



71/91 Interchange Project



I-15 Express Lanes Project
Southern Extension



Riverside - La Sierra Metrolink Station



Freeway Service Patrol



Specialized Transit



Coachella Valley Rail

FY 2025/26 BUDGET

Riverside County Transportation Commission
Riverside County, California

June 11, 2025

Honorable Commissioners
Riverside County Transportation Commission
Riverside, California

FY 2025/26 BUDGET INTRODUCTION

RCTC: Safety. Fiscal Responsibility. Economic Recovery.

Thank you for reviewing the Fiscal Year (FY) 2025/26 budget for the Riverside County Transportation Commission (Commission or RCTC). This document provides an opportunity to evaluate the financial backbone of an innovative, active, and essential public transportation agency that connects the daily lives of Riverside County residents. Riverside County's population continues to grow faster than many other areas in California and the nation. The region's transportation systems also continue to see increased use from goods movement. It is estimated that more than 40% of goods from the Ports of Los Angeles and Long Beach travel through the Inland Empire to the rest of the country. As a result, the Commission's mission to provide transportation projects and services is increasingly important in protecting and improving the quality of life for more than 2.5 million residents.

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

The region has demonstrated resiliency with the unemployment rate nearing pre-pandemic levels of 5% while geopolitical tensions continue to loom. However, given the factors occurring during the present time, sales tax revenues have stabilized from previous highs and have not dramatically decreased. Specifically, we continue to see strong online sales and robust performance within the restaurant sector offsetting decreases within both transportation and business to business sectors. As noted, sales tax revenues are projected to stabilize in the near-term when compared to the most recently completed fiscal year. However, the Commission owned and operated toll facilities within the County (SR-91 and I-15 Express Lanes) continue to outpace revenue projections due to higher than anticipated traffic demand. Which has resulted in Toll Operations maintaining increased funding for surplus projects within its existing corridors while relieving Measure A to fund other key projects.

It is with this backdrop that RCTC presents its FY 2025/26 budget. Overall, while the budget assumes a stabilizing Measure A sales tax and continued higher than anticipated express lanes revenues, it also serves as the foundation for a smart and aggressive program to fund highway, regional arterial, and multimodal services. Staff has continued to identify funding sources to fund the Commission's initiatives while reducing its reliance on Measure A Sales Tax. Measure A continues to be the primary funding sources with funding projects, however, staff has identified projects that can be funded by alternative sources such as toll revenue, resulting in Measure A providing additional capacity to fund projects.

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

FORECASTING FUTURE TRANSPORTATION NEEDS WHILE MEETING TODAY'S CHALLENGES

RCTC's voter-approved half-cent sales tax measure serves as a key revenue source for transportation funding in Riverside County. Historically, Measure A sales tax revenues have experienced stable growth year over year. However, since FY 2018/19 through the most recently completed FY 2023/24, Measure A sales tax has increased approximately 40% largely

because of increases in online sales and legislation for taxation of e-commerce companies. Measure A revenues fund not only capital projects and multimodal services, but also local transportation priorities and needs. During FY 2025/26, the Commission has allocated \$78.9 million in funding to local cities and the County for locally-prioritized street and road improvements.

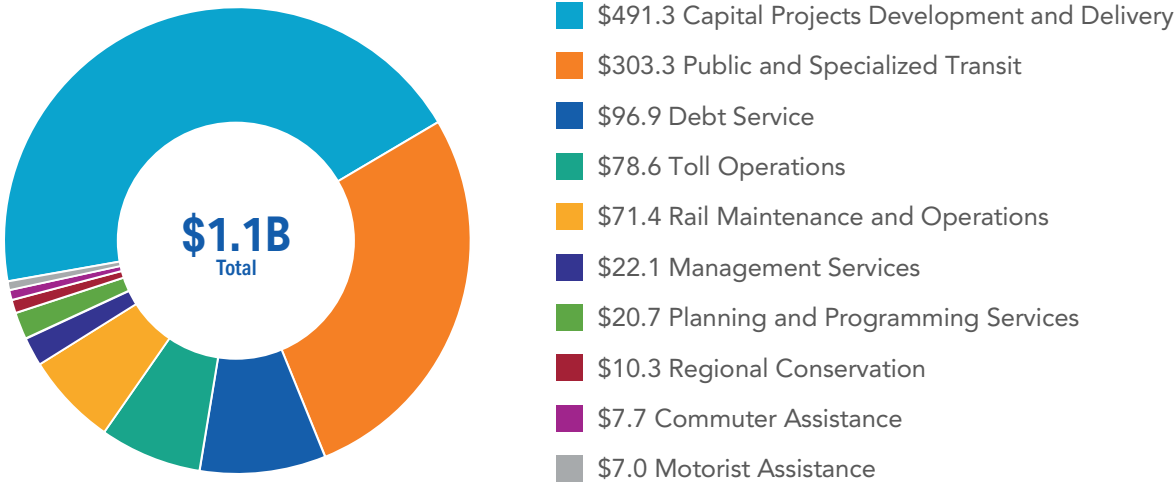
To augment Measure A funding, the Coachella Valley Association of Governments (CVAG) and the Western Riverside Council of Governments (WRCOG) administer Transportation Uniform Mitigation Fee (TUMF) programs to serve local and regional arterial needs. In the Coachella Valley, arterials are funded through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

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

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

Chart 1 summarizes the Commission’s overall budget of \$1,109.3 billion (excluding transfers out) for FY 2025/26 by program, including delivery of capital projects, administration, planning and programming, rail and transit operations, motorist and commuter assistance, toll operations, regional conservation, and debt service.

CHART 1 – FY 2025/26 BUDGET (IN MILLIONS \$)



BUILDING A BETTER FUTURE

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

During FY 2025/26, the Commission will invest \$518 million in capital projects (Chart 2) that include highway, regional arterial, local streets and roads, and rail projects. Riverside County is in a fortunate position, as significant pre- construction work has taken place with several projