by the Southern California Regional Rail Authority (SCRRA), to and from Riverside County.
- Provide continued leadership in the planning and development for the CV Rail corridor.
- Support innovative programs that provide transit assistance in rural areas as well as for riders with specialized transit needs.
- Promote cost controls and operating efficiency for transit operators as well as supporting regional goals to reduce congestion and improve air quality and mobility options for all users.
- 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 and key Commission funding sources.
- 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 2025/26 Management Services budget is X.XX% of Measure A revenues.
- Maintain administrative salaries and benefits at less than 1% of Measure A revenues; the FY 2025/26 administrative salaries and benefits is X.XX% of Measure A revenues.
- Maintain prudent cash reserves to provide for unplanned expenditures or economic downturns.

- Continue communicating current and anticipated financial performance for RCTC issued debt financings ensuring the corresponding rating is achieved and issued by the applicable rating agencies.
- Establish and maintain revenues and related 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.

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 recurring operating and capital expenditures and other financing uses are equal to or less than identified / recurring revenues and other financing sources including 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 anticipated Measure A sales tax revenues. • Administrative costs will not exceed 4% of anticipated 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 unfunded actuarial liability (UAL) and for postretirement health care benefits.
Capital Projects	Multi-year capital projects are consistent with the strategic plan and budgeted each 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 financing agreements.

REVENUES

Sales Tax	RCTC prepares annual and mid-year revenue projections incorporating 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 leverages 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 annually reviews established priorities for planning and programming of capital projects.
Accountability	RCTC compares actual expenditures/expenses to the budget quarterly and appropriately 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 non-toll 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 11, 2024 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 a sufficient balance within its operating bank 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 comprehensive financial report and budget document; separate financial reports for the LTF, STA, 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 2025/26

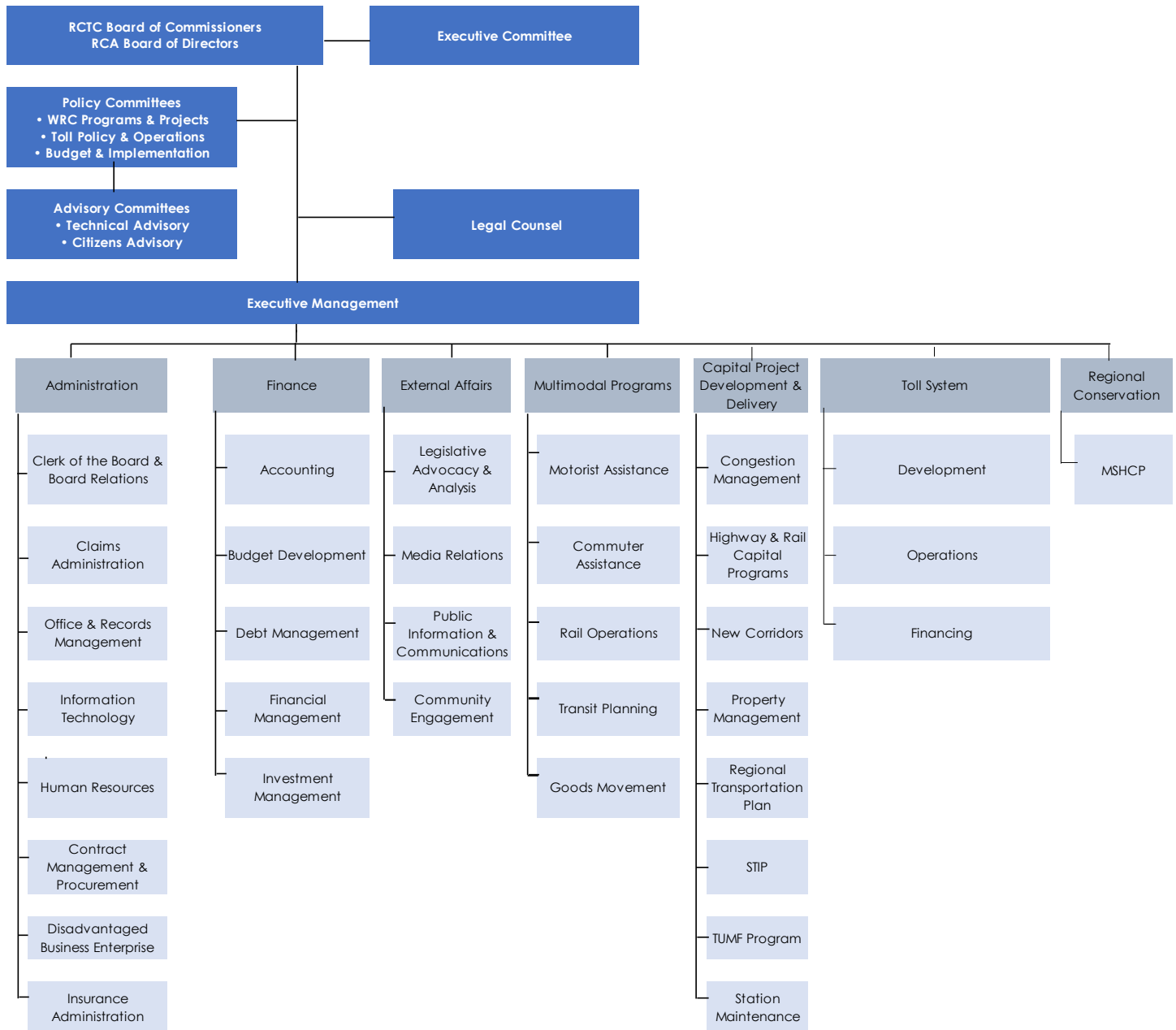


Chart 10 illustrates the relationship between the Commission’s functional management or departments and the Commission’s fund structure.

CHART 10 – RELATIONSHIP OF FUNCTIONAL MANAGEMENT AND FUND STRUCTURE

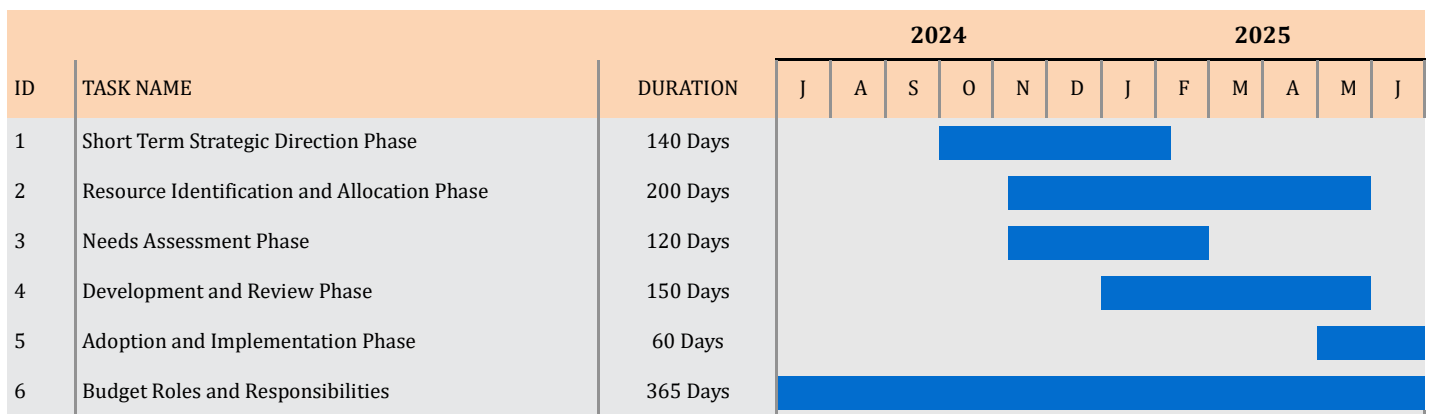
Functional Management/Department	General Fund	Special Revenue Fund	Capital Projects Fund	Debt Service Fund	Enterprise Fund
Management Services					
Executive Management	X				
Administration	X				
External Affairs	X				
Finance	X	X		X	
Regional Programs					
Planning and Programming Services	X	X			
Rail 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 put to use by providing detailed information on the specifics of resource allocation and uses. The Commission monitors progress on a monthly basis, 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 2025/26 budget and monitoring of the FY 2024/25 approved budget. Each task is summarized below.

CHART 11 – BUDGET PROCESS



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. In January, staff both analyzes actual results compared to the current year budget, and maps changes in strategy for the ensuing fiscal year. Additionally, staff reviews and, if necessary, updates Commission mission statements and underlying goals. Those goals, upon review by the Board, become the Commission's short-term strategic direction.

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 in February 2025; Commissioners provided direction on studying the feasibility of congestion reducing projects, including those on Interstate 10, State Routes 60 and 91, and public transportation services.

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 requires 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 directors 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, Regional Conservation, 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 amounts, 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 comprehensive financial report in the final budget amounts reported in the budgetary schedules.

AGENDA ITEM 8

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	February 24, 2025
TO:	Budget and Implementation Committee
FROM:	Jillian Guizado, Planning and Programming Director
THROUGH:	David Knudsen, Deputy Executive Director
SUBJECT:	Southern California Association of Governments 2025 Call for Project Nominations Project Prioritization Framework

STAFF RECOMMENDATION:

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

- 1) Approve the RCTC Project Prioritization Framework (framework) for the Southern California Association of Governments (SCAG) 2025 Call for Project Nominations.

BACKGROUND INFORMATION:

As part of the review of SCAG’s 2021 Federal Statewide Transportation Improvement Program (FTIP), the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued a Corrective Action dated April 15, 2021, to the California Department of Transportation (Caltrans) regarding the administration and oversight of the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) federal formula funding programs. This was followed by a Corrective Action issued to SCAG on August 15, 2022, as part of its 2022 Federal Certification Review. The Corrective Action was predicated on a FHWA finding that California’s suballocation of STBG and CMAQ funding was not permitted based on federal guidance. Caltrans and SCAG were given until June 30, 2023, to demonstrate policies and procedures that comply with federal guidance for the administration of these programs.

In 2022, SCAG convened a working group with representatives of each county transportation commission (CTC) in the SCAG region to develop a methodology for programming STBG and CMAQ funds to comply with the federal corrective action. The SCAG Regional Council approved a Compliance Action Plan in February 2023, and received confirmation from FHWA and FTA in April 2023, that the plan addressed the Corrective Action. The Compliance Action Plan indicates SCAG will regularly conduct a call for project nominations in which the SCAG region CTCs will nominate projects for SCAG’s consideration. SCAG will then evaluate and select projects to receive federal formula funding which will subsequently be programmed in the FTIP.

The SCAG-adopted guidelines for the first STBG and CMAQ call for project nominations included a scoring criterion for CTC Prioritization. This criterion required the Commission and the other CTCs to adopt county-specific project prioritization frameworks for projects applying under the

call for nominations. Riverside County nominations were submitted to the Commission to receive the CTC Prioritization score which was then factored into the overall SCAG scoring of projects. The Commission adopted the framework (at that time called, “nomination procedures”) for the SCAG 2024 Call for Project Nominations at its December 13, 2023, meeting. With the limited amount of funding available in the 2024 call, the Commission-adopted framework focused on regional priority and regionally significant projects.

SCAG conducted its first call for projects from January 4 to March 29, 2024. A total of 13 applications from nine Riverside County agencies were submitted in the call requesting \$110 million of the \$275 million available for the entire SCAG region. On June 6, 2024, the SCAG Regional Council awarded \$34.5 million to five Riverside County projects, slightly higher than the \$33 million target share.

DISCUSSION:

Upon completion of the 2024 Call for Project Nominations, SCAG staff began preparing updated STBG/CMAQ call for projects program guidelines in collaboration with the CTCs. The SCAG Regional Council is anticipated to approve the guidelines on March 6, 2025, and release the SCAG 2025 Call for Project Nominations on March 31, 2025. Per the SCAG guidelines, the Commission must once again adopt a project prioritization framework for providing the CTC Prioritization scores for Riverside County projects nominated in the 2025 call. Riverside County’s estimated target share of the \$1.2 billion available in the SCAG 2025 Call for Project Nominations is \$152 million. These amounts are for federal formula apportionments anticipated to be distributed by the state for Federal Fiscal Years 2026/27 and 2027/28.

Recognizing the previous project prioritization framework was developed based on very limited funding being available and that SCAG has updated its STBG/CMAQ call for projects program guidelines, staff is recommending approval of the revamped project prioritization framework found in the attachment. The framework was developed collaboratively with CVAG to ensure nominated projects in the Coachella and Palo Verde valleys are on equal footing with nominated projects in Western Riverside County.

Federalized transportation projects require extensive collaboration and multiple levels of approval from Caltrans to attain project environmental clearance, meet Caltrans and FHWA project delivery requirements to utilize the federal dollars, and ensure federal funds are approved and spent on time and in accordance with federal regulations. Failure to meet these federal funding requirements will result in loss of federal dollars for the region and will provide an opportunity for other CTCs to access these funds. Recognizing the complexities of utilizing federal dollars on transportation projects, staff crafted the Project Prioritization Framework to encourage nominations for projects that are positioned to comply with federal requirements. The proposed framework scoring criteria are: deliverability, eligibility, readiness, and alignment with regional plans.

Nominations will be due May 16, 2025. Commission staff will review the nominations in Riverside County and, following the adopted framework, will assign a CTC Prioritization score by the August 1, 2025, SCAG deadline. Staff will bring CTC Prioritization recommendations for nominated projects to the Commission for approval to submit to SCAG at its August 2025 meeting.

SCAG will evaluate and score all project nominations following SCAG's adopted STBG/CMAQ call for projects program guidelines. SCAG will score projects based on the following criteria: CTC Prioritization, Regional Priorities, Federal Performance Management Areas, Community Economic Development Benefits, and Air Quality Improvements and Cost Effectiveness. SCAG staff anticipates submitting the recommended list of projects totaling \$1.2 billion to the SCAG Regional Council or Executive/Administration Committee for approval on November 6 or December 3, 2025.

FISCAL IMPACT:

This item has no fiscal impact to the Commission's adopted FY 2024/25 budget.

Attachment: Proposed RCTC Project Prioritization Framework for the SCAG 2025 Call for Project Nominations

RCTC PROJECT PRIORITIZATION FRAMEWORK FOR SCAG'S 2025 CALL FOR PROJECT NOMINATIONS

The Southern California Association of Governments (SCAG) intends to issue a SCAG region Congestion Mitigation and Air Quality (CMAQ)/Surface Transportation Block Grant (STBG) Call for Project Nominations in March 2025. The SCAG guidelines require CTCs to perform an initial project screening and evaluation, then submit project nominations to SCAG for regional evaluation and project selection. This document describes the Riverside County Transportation Commission's (RCTC) project prioritization framework for SCAG's 2025 Call for Project Nominations.

Schedule*:

March 12	SCAG-led workshop Anticipated Commission approval of the RCTC Project Prioritization Framework for SCAG's 2025 Call for Project Nominations
March 18	SCAG-led workshop
March 24	County-specific workshop hosted by SCAG and RCTC
March 31	SCAG opens Call for Project Nominations
May 2	Deadline for applicants to request assistance from RCTC on air quality analysis for CMAQ projects
May 16	Nominations due by 5pm
May 19	RCTC to begin reviewing nominations submitted in Riverside County
July 28	Anticipated Budget and Implementation Committee recommendation for Commission approval of county transportation commission (CTC) Prioritization recommendations for nominated projects
August 1	RCTC to provide SCAG its draft CTC Prioritization recommendations for nominated projects by 5pm
August 13	Anticipated Commission approval of CTC Prioritization recommendations RCTC to provide SCAG its Commission-adopted CTC Prioritization recommendations for nominated projects
August – October	SCAG evaluates nominations based on SCAG's adopted STBG/CMAQ Guidelines
November 6	SCAG Regional Council or Executive Administration Committee adopts project lists
January 2026	Approved projects programmed in 2025 Federal Transportation Improvement Program (FTIP)

*Dates are subject to change.

Available Funding:

In the SCAG region, an estimated \$1.2 billion is available for fiscal years (FY) 2026/27 and 2027/28 across both programs: STBG (\$635 million) and CMAQ (\$632 million). These are apportionment estimates provided

by Caltrans. Riverside County’s target is approximately 12 percent or \$152 million. This target does not represent a guaranteed funding level, a nomination floor, or a nomination ceiling.

Screening Criteria and Project Ranking:

RCTC’s methodology for screening and ranking projects is as follows, *as determined by responses to the Supplemental Questionnaire provided in Attachment A.*

STBG-eligible Projects

The United States’ Federal Highway Administration (FHWA) administers STBG funds. In its most recent implementation guidance, dated June 1, 2022, found here:

https://www.fhwa.dot.gov/specialfunding/stp/bil_stbg_implementation_guidance-05_25_22.pdf

FHWA describes STBG-eligible projects on pages 12 thru 16.

Deliverability, Eligibility, and Readiness (up to 25 points)

Criteria	Point Value
Demonstrates funding is committed to deliver the project	5
Aligns with one or more of the “eligible activities” and confirm project meets location eligibility requirement identified in the June 1, 2022, STBG implementation guidance https://www.fhwa.dot.gov/specialfunding/stp/bil_stbg_implementation_guidance-05_25_22.pdf	10
National Environmental Policy Act (NEPA) process has been completed or the draft has been released for public circulation	10

Alignment with Regional Plans (up to 25 points)

Criteria	Point Value
<u>Western County:</u> The project is in the 2009 Measure A Expenditure Plan or demonstrates a clear nexus to a Measure A Expenditure Plan project	25
<u>Coachella Valley:</u> The project is in the top 10% of the Coachella Valley Association of Governments’ Transportation Project Prioritization Study	25

OR

<u>Western County:</u> The project is on the backbone network in the Western Riverside Council of Governments’ Transportation Uniform Mitigation Fee Nexus Study	15
<u>Coachella Valley:</u> The project is in the Coachella Valley Association of Governments’ Transportation Project Prioritization Study	15

Engagement

Community engagement has been conducted and community support can be demonstrated	Yes or No
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CMAQ-eligible Projects

The United States’ Federal Highway Administration (FHWA) administers CMAQ funds. In its most recent interim guidance, dated October 28, 2024, found here:

https://www.fhwa.dot.gov/ENVIRONMENT/air_quality/cmaq/policy_and_guidance/cmaq-program-interim-guidance-revised-infrastructure-investment-jobs-act.pdf

FHWA describes CMAQ-eligible projects on pages 18 thru 36.

Deliverability, Eligibility, and Readiness (up to 40 points)

Criteria	Point Value
Demonstrates funding is committed to deliver the project	5
Aligns with one or more of the “eligible programs or project types” identified in the October 28, 2024, interim CMAQ guidance and/or confirm the project meets the three CMAQ eligibility criteria: 1) Transportation project 2) Located in nonattainment/maintenance area 3) Provides air quality benefit for the criteria air pollutants (https://www.fhwa.dot.gov/ENVIRONMENT/air_quality/cmaq/policy_and_guidance/cmaq-program-interim-guidance-revised-infrastructure-investment-jobs-act.pdf)	10
Air quality analysis has been completed	10
<i>If requesting CMAQ funding for environmental (PA/ED) phase:</i> Planning-level study is completed. OR <i>If requesting CMAQ funding for design or construction* phase:</i> National Environmental Policy Act (NEPA) process has been completed or the draft has been released for public circulation	15

*Construction phase includes but may not be limited to purchase of rolling stock and transit operating projects as eligible under interim CMAQ guidance.

Alignment with Regional Plans (up to 10 points)

Criteria	Point Value
Project is in a plan	10

Engagement

Community engagement has been conducted and community support can be demonstrated	Yes or No
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Project Ranking

All nominations submitted via the SCAG process by the May 16, 2025, deadline will be reviewed by an evaluation committee comprised of RCTC and Coachella Valley Association of Governments staff. The prioritization ranking for each project will be provided by RCTC to SCAG as required in the SCAG guidelines.

The cumulative points assigned to a project in accordance with the screening criteria that fall within the Point Range below will be converted to the RCTC Ranking (see table on following page).

Point Range	RCTC Ranking
45 - 50	Highly Recommended
35 - 40	Recommended
15 - 30	Contingency List
0 - 10	Not Recommended

Outreach:

All outreach activities will be documented for reporting to SCAG as required. Anticipated outreach activities include:

1. Leading up to and upon release of the SCAG Call for Nominations, RCTC will send multiple emails to its Technical Advisory Committee (TAC) members (generally, public works directors) and individuals who have signed up to receive RCTC Planning & Programming department emails with information about the SCAG Call for Nominations, associated deadlines, and adopted RCTC Project Prioritization Framework.
 - a. RCTC Planning & Programming staff will be available between March 12 and May 9 to answer questions and provide input on potential project nominations from eligible applicants.
2. Following Commission adoption of this Project Prioritization Framework (anticipated March 12), RCTC Planning & Programming staff will jointly host a Riverside County-specific workshop with SCAG on March 24.
3. RCTC Planning & Programming staff (and/or SCAG staff) will present the Call for Nominations to the RCTC TAC on March 17 and RCTC Multimodal Bi-Monthly Roundtable Meeting with transit operators on April 8.
4. RCTC's External Affairs Department will share information with Tribal Governments contacts.

ATTACHMENT A – SUPPLEMENTAL QUESTIONNAIRE

DELIVERABILITY

1. Provide evidence of the matching funds identified in the application for all future phases of the project. Evidence may include: a letter of commitment signed by the applicant’s executive officer (city manager, CEO, etc.); pages from the approved agency budget which demonstrates the fund sources committed to the project; copies of California Transportation Commission agendas approving the programming of funds to the project; etc.

[UPLOAD BUTTONS]

ELIGIBILITY

2. Copy and paste the code section from either the STBG or CMAQ guidance documents linked below which demonstrates the project’s eligibility.
STBG - https://www.fhwa.dot.gov/specialfunding/stp/bil_stbg_implementation_guidance-05_25_22.pdf
CMAQ - https://www.fhwa.dot.gov/ENVIRonment/air_quality/cmaq/policy_and_guidance/cmaq-program-interim-guidance-revised-infrastructure-investment-jobs-act.pdf

[COPY AND PASTE CODE SECTION WHICH DEMONSTRATES THE PROJECT’S ELIGIBILITY TO RECEIVE EITHER STBG OR CMAQ FUNDS]

READINESS

- 3a. ***STBG projects only*** Provide a copy of the NEPA signature page or proof of public notice.

[UPLOAD BUTTON]

- 3b. ***CMAQ projects only*** Provide the completed air quality analysis. *If applicant needs assistance completing an air quality analysis, contact Edward Emery (eedemery@rctc.org) by May 2.*

[UPLOAD BUTTON]

CMAQ projects only If applying for PA/ED funds, provide the pages from the plan in which the project is included OR if applying for design or construction funds, provide a copy of the NEPA signature page, proof of public notice, or narrative to demonstrate a plan for obtaining NEPA Categorical Exclusion.

[UPLOAD BUTTON]

[AS APPLICABLE: NARRATIVE DESCRIBING PLAN FOR OBTAINING NEPA CE]

ALIGNMENT WITH REGIONAL PLANS

- 4a. ***STBG projects only*** Provide documentation of where in the RCTC Measure A Expenditure Plan, CVAG TPPS, or WRCOG TUMF Nexus Study the project is found.

[UPLOAD BUTTON]

- 4b. ***CMAQ projects only*** Provide documentation of the plan in which the project is found. Evidence may include: pages from a short range transit plan, comprehensive operational analysis, capital improvement program, etc.

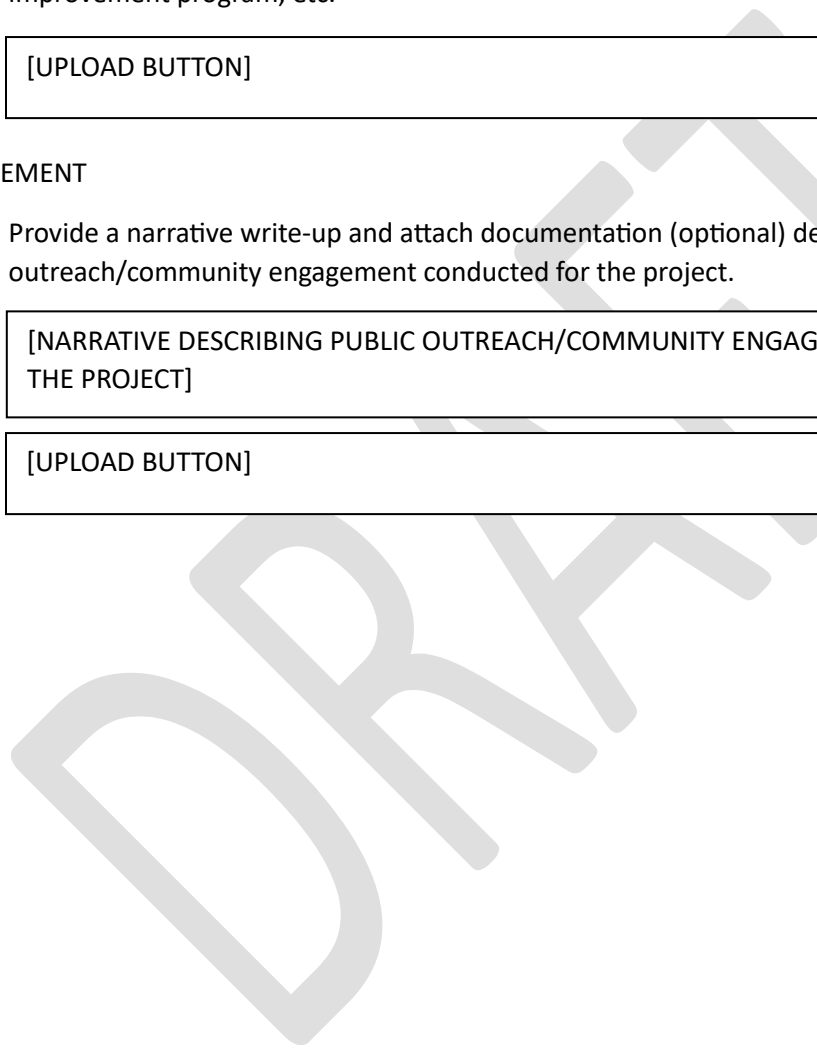
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ENGAGEMENT

5. Provide a narrative write-up and attach documentation (optional) describing the public outreach/community engagement conducted for the project.

[NARRATIVE DESCRIBING PUBLIC OUTREACH/COMMUNITY ENGAGEMENT CONDUCTED FOR THE PROJECT]

[UPLOAD BUTTON]



AGENDA ITEM 9

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	February 24, 2025
TO:	Budget and Implementation Committee
FROM:	Monica Morales, Senior Management Analyst Eric DeHate, Transit Manager
THROUGH:	Lorelle Moe-Luna, Multimodal Services Director
SUBJECT:	Agreement for Transportation Development Act Triennial Performance Audit Services

STAFF RECOMMENDATION:

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

- 1) Award Agreement No. 25-62-036-00 to Michael Baker International Inc (MBI). for Transportation Development Act (TDA) Triennial Performance Audit Services (TPA) for a one-year term, and one, three-year option to extend the agreement, in the amount of \$286,812, plus a contingency amount of \$14,338, for a total not to exceed amount of \$301,150;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement including the option term, on behalf of the Commission; and
- 3) Authorize the Executive Director, or designee, to approve contingency work up to the total not to exceed amount as required for these services.

BACKGROUND INFORMATION:

In accordance with California Public Utilities Code Section 99246, the Commission is required every three years (triennial) to arrange for performance audits of its activities as well as the activities of the transit operators to which it allocates TDA funds. The Commission must send final reports to the California Department of Transportation (Caltrans) in order for the Commission to receive and allocate TDA funds for Riverside County transit operators.

The audits are required to evaluate the efficiency, effectiveness, and economy of the Commission and the seven public operators: cities of Banning, Beaumont, Corona, and Riverside; Riverside Transit Agency (RTA); SunLine Transit Agency; and Palo Verde Valley Transit Agency. For this award, the first triennial audit cycle will cover Fiscal Years (FYs) 2021/22, 2022/23, and 2023/24, and must be conducted in compliance with relevant sections of the TDA. The second audit cycle, upon exercising the agreement’s option period, would cover FYs 2024/25, 2025/26, and 2026/27.

DISCUSSION

Key activities to be completed during the TPAs will include:

- Project Management - General project oversight including agendas, meeting minutes, project timeline, and schedules.
- Coordination and Guidance - Facilitate communication between Operators and RCTC for performance audits.
- RCTC TPA - Conduct a performance audit of the Commission per TDA and California Administrative Code using the "Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities."
- Operator TPA - Conduct a performance audit of Operators per TDA and California Administrative Code using the "Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities."

Procurement Process

Staff determined the weighted factor method of source selection to be the most appropriate for this procurement, as it allows the Commission to identify the most advantageous proposal with price and other factors considered. Non-price factors include elements such as qualifications of firm, personnel, and the ability to respond to the Commission's needs for TDA TPA Services as set forth under the terms of the Request for Proposals (RFP) No. 25-62-036-00.

RFP No. 25-62-036-00 for TDA TPA Services was released by staff on November 12, 2024. The RFP was posted on the Commission's PlanetBids website, which is accessible through the Commission's website. Utilizing PlanetBids, emails were sent to 395 firms, 48 of which are located in Riverside County. Through the PlanetBids site, 13 firms downloaded the RFP. Staff responded to all questions submitted by potential proposers prior to December 3, 2024, clarification deadline date. Two firms – MBI (Santa Ana), and Moore & Associates Inc. (Valencia) - submitted responsive proposals prior to the 2:00 p.m. submittal deadline on December 23, 2024. Utilizing the evaluation criteria set forth in the RFP, the two proposals were evaluated and scored by an evaluation committee comprised of Riverside Transit Agency, San Bernardino County Transportation Authority, and Commission staff.


As a result of the evaluation committee's assessment of the written proposals and according to the terms of the RFP, the evaluation committee recommends a contract award to MBI to provide the TDA TPA Services for a one-year term, and one, three-year option to extend the agreement, as this firm earned the highest total evaluation score. A summary of the proposed costs submitted with the written proposals and the total evaluation score rankings are presented in the following table:

Firm	Audit Cycle 1 One year term	Audit Cycle 2 Three optional years	Total Price	Overall Ranking
Michael Baker International Inc.	\$136,545.00	\$150,267.00	\$286,812.00	1
Moore & Associates Inc.	\$143,796.50	\$154,687.56	\$298,484.06	2

Accordingly, staff recommends the award of Agreement No. 25-62-036-00 (Attachment 1) to MBI for the TDA TPA for a one-year term, and one, three-year option to extend the agreement, in the amount of \$286,812, plus a contingency amount of \$14,338, for a total not to exceed amount of \$301,150. An approximate five percent contingency is assumed for the work for any unforeseen delays. The Commission’s model professional service agreement will be entered into with MBI subject to any changes approved by the Executive Director or designee, and pursuant to legal counsel review. Staff oversight of the contract will maximize the effectiveness of the firm and minimize costs to the commission. Staff also recommends authorization of the Executive Director, or designee, to approve contingency work up to the total not to exceed amount as required for these services.

FISCAL IMPACT:

Sufficient funding is included in the approved FY 2024/25 budget and remaining costs will be included in future budgets. Funding for this project is comprised of Local Transportation Funds.

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY2024/25 FY 2025/26+	Amount:	\$150,000 \$151,150
Source of Funds:	Local Transportation Funds- Planning		Budget Adjustment:	N/A	
GL/Project Accounting No.:	622305 65520 00000 0000 106 62 65520				
Fiscal Procedures Approved:				Date:	02/13/2025

Attachment: Draft Professional Services Agreement No. 25-62-036-00 with MBI

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
AGREEMENT FOR TRANSPORTATION DEVELOPMENT ACT (TDA)
TRIENNIAL PERFORMANCE AUDIT SERVICES
WITH MICHAEL BAKER INTERNATIONAL, INC.**

1. PARTIES AND DATE.

This Agreement is made and entered into this __day of _____, 2025, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("the Commission") and MICHAEL BAKER INTERNATIONAL, INC. ("Consultant"), a CORPORATION.

2. RECITALS.

2.1 Commission is the County Transportation Commission for Riverside County, with responsibility for, among other things, implementing or allocating funding for various transportation programs and projects throughout the County of Riverside ("County").

2.2 The Western Riverside County Regional Conservation Authority ("RCA") is a Joint Powers Authority ("JPA") comprised of the County and eighteen cities in the western portion of the County.

2.3 Pursuant to an Implementation and Management Services Agreement between the Commission and RCA, the Commission provides management services on behalf of RCA, and may contract with consultants to provide services for RCA.

2.4 Consultant desires to perform and assume responsibility for the provision of certain professional consulting services required by Commission, for Commission's or RCA's benefit, on the terms and conditions set forth in this Agreement. Consultant represents that it is a professional consultant, experienced in providing audit services to public clients, is licensed in the State of California, if required, and is familiar with the plans of Commission.

2.5 Commission desires to engage Consultant to render certain consulting services for Commission or RCA for Transportation Development Act (TDA) Triennial Performance Audit Services project ("Project") as set forth herein.

3. TERMS.

3.1 General Scope of Services. Consultant promises and agrees to furnish to Commission all labor materials, tools, equipment, services, and incidental and customary work necessary to fully and adequately provide professional consulting services and advice on various issues affecting the decisions of Commission or RCA regarding the Project and on other programs and matters affecting Commission or RCA, hereinafter referred to as "Services". The Services are more particularly described in Exhibit "A" attached hereto and incorporated herein by reference. All Services shall be subject to, and performed in accordance with, this Agreement, the exhibits

attached hereto and incorporated herein by reference, and all applicable local, state, and federal laws, rules and regulations.

3.2 Term. The term of this Agreement shall be from the date first specified above and for one-year term with the option to extend the agreement for one, three-year option, unless earlier terminated as provided herein. Consultant shall complete the Services within the term of this Agreement and shall meet any other established schedules and deadlines.

3.3 Schedule of Services. Consultant shall perform the Services expeditiously, within the term of this Agreement, and in accordance with the Schedule of Services set forth in Exhibit "B" attached hereto and incorporated herein by reference. Consultant represents that it has the professional and technical personnel required to perform the Services in conformance with such conditions. In order to facilitate Consultant's conformance with the Schedule, the Commission shall respond to Consultant's submittals in a timely manner. Upon request of the Commission, Consultant shall provide a more detailed schedule of anticipated performance to meet the Schedule of Services.

3.4 Independent Contractor; Control and Payment of Subordinates. The Services shall be performed by Consultant under its supervision. Consultant will determine the means, method and details of performing the Services subject to the requirements of this Agreement. Commission retains Consultant on an independent contractor basis and Consultant is not an employee of Commission. Consultant retains the right to perform similar or different services for others during the term of this Agreement. Any additional personnel performing the Services under this Agreement on behalf of Consultant shall not be employees of Commission and shall at all times be under Consultant's exclusive direction and control. Consultant shall pay all wages, salaries, and other amounts due such personnel in connection with their performance of Services under this Agreement and as required by law. Consultant shall be responsible for all reports and obligations respecting such additional personnel, including, but not limited to: social security taxes, income tax withholding, unemployment insurance, and workers' compensation insurance.

3.5 Conformance to Applicable Requirements. All work prepared by Consultant shall be subject to the approval of Commission.

3.6 Substitution of Key Personnel. Consultant has represented to Commission that certain key personnel will perform and coordinate the Services under this Agreement. Should one or more of such personnel become unavailable, Consultant may substitute other personnel of at least equal competence and experience upon written approval of Commission. In the event that Commission and Consultant cannot agree as to the substitution of key personnel, Commission shall be entitled to terminate this Agreement for cause, pursuant to provisions of Section 3.16 of this Agreement. The key personnel for performance of this Agreement are as follows: William Hoose and Rick Williams.

3.7 Commission's Representative. Commission hereby designates Executive Director, or his or her designee, to act as its representative for the performance of this Agreement ("Commission's Representative"). Commission's representative shall have the power to act on behalf of Commission for all purposes under this Agreement. Consultant shall not accept direction from any person other than Commission's Representative or his or her designee.

3.8 Consultant's Representative. Consultant hereby designates William Hoose, or his or her designee, to act as its representative for the performance of this Agreement ("Consultant's Representative"). Consultant's Representative shall have full authority to represent

and act on behalf of the Consultant for all purposes under this Agreement. The Consultant's Representative shall supervise and direct the Services, using his or her best skill and attention, and shall be responsible for all means, methods, techniques, sequences and procedures and for the satisfactory coordination of all portions of the Services under this Agreement.

3.9 Coordination of Services. Consultant agrees to work closely with Commission staff in the performance of Services and shall be available to Commission's staff, consultants and other staff at all reasonable times.

3.10 Standard of Care; Licenses. Consultant shall perform the Services under this Agreement in a skillful and competent manner, consistent with the standard generally recognized as being employed by professionals in the same discipline in the State of California. Consultant represents and maintains that it is skilled in the professional calling necessary to perform the Services. Consultant warrants that all employees and subcontractors shall have sufficient skill and experience to perform the Services assigned to them. Finally, Consultant represents that it, its employees and subcontractors have all licenses, permits, qualifications and approvals of whatever nature that are legally required to perform the Services and that such licenses and approvals shall be maintained throughout the term of this Agreement. Consultant shall perform, at its own cost and expense and without reimbursement from Commission, any Services necessary to correct errors or omissions which are caused by the Consultant's failure to comply with the standard of care provided for herein, and shall be fully responsible to the Commission and RCA for all damages and other liabilities provided for in the indemnification provisions of this Agreement arising from the Consultant's errors and omissions.

3.11 Laws and Regulations. Consultant shall keep itself fully informed of and in compliance with all local, state and federal laws, rules and regulations in any manner affecting the performance of the Project or the Services, including all Cal/OSHA requirements, and shall give all notices required by law. Consultant shall be liable for all violations of such laws and regulations in connection with Services. If the Consultant performs any work knowing it to be contrary to such laws, rules and regulations and without giving written notice to Commission, Consultant shall be solely responsible for all costs arising therefrom. Consultant shall defend, indemnify and hold Commission, RCA, their officials, directors, officers, employees and agents free and harmless, pursuant to the indemnification provisions of this Agreement, from any claim or liability arising out of any failure or alleged failure to comply with such laws, rules or regulations.

3.12 Insurance.

3.12.1 Time for Compliance. Consultant shall not commence work under this Agreement until it has provided evidence satisfactory to the Commission that it has secured all insurance required under this section, in a form and with insurance companies acceptable to the Commission. In addition, Consultant shall not allow any subcontractor to commence work on any subcontract until it has secured all insurance required under this section.

3.12.2 Minimum Requirements. Consultant shall, at its expense, procure and maintain for the duration of the Agreement insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the Agreement by the Consultant, its agents, representatives, employees or subcontractors. Consultant shall also require all of its subcontractors to procure and maintain the same insurance for the duration of the Agreement. Such insurance shall meet at least the following minimum levels of coverage:

(A) Minimum Scope of Insurance. Coverage shall be at least as broad as the latest version of the following: (1) *General Liability*: Insurance Services Office Commercial General Liability coverage (occurrence form CG 0001 or exact equivalent); (2) *Automobile Liability*: Insurance Services Office Business Auto Coverage (form CA 0001, code 1 (any auto) or exact equivalent); and (3) *Workers' Compensation and Employer's Liability*: Workers' Compensation insurance as required by the State of California and Employer's Liability Insurance.

(B) Minimum Limits of Insurance. Consultant shall maintain limits no less than: (1) *General Liability*: \$2,000,000 per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability Insurance or other form with general aggregate limit is used, either the general aggregate limit shall apply separately to this Agreement/location or the general aggregate limit shall be twice the required occurrence limit; (2) *Automobile Liability*: \$1,000,000 per accident for bodily injury and property damage; and (3) *if Consultant has an employees, Workers' Compensation and Employer's Liability*: Workers' Compensation limits as required by the Labor Code of the State of California. Employer's Practices Liability limits of \$1,000,000 per accident.

3.12.3 Professional Liability. Consultant shall procure and maintain, and require its sub-consultants to procure and maintain, for a period of five (5) years following completion of the Project, errors and omissions liability insurance appropriate to their profession. Such insurance shall be in an amount not less than \$1,000,000 per claim. This insurance shall be endorsed to include contractual liability applicable to this Agreement and shall be written on a policy form coverage specifically designed to protect against acts, errors or omissions of the Consultant. "Covered Professional Services" as designated in the policy must specifically include work performed under this Agreement. The policy must "pay on behalf of" the insured and must include a provision establishing the insurer's duty to defend.

3.12.4 Insurance Endorsements. The insurance policies shall contain the following provisions, or Consultant shall provide endorsements on forms approved by the Commission to add the following provisions to the insurance policies:

(A) General Liability.

(i) Commercial General Liability Insurance must include coverage for (1) bodily Injury and property damage; (2) personal Injury/advertising Injury; (3) premises/operations liability; (4) products/completed operations liability; (5) aggregate limits that apply per Project; (6) explosion, collapse and underground (UCX) exclusion deleted; (7) contractual liability with respect to this Agreement; (8) broad form property damage; and (9) independent consultants coverage.

(ii) The policy shall contain no endorsements or provisions limiting coverage for (1) contractual liability; (2) cross liability exclusion for claims or suits by one insured against another; or (3) contain any other exclusion contrary to this Agreement.

(iii) The policy shall give the Commission, RCA, their directors, officials, officers, employees, and agents insured status using ISO endorsement forms 20 10 10 01 and 20 37 10 01, or endorsements providing the exact same coverage.

(iv) The additional insured coverage under the policy shall be "primary and non-contributory" and will not seek contribution from the Commission's or RCA's

insurance or self-insurance and shall be at least as broad as CG 20 01 04 13, or endorsements providing the exact same coverage.

(B) Automobile Liability. The automobile liability policy shall be endorsed to state that: (1) the Commission, RCA, their directors, officials, officers, employees and agents shall be covered as additional insureds with respect to the ownership, operation, maintenance, use, loading or unloading of any auto owned, leased, hired or borrowed by the Consultant or for which the Consultant is responsible; and (2) the insurance coverage shall be primary insurance as respects the Commission, RCA, their directors, officials, officers, employees and agents, or if excess, shall stand in an unbroken chain of coverage excess of the Consultant's scheduled underlying coverage. Any insurance or self-insurance maintained by the Commission, RCA, their directors, officials, officers, employees and agents shall be excess of the Consultant's insurance and shall not be called upon to contribute with it in any way.

(C) Workers' Compensation and Employers Liability Coverage.

(i) Consultant certifies that he/she is aware of the provisions of Section 3700 of the California Labor Code which requires every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and he/she will comply with such provisions before commencing work under this Agreement.

(ii) The insurer shall agree to waive all rights of subrogation against the Commission, RCA, their directors, officials, officers, employees and agents for losses paid under the terms of the insurance policy which arise from work performed by the Consultant.

(D) All Coverages.

(i) Defense costs shall be payable in addition to the limits set forth hereunder.

(ii) Requirements of specific coverage or limits contained in this section are not intended as a limitation on coverage, limits, or other requirement, or a waiver of any coverage normally provided by any insurance. It shall be a requirement under this Agreement that any available insurance proceeds broader than or in excess of the specified minimum insurance coverage requirements and/or limits set forth herein shall be available to the Commission, RCA, their directors, officials, officers, employees and agents as additional insureds under said policies. Furthermore, the requirements for coverage and limits shall be (1) the minimum coverage and limits specified in this Agreement; or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the named insured; whichever is greater.

(iii) The limits of insurance required in this Agreement may be satisfied by a combination of primary and umbrella or excess insurance. Any umbrella or excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and non-contributory basis for the benefit of the Commission and RCA (if agreed to in a written contract or agreement) before the Commission's and RCA's own insurance or self-insurance shall be called upon to protect them as a named insured. The umbrella/excess policy shall be provided on a "following form" basis with coverage at least as broad as provided on the underlying policy(ies).

(iv) Consultant shall provide the Commission at least thirty (30) days prior written notice of cancellation of any policy required by this Agreement, except that the Consultant shall provide at least ten (10) days prior written notice of cancellation of any such policy due to non-payment of premium. If any of the required coverage is cancelled or expires during the term of this Agreement, the Consultant shall deliver renewal certificate(s) including the General Liability Additional Insured Endorsement to the Commission at least ten (10) days prior to the effective date of cancellation or expiration.

(v) The retroactive date (if any) of each policy is to be no later than the effective date of this Agreement. Consultant shall maintain such coverage continuously for a period of at least three years after the completion of the work under this Agreement. Consultant shall purchase a one (1) year extended reporting period A) if the retroactive date is advanced past the effective date of this Agreement; B) if the policy is cancelled or not renewed; or C) if the policy is replaced by another claims-made policy with a retroactive date subsequent to the effective date of this Agreement.

(vi) The foregoing requirements as to the types and limits of insurance coverage to be maintained by Consultant, and any approval of said insurance by the Commission, is not intended to and shall not in any manner limit or qualify the liabilities and obligations otherwise assumed by the Consultant pursuant to this Agreement, including but not limited to, the provisions concerning indemnification.

(vii) If at any time during the life of the Agreement, any policy of insurance required under this Agreement does not comply with these specifications or is canceled and not replaced, Commission has the right but not the duty to obtain the insurance it deems necessary and any premium paid by Commission will be promptly reimbursed by Consultant or Commission will withhold amounts sufficient to pay premium from Consultant payments. In the alternative, Commission may cancel this Agreement. The Commission may require the Consultant to provide complete copies of all insurance policies in effect for the duration of the Project.

(viii) Neither the Commission, RCA nor any of their directors, officials, officers, employees or agents shall be personally responsible for any liability arising under or by virtue of this Agreement.

3.12.5 Deductibles and Self-Insurance Retentions. Any deductibles or self-insured retentions must be declared to and approved by the Commission. If the Commission does not approve the deductibles or self-insured retentions as presented, Consultant shall guarantee that, at the option of the Commission, either: (1) the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the Commission, RCA, their directors, officials, officers, employees and agents; or, (2) the Consultant shall procure a bond guaranteeing payment of losses and related investigation costs, claims and administrative and defense expenses.

3.12.6 Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best's rating no less than A:VIII, licensed to do business in California, and satisfactory to the Commission.

3.12.7 Verification of Coverage. Consultant shall furnish Commission with original certificates of insurance and endorsements effecting coverage required by this Agreement on forms satisfactory to the Commission. The certificates and endorsements for each insurance policy shall be signed by a person authorized by that insurer to bind coverage on its behalf. All

certificates and endorsements must be received and approved by the Commission before work commences. The Commission reserves the right to require complete, certified copies of all required insurance policies, at any time.

3.12.8 Subconsultant Insurance Requirements. Consultant shall not allow any subcontractors or subconsultants to commence work on any subcontract until they have provided evidence satisfactory to the Commission that they have secured all insurance required under this section. Policies of commercial general liability insurance provided by such subcontractors or subconsultants shall be endorsed to name the Commission and RCA as additional insureds using ISO form CG 20 38 04 13 or an endorsement providing the exact same coverage. If requested by Consultant, the Commission may approve different scopes or minimum limits of insurance for particular subcontractors or subconsultants.

3.13 Safety. Consultant shall execute and maintain its work so as to avoid injury or damage to any person or property. In carrying out its Services, the Consultant shall at all times be in compliance with all applicable local, state and federal laws, rules and regulations, and shall exercise all necessary precautions for the safety of employees appropriate to the nature of the work and the conditions under which the work is to be performed. Safety precautions as applicable shall include, but shall not be limited to: (A) adequate life protection and life saving equipment and procedures; (B) instructions in accident prevention for all employees and subcontractors, such as safe walkways, scaffolds, fall protection ladders, bridges, gang planks, confined space procedures, trenching and shoring, equipment and other safety devices, equipment and wearing apparel as are necessary or lawfully required to prevent accidents or injuries; and (C) adequate facilities for the proper inspection and maintenance of all safety measures.

3.14 Fees and Payment.

3.14.1 Compensation. Consultant shall receive compensation, including authorized reimbursements, for all Services rendered under this Agreement at the rates set forth in Exhibit "C" attached hereto. The total compensation shall not exceed One Hundred Thirty-Six Thousand and Five Hundred Forty-Five Dollars (\$136,545) for year one (Audit Cycle 1) without written approval of Commission's Executive Director ("Total Compensation"). Extra Work may be authorized, as described below, and if authorized, will be compensated at the rates and manner set forth in this Agreement.

3.14.2 Payment of Compensation. Consultant shall submit to Commission a monthly statement which indicates work completed and hours of Services rendered by Consultant. The statement shall describe the amount of Services and supplies provided since the initial commencement date, or since the start of the subsequent billing periods, as appropriate, through the date of the statement. Commission shall, within 45 days of receiving such statement, review the statement and pay all approved charges thereon.

3.14.3 Reimbursement for Expenses. Consultant shall not be reimbursed for any expenses unless authorized in writing by Commission.

3.14.4 Extra Work. At any time during the term of this Agreement, Commission may request that Consultant perform Extra Work. As used herein, "Extra Work" means any work which is determined by Commission to be necessary for the proper completion of the Project, but which the parties did not reasonably anticipate would be necessary at the execution of this Agreement. Consultant shall not perform, nor be compensated for, Extra Work without written authorization from Commission's Executive Director.

3.15 Accounting Records. Consultant shall maintain complete and accurate records with respect to all costs and expenses incurred and fees charged under this Agreement. All such records shall be clearly identifiable. Consultant shall allow a representative of Commission during normal business hours to examine, audit, and make transcripts or copies of such records and any other documents created pursuant to this Agreement. Consultant shall allow inspection of all work, data, documents, proceedings, and activities related to the Agreement for a period of three (3) years from the date of final payment under this Agreement.

3.16 Termination of Agreement.

3.16.1 Grounds for Termination. Commission may, by written notice to Consultant, terminate the whole or any part of this Agreement at any time and without cause by giving written notice to Consultant of such termination, and specifying the effective date thereof. Upon termination, Consultant shall be compensated only for those services which have been fully and adequately rendered to Commission through the effective date of the termination, and Consultant shall be entitled to no further compensation. Consultant may not terminate this Agreement except for cause.

3.16.2 Effect of Termination. If this Agreement is terminated as provided herein, Commission may require Consultant to provide all finished or unfinished Documents and Data, as defined below, and other information of any kind prepared by Consultant in connection with the performance of Services under this Agreement. Consultant shall be required to provide such document and other information within fifteen (15) days of the request.

3.16.3 Additional Services. In the event this Agreement is terminated in whole or in part as provided herein, Commission may procure, upon such terms and in such manner as it may determine appropriate, services similar to those terminated.

3.17 Delivery of Notices. All notices permitted or required under this Agreement shall be given to the respective parties at the following address, or at such other address as the respective parties may provide in writing for this purpose:

CONSULTANT:
Michael Baker International, Inc.
3100 Zinfandel Drive
Suite 125
Rancho Cordova, CA 95670
Attn: Rick Williams

COMMISSION:
Riverside County
Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501
Attn: Executive Director

Such notice shall be deemed made when personally delivered or when mailed, forty-eight (48) hours after deposit in the U.S. Mail, first class postage prepaid and addressed to the party at its applicable address. Actual notice shall be deemed adequate notice on the date actual notice occurred, regardless of the method of service.

3.18 Ownership of Materials/Confidentiality.

3.18.1 Documents & Data. This Agreement creates an exclusive and perpetual license for Commission and RCA to copy, use, modify, reuse, or sub-license any and all copyrights and designs embodied in plans, specifications, studies, drawings, estimates, materials, data and other documents or works of authorship fixed in any tangible medium of expression, including but not limited to, physical drawings or data magnetically or otherwise recorded on computer diskettes, which are prepared or caused to be prepared by Consultant under this Agreement (“Documents & Data”).

Consultant shall require all subcontractors to agree in writing that Commission and RCA are granted an exclusive and perpetual license for any Documents & Data the subcontractor prepares under this Agreement.

Consultant represents and warrants that Consultant has the legal right to grant the exclusive and perpetual license for all such Documents & Data. Consultant makes no such representation and warranty in regard to Documents & Data which were prepared by design professionals other than Consultant or provided to Consultant by the Commission.

Commission and RCA shall not be limited in any way in their use of the Documents & Data at any time, provided that any such use not within the purposes intended by this Agreement shall be at Commission’s or RCA’s sole risk.

3.18.2 Intellectual Property. In addition, Commission and RCA shall have and retain all right, title and interest (including copyright, patent, trade secret and other proprietary rights) in all plans, specifications, studies, drawings, estimates, materials, data, computer programs or software and source code, enhancements, documents, and any and all works of authorship fixed in any tangible medium or expression, including but not limited to, physical drawings or other data magnetically or otherwise recorded on computer media (“Intellectual Property”) prepared or developed by or on behalf of Consultant under this Agreement as well as any other such Intellectual Property prepared or developed by or on behalf of Consultant under this Agreement.

The Commission and RCA shall have and retain all right, title and interest in Intellectual Property developed or modified under this Agreement whether or not paid for wholly or in part by Commission or RCA, whether or not developed in conjunction with Consultant, and whether or not developed by Consultant. Consultant will execute separate written assignments of any and all rights to the above referenced Intellectual Property upon request of Commission.

Consultant shall also be responsible to obtain in writing separate written assignments from any subcontractors or agents of Consultant of any and all right to the above referenced Intellectual Property. Should Consultant, either during or following termination of this Agreement, desire to use any of the above-referenced Intellectual Property, it shall first obtain the written approval of the Commission.

All materials and documents which were developed or prepared by the Consultant for general use prior to the execution of this Agreement and which are not the copyright of any other party or publicly available and any other computer applications, shall continue to be the property of the Consultant. However, unless otherwise identified and stated prior to execution of this Agreement, Consultant represents and warrants that it has the right to grant the exclusive and perpetual license for all such Intellectual Property as provided herein.

Commission and RCA are further granted by Consultant a non-exclusive and perpetual license to copy, use, modify or sub-license any and all Intellectual Property otherwise

owned by Consultant which is the basis or foundation for any derivative, collective, insurrectional, or supplemental work created under this Agreement.

3.18.3 Confidentiality. All ideas, memoranda, specifications, plans, procedures, drawings, descriptions, computer program data, input record data, written information, and other Documents and Data either created by or provided to Consultant in connection with the performance of this Agreement shall be held confidential by Consultant. Such materials shall not, without the prior written consent of Commission, be used by Consultant for any purposes other than the performance of the Services. Nor shall such materials be disclosed to any person or entity not connected with the performance of the Services or the Project. Nothing furnished to Consultant which is otherwise known to Consultant or is generally known, or has become known, to the related industry shall be deemed confidential. Consultant shall not use Commission's or RCA's name or insignia, photographs of the Project, or any publicity pertaining to the Services or the Project in any magazine, trade paper, newspaper, television or radio production or other similar medium without the prior written consent of Commission.

3.18.4 Infringement Indemnification. Consultant shall defend, indemnify and hold the Commission, RCA, their directors, officials, officers, employees, volunteers and agents free and harmless, pursuant to the indemnification provisions of this Agreement, for any alleged infringement of any patent, copyright, trade secret, trade name, trademark, or any other proprietary right of any person or entity in consequence of the use on the Project by Commission or RCA of the Documents & Data, including any method, process, product, or concept specified or depicted.

3.19 Cooperation; Further Acts. The Parties shall fully cooperate with one another, and shall take any additional acts or sign any additional documents as may be necessary, appropriate or convenient to attain the purposes of this Agreement.

3.20 Attorney's Fees. If either party commences an action against the other party, either legal, administrative or otherwise, arising out of or in connection with this Agreement, the prevailing party in such litigation shall be entitled to have and recover from the losing party reasonable attorney's fees and costs of such actions.

3.21 Indemnification. To the fullest extent permitted by law, Consultant shall defend (with counsel of Commission's choosing), indemnify and hold Commission, RCA, their directors, officials, officers, employees, consultants, volunteers, and agents free and harmless from any and all claims, demands, causes of action, costs, expenses, liability, loss, damage or injury, in law or equity, to property or persons, including wrongful death, in any manner arising out of or incident to alleged negligent acts, omissions, or willful misconduct of Consultant, its officials, officers, employees, agents, consultants, and contractors arising out of or in connection with the performance of the Services, the Project or this Agreement, including without limitation the payment of consequential damages, expert witness fees, and attorneys fees and other related costs and expenses. Consultant shall defend, at Consultant's own cost, expense and risk, any and all such aforesaid suits, actions or other legal proceedings of every kind that may be brought or instituted against Commission, RCA, their directors, officials, officers, employees, consultants, agents, or volunteers. Consultant shall pay and satisfy any judgment, award or decree that may be rendered against Commission, RCA or their directors, officials, officers, employees, consultants, agents, or volunteers, in any such suit, action or other legal proceeding. Consultant shall reimburse Commission, RCA and their directors, officials, officers, employees, consultants, agents, and/or volunteers, for any and all legal expenses and costs, including reasonable attorney's fees, incurred by each of them in connection therewith or in enforcing the indemnity herein provided. Consultant's

obligation to indemnify shall not be restricted to insurance proceeds, if any, received by Commission, RCA, their directors, officials officers, employees, consultants, agents, or volunteers.

If Consultant's obligation to defend, indemnify, and/or hold harmless arises out of Consultant's performance as a "design professional" (as that term is defined under Civil Code section 2782.8), then, and only to the extent required by Civil Code section 2782.8, which is fully incorporated herein, Consultant's indemnification obligation shall be limited to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Consultant, and, upon Consultant obtaining a final adjudication by a court of competent jurisdiction, Consultant's liability for such claim, including the cost to defend, shall not exceed the Consultant's proportionate percentage of fault.

Consultant's obligations as set forth in this Section shall survive expiration or termination of this Agreement.

3.22 Entire Agreement. This Agreement contains the entire Agreement of the parties with respect to the subject matter hereof, and supersedes all prior negotiations, understandings or agreements. This Agreement may only be supplemented, amended, or modified by a writing signed by both parties.

3.23 Governing Law. This Agreement shall be governed by the laws of the State of California. Venue shall be in Riverside County.

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

3.25 Right to Employ Other Consultants. The Commission and RCA reserve the right to employ other consultants in connection with the Project.

3.26 Successors and Assigns. This Agreement shall be binding on the successors and assigns of the parties and shall not be assigned by Consultant without the prior written consent of Commission.

3.27 Prohibited Interests and Conflicts.

3.27.1 Solicitation. Consultant maintains and warrants that it has not employed nor retained any company or person, other than a bona fide employee working solely for Consultant, to solicit or secure this Agreement. Further, Consultant warrants that it has not paid, nor has it agreed to pay any company or person, other than a bona fide employee working solely for Consultant, any fee, commission, percentage, brokerage fee, gift or other consideration contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, Commission shall have the right to rescind this Agreement without liability.

3.27.2 Conflict of Interest. For the term of this Agreement, no member, officer or employee of Commission, during the term of his or her service with Commission, shall have any direct interest in this Agreement, or obtain any present or anticipated material benefit arising therefrom.

3.27.3 Conflict of Employment. Employment by the Consultant of personnel currently on the payroll of the Commission shall not be permitted in the performance of this Agreement, even though such employment may occur outside of the employee's regular working

hours or on weekends, holidays or vacation time. Further, the employment by the Consultant of personnel who have been on the Commission payroll within one year prior to the date of execution of this Agreement, where this employment is caused by and or dependent upon the Consultant securing this or related Agreements with the Commission, is prohibited.

3.27.4 Employment Adverse to the Commission or RCA. Consultant shall notify the Commission, and shall obtain the Commission's written consent, prior to accepting work to assist with or participate in a third-party lawsuit or other legal or administrative proceeding against the Commission or RCA during the term of this Agreement.

3.28 Equal Opportunity Employment. Consultant represents that it is an equal opportunity employer and it shall not discriminate against any employee or applicant for employment because of race, religion, color, national origin, ancestry, sex or age. Such non-discrimination shall include, but not be limited to, all activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination. Consultant shall also comply with all relevant provisions of Commission's Disadvantaged Business Enterprise program, Affirmative Action Plan or other related Commission programs or guidelines currently in effect or hereinafter enacted.

3.29 Subcontracting. Consultant shall not subcontract any portion of the work or Services required by this Agreement, except as expressly stated herein, without prior written approval of the Commission. Subcontracts, if any, shall contain a provision making them subject to all provisions stipulated in this Agreement.

3.30 Prevailing Wages. By its execution of this Agreement, Consultant certified that it is aware of the requirements of California Labor Code Sections 1720 et seq. and 1770 et seq., as well as California Code of Regulations, Title 8, Section 16000 et seq. ("Prevailing Wage Laws"), which require the payment of prevailing wage rates and the performance of other requirements on certain "public works" and "maintenance" projects. If the Services are being performed as part of an applicable "public works" or "maintenance" project, as defined by the Prevailing Wage Laws, and if the total compensation is \$1,000 or more, Consultant agrees to fully comply with such Prevailing Wage Laws. The Commission shall provide Consultant with a copy of the prevailing rate of per diem wages in effect at the commencement of this Agreement. Consultant shall make copies of the prevailing rates of per diem wages for each craft, classification or type of worker needed to execute the Services available to interested parties upon request and shall post copies at the Consultant's principal place of business and at the project site. Consultant shall defend, indemnify and hold the Commission, RCA, their elected officials, officers, employees and agents free and harmless from any claims, liabilities, costs, penalties or interest arising out of any failure or alleged failure to comply with the Prevailing Wage Laws.

3.30.1 DIR Registration. If the Services are being performed as part of an applicable "public works" or "maintenance" project, then pursuant to Labor Code Sections 1725.5 and 1771.1, the Consultant and all subconsultants must be registered with the Department of Industrial Relations. If applicable, Consultant shall maintain registration for the duration of the Project and require the same of any subconsultants. This Project may also be subject to compliance monitoring and enforcement by the Department of Industrial Relations. It shall be Consultant's sole responsibility to comply with all applicable registration and labor compliance requirements.

3.31 Employment of Apprentices. This Agreement shall not prevent the employment of properly indentured apprentices in accordance with the California Labor Code, and

no employer or labor union shall refuse to accept otherwise qualified employees as indentured apprentices on the work performed hereunder solely on the ground of race, creed, national origin, ancestry, color or sex. Every qualified apprentice shall be paid the standard wage paid to apprentices under the regulations of the craft or trade in which he or she is employed and shall be employed only in the craft or trade to which he or she is registered.

If California Labor Code Section 1777.5 applies to the Services, Consultant and any subcontractor hereunder who employs workers in any apprenticeable craft or trade shall apply to the joint apprenticeship council administering applicable standards for a certificate approving Consultant or any sub-consultant for the employment and training of apprentices. Upon issuance of this certificate, Consultant and any sub-consultant shall employ the number of apprentices provided for therein, as well as contribute to the fund to administer the apprenticeship program in each craft or trade in the area of the work hereunder.

The parties expressly understand that the responsibility for compliance with provisions of this Section and with Sections 1777.5, 1777.6 and 1777.7 of the California Labor Code in regard to all apprenticeable occupations lies with Consultant.

3.32 No Waiver. Failure of Commission to insist on any one occasion upon strict compliance with any of the terms, covenants or conditions hereof shall not be deemed a waiver of such term, covenant or condition, nor shall any waiver or relinquishment of any rights or powers hereunder at any one time or more times be deemed a waiver or relinquishment of such other right or power at any other time or times.

3.33 Eight-Hour Law. Pursuant to the provisions of the California Labor Code, eight hours of labor shall constitute a legal day's work, and the time of service of any worker employed on the work shall be limited and restricted to eight hours during any one calendar day, and forty hours in any one calendar week, except when payment for overtime is made at not less than one and one-half the basic rate for all hours worked in excess of eight hours per day ("Eight-Hour Law"), unless Consultant or the Services are not subject to the Eight-Hour Law. Consultant shall forfeit to Commission as a penalty, \$50.00 for each worker employed in the execution of this Agreement by him, or by any sub-consultant under him, for each calendar day during which such workman is required or permitted to work more than eight hours in any calendar day and forty hours in any one calendar week without such compensation for overtime violation of the provisions of the California Labor Code, unless Consultant or the Services are not subject to the Eight-Hour Law.

3.34 Subpoenas or Court Orders. Should Consultant receive a subpoena or court order related to this Agreement, the Services or the Project, Consultant shall immediately provide written notice of the subpoena or court order to the Commission. Consultant shall not respond to any such subpoena or court order until notice to the Commission is provided as required herein and shall cooperate with the Commission in responding to the subpoena or court order.

3.35 Survival. All rights and obligations hereunder that by their nature are to continue after any expiration or termination of this Agreement, including, but not limited to, the indemnification and confidentiality obligations, and the obligations related to receipt of subpoenas or court orders, shall survive any such expiration or termination.

3.36 No Third-Party Beneficiaries. RCA is an intended third-party beneficiary of any right or benefit granted to RCA under this Agreement. Except as set forth in the foregoing sentence, there are no other intended third-party beneficiaries of any right or obligation assumed by the Parties.

3.37 Labor Certification. By its signature hereunder, Consultant certifies that it is aware of the provisions of Section 3700 of the California Labor Code which require every employer to be insured against liability for Workers' Compensation or to undertake self-insurance in accordance with the provisions of that Code and agrees to comply with such provisions before commencing the performance of the Services.

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

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

3.40 Invalidity; Severability. If any portion of this Agreement is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

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

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

3.43 Assignment or Transfer. Consultant shall not assign, hypothecate, or transfer, either directly or by operation of law, this Agreement or any interest herein, without the prior written consent of the Commission. Any attempt to do so shall be null and void, and any assignees, hypothecates or transferees shall acquire no right or interest by reason of such attempted assignment, hypothecation or transfer.

3.44 Authority to Enter Agreement. Consultant has all requisite power and authority to conduct its business and to execute, deliver, and perform the Agreement. Each Party warrants that the individuals who have signed this Agreement have the legal power, right, and authority to make this Agreement and bind each respective Party.

3.45 Electronically Transmitted Signatures. A manually signed copy of this Agreement which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this Agreement for all purposes. This Agreement may be signed using an electronic signature.

[Signatures on following page]

**SIGNATURE PAGE
TO
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
AGREEMENT FOR TRANSPORTATION DEVELOPMENT ACT (TDA)
TRIENNIAL PERFORMANCE AUDIT SERVICES
WITH MICHAEL BAKER INTERNATIONAL, INC.**

IN WITNESS WHEREOF, this Agreement was executed on the date first written above.

**RIVERSIDE COUNTY
TRANSPORTATION COMMISSION**

**CONSULTANT
MICHAEL BAKER INTERNATIONAL, INC.**

By: _____
**Aaron Hake
Executive Director**

By: _____
Signature

Name

Title

Approved as to Form:

Attest:

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

By: _____
Its: _____

* A corporation requires the signatures of two corporate officers.

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

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

EXHIBIT "A"
SCOPE OF SERVICES

Draft

EXHIBIT "A"
SCOPE OF SERVICES

Transportation Development Act (TDA)
Triennial Performance Audit Services

INTRODUCTION AND BACKGROUND

The Riverside County Transportation Commission (hereinafter referred to as "Commission" or "RCTC") was created pursuant to California state law in 1976 to oversee the funding and coordinating of all public transportation services within Riverside County (County) and is designated as the Regional Transportation Planning Agency (RTPA) and County Transportation Commission (CTC). The Commission's governing body consists of all five members of the County Board of Supervisors; one elected official from each 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. TDA provides two sources of funding: Local Transportation Fund (LTF), derived from a one quarter of one-cent sales tax, and State Transit Assistance (STA), derived from the statewide sales tax on diesel fuel. In addition to TDA, transit operators are also able to receive Low Carbon Transit Operations Program (LCTOP) funding from the Cap-and-Trade Program, and State of Good Repair (SGR) Program funding from the Road Repair and Accountability Act of 2017. Both programs are allocated according to the Public Utilities Code (PUC) governing the STA funds.

The Commission serves as the tax authority and implementing agency for the voter approved Measure A Transportation Improvement Program. The County's electorate renewed Measure A in 2002 to impose a one-half of one cent sales tax to fund specific transportation programs that commenced in July 2009 and is in effect through June 2039.

The Commission oversees and allocates Federal Transit Administration (FTA) funds to public transit operators and works cooperatively with the Southern California Associated Governments (SCAG) and the California Department of Transportation (Caltrans). SCAG is the designated recipient of formula FTA Sections 5307, 5337, and 5339 funds in large, urbanized areas (UZA) within its jurisdiction and Caltrans is the designated recipient for FTA Sections 5307, 5311, and 5339 for small and rural UZAs. Through a Memorandum of Understanding, the Commission is responsible for awarding formula FTA funds to transit operators within the county through the annual Short-Range Transit Plan (SRTP) process and programs funds into the Federal Transportation Improvement Program (FTIP).

The Commission administers the western Riverside County vanpool program known as VanClub, owns and operates all nine (9) commuter rail stations in the county, and is a member agency of the Southern California Regional Rail Authority, known as Metrolink.

The Commission’s Multimodal Services Department is responsible for approving all federal and state formula funding to the public transit operators in the County through the annual SRTP process. The department is also responsible for providing financial oversight as the RTPA through implementation of policies and procedures regarding performance monitoring, financial auditing, and reporting of the transit operators as required by TDA.

Transit operators must submit an updated SRTP annually to be eligible for federal, state, and local funds. The SRTP is a budgeting and planning document that includes a three or five-year planning horizon. The SRTP describes each transit operator’s current transit network, how that network is performing, future changes to that network, and a financially constrained plan on how to pay for future operating and capital needs. An approved SRTP by the Commission is required for a transit operator to receive its annual allocation of federal, state, and local funds.

PURPOSE AND NEED

PUC Section 99246 requires RCTC to procure services to perform a performance audit of itself and that of the seven (7) transit operators (cities of Banning, Beaumont, Corona, Riverside, Riverside Transit Agency, SunLine Transit Agency, and Palo Verde Valley Transit Agency), referred to herein individually as “Operator” or collectively as the “Operators,” for Fiscal Years (FYs) 2021/22, 2022/23, and 2023/24. RCTC includes an optional contract extension for the next performance audit cycle, FYs 2024/25, 2025/26, and 2026/27.

SUMMARY OF PROJECT TASKS

Task 1: Project Administration

The selected Consultant shall perform general contract project management activities throughout the term of the contract. This includes general project administration, monthly invoicing and reporting, and coordination with RCTC staff.

Successful completion of this project requires advanced knowledge of state (California) public transportation funding laws and regulations. RCTC staff estimates that completion of this project for cycle one may take six (6) to twelve (12) months, depending on the Consultant’s proposed work plan, approach, and level of expertise. The Consultant shall initiate a kick-off meeting, provide an overview of its work plan, and project timeline and schedule.

Task Deliverables
<ul style="list-style-type: none">• Kick-off meeting• Agenda and meeting minutes• Project timeline and schedule• Monthly invoices

Task 2: Coordination and Guidance Document

The selected Consultant will be required to conduct and maintain coordination between the Operators and RCTC to complete the required performance audit. This includes correspondence, data collection, site visits, interviews, report reviews, and report finalization. The Consultant shall develop an audit guide for the Operators with information on:

- Method to obtain the requested items (i.e., Consultant portal)
- Draft schedule of the audit.
- Description of the TDA Performance Audit sections.

Successful completion of task requires advance planning, coordination, and clear direction to Operators in order to achieve project milestones.

Task Deliverables
<ul style="list-style-type: none">• Audit Guide for Transit Operators• Regular scheduled meetings with the Operators• Agenda and minutes

Task 3: RCTC Triennial Performance Audit

The selected Consultant shall conduct a performance audit of the Commission in accordance with TDA and related sections of the California Administrative Code utilizing the “Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities.” This shall include but not be limited to:

1. Determine Compliance with Legal and Regulatory Requirements

Should the Consultant identify instances of non-compliance, a finding regarding the non-compliance should be made in the audit report.

2. Follow-up on Prior Performance Audit Recommendations

The Consultant will review the most recent prior performance audit for RCTC and assess the implementation of and/or progress being made on audit recommendations that have not been implemented are:

- a. No longer applicable;
- b. Infeasible;
- c. Should still be implemented; or
- d. Underway.

If a prior audit recommendation has not been implemented but still has merit, the Consultant should include the prior audit recommendation in the current audit report. The Consultant will evaluate recommendations that have been implemented or are being implemented. For these recommendations, the Consultant should assess the benefits provided (or likely to be provided) by the recommendation. Significant accomplishments in implementing prior recommendations should be recognized.

3. Review RCTC Functions

The Consultant will review each of the RCTC TDA-related functions. The functional review is expected to include interviews with the RCTC management staff and governing board as well as with Operators under RCTC's jurisdiction. Supplemental interview with other regional agencies and state or federal agencies may be appropriate to gather more detailed information about areas of concern. Concerns over inefficient or ineffective RCTC performance may be raised by:

- a. RCTC and Operator interviews concerning RCTC's functions;
- b. Documents, such as the regional transportation plan, the Short-Range Transit Plan (SRTP), and adopted policies and procedures for evaluating TDA Claims;
- c. Follow up of prior performance audit; and
- d. Review of RCTC's compliance with statutory and regulatory requirements.

4. Statement of Facts/Findings

Selected consultant will summarize and document all statements of facts or findings for items 1- 3 above.

5. Recommendations

Selected consultant shall carry forward any prior audit recommendations not fully implemented along with any new recommendations to improve the efficiency, effectiveness, and economy of the operation for a transit agency. Any new recommendation shall include estimated costs and benefits for improving performance. Such recommendations may include where further analysis is indicated in the following functional areas:

- Administration, Management, and Coordination
- Transportation Planning and Programming
- TDA Claimant Relationships and Oversight
- Public Information and External Affairs
- Grant Applications and Management

Task Deliverables
<ul style="list-style-type: none">• Draft TDA Performance Report for comment• Final TDA Performance report

Task 4: Operators Performance Audit

The selected Consultant shall conduct a performance audit of the Operators in accordance with TDA and related sections of the California Administrative Code utilizing the “Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities.” This shall include but not be limited to:

1. Determine Compliance with Legal and Regulatory Requirements

Should the selected Consultant identify instances of non-compliance, a statement of fact or finding regarding the non-compliance should be made in the audit report.

2. Follow-up on Prior Performance Audit Recommendations

The selected Consultant will review the most recent prior performance audit for RCTC and assess the implementation of and/or progress being made on audit recommendations that have not been implemented are:

- a. No longer applicable;
- b. Infeasible;
- c. Should still be implemented; or
- d. Underway

If a prior audit recommendation has not been implemented but still has merit, the Consultant should include the prior audit recommendation in the current audit report. The Consultant will evaluate recommendations that have been implemented or are being implemented. For these recommendations, the Consultant should assess the benefits provided (or likely to be provided) by the recommendation. Significant accomplishments in implementing prior recommendations should be recognized.

3. Verify Performance Indicators

As part of the performance audit, Section 99246 of the PUC requires verification of five performance indicators: operating cost per passenger, operating cost per vehicle service hour, passengers per vehicle service hour, passengers per vehicle service mile and vehicle service hour per employee. The Consultant will review and validate the Operator’s collection of basic data needed to calculate these indicators for each fiscal year in the triennium. The Consultant will be expected to analyze performance indicators with the intent of identifying potential issues or concerns that may need further examination during the functional review.

As part of the functional review described below, the Consultant will be expected to select, calculate and analyze additional performance indicators that are appropriate to identify, quantify, and/or resolve performance problems and potential areas for improvement.

4. Review Operator’s Functions

The Consultant will review each operational function. The functional review is expected to include interviews with the Operator's management, staff, and governing board, as well as with selected RCTC staff. Concerns over inefficient or ineffective Operator performance may be raised by:

- a. Operator and RCTC interviews concerning Operator functions;
- b. Documents, such as user surveys or Short-Range Transit Plans;
- c. Review and analysis of TDA-required performance indicators;
- d. Follow-up of prior performance audit; and
- e. Review of Operator compliance with statutory and regulatory requirements

Concerns of inefficient or ineffective performance should lead to further investigation, which may include the verification and calculation of additional performance indicators. This detailed investigation of functional concerns, problems, and potential improvements should make up the basis of most statement of facts/findings in the audit report.

5. Capital Projects Management

Selected Consultant shall review the management of capital projects. Provide a review of transit related capital expenditures relating to allocation of funds and timeliness of completing capital projects. Provide guidance to Operators on "best practices" related to the management of transit related capital projects.

6. Statement of Facts/Findings

Selected consultant will summarize and document all statements of facts or findings for items 1- 5 above.

7. Recommendations

Selected consultant shall carry forward any prior audit recommendations not fully implemented along with any new recommendations to improve the efficiency, effectiveness, and economy of the operation for a transit agency. Any new recommendation shall include estimated costs and benefits for improving performance. Such recommendations may include where further analysis is indicated in the following functional areas:

- Operations/Contract Operations
- Maintenance
- Administration and Management
- Planning
- Marketing
- Human Resources/Risk Management
- Procurement
- Information Technology

Summary of Operations:

Municipal Transit Operators:

1. City of Banning

Service Area: City of Banning

Type of Service: Fixed routes (3) and elderly & handicapped dial-a-ride service, complementary paratransit

Days of Service: Monday-Sunday

Hours of Service: 5:11 a.m. – 10:00 p.m., Monday – Friday

8:00 a.m. – 6:00 p.m., Saturday & Sunday

FY 2023/2024 Operating Budget: \$2,129,401.

2. City of Beaumont

Service Area: City of Beaumont

Type of Service: Fixed routes (5), CommuterLinks (2) and elderly & handicapped dial-a-ride service, complementary paratransit

Days of Service: Monday – Saturday

Hours of Service: 6:15 a.m. – 6:35 p.m., Monday – Friday

8:00 a.m. – 5:00 p.m., Saturday

FY 2023/2024 Operating Budget: \$2,993,669

3. City of Corona

Service Area: City of Corona and the adjacent unincorporated areas of Home Gardens, El Cerrito and Coronita.

Type of Service: Fixed routes (2) and elderly & handicapped dial-a-ride service, complementary paratransit

Days of Service: Monday-Saturday

Hours of Service: 6:30 a.m. to 7:09 p.m., Monday – Friday

8:52 a.m. – 5:09 p.m., Saturday

FY 2023/2024 Operating Budget: \$3,390,290

4. City of Riverside – Special Services

Service Area: City of Riverside

Type of Service: Dial-a-ride for seniors and persons with disabilities

Days of Service: Monday - Sunday

Hours of Service: 8:00 a.m. - 5:30 p.m., Monday – Friday

9:00 a.m. - 4:00 p.m., Saturday and Sunday

FY 2023/2024 Operating Budget: \$4,880,409

Regional Transit Operators:

5. Palo Verde Valley Transit Agency

Service Area: City of Blythe and adjacent unincorporated area

Type of Service: General public deviated fixed routes (6)

Days of Service: Monday - Friday
*Hours of Service: 5:00 am to 6:45 pm, Monday – Friday,
8:00 am to 12:10 pm, Saturday (varies depending on the service)*

FY 2023/2024 Budget: \$1,826,523

6. Riverside Transit Agency

Service Area: Western Riverside County
Type of Service: Fixed routes (32), CommuterLink (3) routes, On-Demand Microtransit and 4 DAR zones.
Days of Service: Monday - Sunday, depending on service
Hours of Service: 3:19 a.m. – 11:28 p.m., depending on service and day of week.

FY 2023/2024 Operating Budget: \$102,028,908

7. SunLine Transit Agency

Service Area: Coachella Valley
Type of Service: Fixed routes (9), one (1) Commuter Express, Microtransit and complementary ADA paratransit service.
Days of Service: Monday - Sunday
*Hours of Service: 5:00 a.m. – 11:00 p.m. Monday - Friday;
5.00 a.m. – 10:00 p.m. Saturday - Sunday*

FY 2023/2024 Operating Budget: \$47,467,374

A link to the FY 2023/24 SRTPs is available here: <https://www.rctc.org/wp-content/uploads/2023/07/FY-24-26-Operators-SRTP.pdf>

Task Deliverables

- Draft TDA Performance Report for each Operator for comment
- Final TDA Performance report for each Operator

Task 5: Board Presentation Assistance (Optional)

The selected Consultant may be requested to make a presentation to each Operator’s governing body, to RCTC’s Audit Ad hoc Committee, and possibly to the full RCTC Commission.

Task Deliverables

- PowerPoint Presentations for Board Report(s)

TIMELINE OF TRIENNIAL PERFORMANCE AUDIT

Commission staff anticipates the following timeline to complete the first cycle of Triennial Performance Audit.

- November 12, 2024: Release Request for Proposal no. 25-62-036 00.
- December 23, 2024: Proposal Deadline.
- January 2025: Interviews.
- March 2025: anticipated award date.
- April 2025: Kickoff meeting with RCTC and Operators.
- May – July 2025: Data collection.
- August 2025: Complete draft TDA Performance Report for each Operator and RCTC.
- October 2025: Complete final TDA Performance Report for each Operator and RCTC.
- November - December 2025: Operator Presentations (if necessary)
- January - February 2026: Presentation to RCTC Commission or Committee (all audit, if necessary).

Draft

EXHIBIT "B"

SCHEDULE

Draft

**EXHIBIT B
SCHEDULE**

Task Description	April			May			June			July			August/September			October/November		
Task 1: Kickoff, Data Collection, and Project Management	█	█	█															
Task 2: Site Visits and Interviews		█	█	█	█	█	█											
Task 3: Determine Compliance with Statutory and Regulatory Requirements		█	█	█	█	█	█											
Task 4: Status of Prior Performance Audit Recommendations				█	█	█												
Task 5: Verify Transit Performance Indicators				█	█	█	█	█	█									
Task 6: Functional Review				█	█	█	█	█	█	█	█	█	Draft			Final		
Task 7: Audit Deliverables and Presentations										█	█	█	█	█	█	█	█	█
													★			★		Presentations

EXHIBIT "C"

COMPENSATION SUMMARY

Draft

EXHIBIT "C"

COMPENSATION SUMMARY

CONTRACT TERM	PROJECT TASKS/ROLE	COST
YEAR ONE (1) CYCLE 1	TRIENNIAL AUDIT SERVICES	\$136,545.00
SUBTOTAL FOR YEAR 1		\$136,545.00
OPTIONAL ONE, THREE-YEAR TERM CYCLE 2	TRIENNIAL AUDIT SERVICES	\$150,267.00

Draft

AGENDA ITEM 10

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	February 24, 2025
TO:	Budget and Implementation Committee
FROM:	Eric DeHate, Transit Manager
THROUGH:	Lorelle Moe-Luna, Multimodal Services Director
SUBJECT:	Amendment to City of Riverside’s Fiscal Year 2024/25 Short Range Transit Plan

STAFF RECOMMENDATION:

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

- 1) Approve a \$200,000 increase in the Fiscal Year (FY) 2024/25 Local Transportation Fund (LTF) funding allocation for the city of Riverside (City) for a new allocation amount of \$5,102,802; and
- 2) Approve an amendment to the City’s FY 2024/25 Short Range Transit Plan (SRTP) to increase the LTF operating allocation in the amount of \$200,000 for preventative maintenance (PM) and other operating expenses.


BACKGROUND INFORMATION:

As a result of the recently drafted FY 2023/24 Transportation Development Act (TDA) audit of the City’s transit fund, the City identified a funding shortfall when reconciling its accounting records. Commission staff worked with City staff to determine the amount and cause for the FY 2023/24 shortfall. The shortfall of \$200,000 was caused by a combination of increased fleet maintenance costs, increased overhead and pension expenses, and other support services that are provided to operate transit services.

City staff reached out to Commission staff and submitted an amendment (Attachment 1) to its FY 2024/25 SRTP to request an increase of \$200,000 in state LTF funds to fully fund the shortfall in FY 2023/24. PM is a necessary function to maintain vehicles, facilities, and operating systems. The additional costs for overhead, pension, and support services are specific to transit staff and proportional to its budget. Staff has reviewed the request and recommends approval of the additional \$200,000 allocation in LTF to fulfill this request and an amendment to the City’s SRTP to reflect this change.

FISCAL IMPACT:

The existing FY 2024/25 budget has sufficient funding in LTF to cover the requested \$200,000 and does not require an adjustment to the budget.

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2024/25	Amount:	\$200,000
Source of Funds:	LTF Western Riverside County Bus		Budget Adjustment:	No	
GLA No.:	002210 86101 00000 0000 601 62 86101			\$200,000	
Fiscal Procedures Approved:				Date:	02/12/2025

Attachment: City of Riverside’s FY 2024/25 Amendment Request



**Parks, Recreation and Community Services
Special Transportation Division**

City of Arts & Innovation

December 10, 2024

Eric DeHate
Transit Manager, Multimodal Department
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

Dear Mr. DeHate:

The City of Riverside is requesting an additional allocation of funds to cover a net deficit at the end of fiscal year 2023-24 in the Special Transportation Program's operating fund.

As of June 30, 2024, the Special Transit Fund ended the year in a total net deficit position of \$200,000. The deficit is primarily the result of the following factors:

The City's central garage charges increased 37% in fiscal year 2023-24 due to an unexpected number of vehicle failures and an increase in parts and services. Also, the City's cost allocations increased by 30% resulting in additional city-wide overhead costs distributed to the Special Transportation operations. Due to the timing of the budget process, these figures were not known at the time of the initial SRTP request provided to RCTC.

Sincerely,

Ron Profeta
Transit Manager



Table 4.0 - Summary of Funding Requests - FY 2024/25

City of Riverside

Amendment # 3

Operating													
Project	Total Amount of Funds	5307 RS	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	SB 125 TIRCP GF	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314		
Capitalized Preventative Maintenance FY2024-25	\$600,000							\$44,353	\$5,647	\$550,000			
Operating FY2024-25	\$5,142,802		\$240,000			\$4,902,802							
Transit Marketing - Free Fare for First Time Riders	\$16,000			\$7,665	\$8,335								
Sub-total Operating	\$5,758,802	\$0	\$240,000	\$7,665	\$8,335	\$4,902,802	\$0	\$44,353	\$5,647	\$550,000	\$0		

Capital													
Project	Total Amount of Funds	5307 RS	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	SB 125 TIRCP GF	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314		
Bus Replacement 2025 - 25-01	\$2,528,709	\$2,022,967								\$505,742			
Radio Communications Replacement - 25-03	\$800,000									\$759,648	\$40,352		
Transit Computer Replacement 2024-25 - 25-02	\$20,000									\$20,000			
Zero Emissions Infrastructure Project - 25-04	\$5,392,073						\$5,392,073						
Sub-total Capital	\$8,740,782	\$2,022,967	\$0	\$0	\$0	\$0	\$5,392,073	\$0	\$0	\$1,285,390	\$40,352		
Total Operating & Capital	\$14,499,584	\$2,022,967	\$240,000	\$7,665	\$8,335	\$4,902,802	\$5,392,073	\$44,353	\$5,647	\$1,835,390	\$40,352		

FY 2024/25 Projected Funding Details	
FARE	\$240,000
LCTOP PUC99313	\$7,665
LCTOP PUC99314	\$8,335
LTF	\$4,902,802
SGR PUC99313	\$44,353
SGR PUC99314	\$5,647
STA PUC99313	\$550,000
Total Estimated Operating Funding Request	\$5,758,802
5307 RS	\$2,022,967
LCTOP PUC99313	\$0
SB 125 TIRCP GF	\$5,392,073
STA PUC99313	\$1,285,390
STA PUC99314	\$40,352
Total Estimated Capital Funding Request	\$8,740,782
Total Funding Request	\$14,499,584



Table 4.0 - Summary of Funding Requests - FY 2024/25

City of Riverside

Amendment # 4

Operating													
Project	Total Amount of Funds	5307 RS	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	SB 125 TIRCP GF	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314		
Capitalized Preventative Maintenance FY2024-25	\$600,000							\$44,353	\$5,647	\$550,000			
Operating Assistance Shortfall FY 2023-24	\$200,000					\$200,000							
Operating FY2024-25	\$5,142,802		\$240,000			\$4,902,802							
Transit Marketing - Free Fare for First Time Riders	\$16,000			\$7,665	\$8,335								
Sub-total Operating	\$5,958,802	\$0	\$240,000	\$7,665	\$8,335	\$5,102,802	\$0	\$44,353	\$5,647	\$550,000	\$0		

Capital													
Project	Total Amount of Funds	5307 RS	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	SB 125 TIRCP GF	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314		
Bus Replacement 2025 - 25-01	\$2,528,709	\$2,022,967								\$505,742			
Radio Communications Replacement - 25-03	\$800,000									\$759,648	\$40,352		
Transit Computer Replacement 2024-25 - 25-02	\$20,000									\$20,000			
Zero Emissions Infrastructure Project - 25-04	\$5,392,073						\$5,392,073						
Sub-total Capital	\$8,740,782	\$2,022,967	\$0	\$0	\$0	\$0	\$5,392,073	\$0	\$0	\$1,285,390	\$40,352		
Total Operating & Capital	\$14,699,584	\$2,022,967	\$240,000	\$7,665	\$8,335	\$5,102,802	\$5,392,073	\$44,353	\$5,647	\$1,835,390	\$40,352		

FY 2024/25 Projected Funding Details	
FARE	\$240,000
LCTOP PUC99313	\$7,665
LCTOP PUC99314	\$8,335
LTF	\$5,102,802
SGR PUC99313	\$44,353
SGR PUC99314	\$5,647
STA PUC99313	\$550,000
Total Estimated Operating Funding Request	\$5,958,802
5307 RS	\$2,022,967
LCTOP PUC99313	\$0
SB 125 TIRCP GF	\$5,392,073
STA PUC99313	\$1,285,390
STA PUC99314	\$40,352
Total Estimated Capital Funding Request	\$8,740,782
Total Funding Request	\$14,699,584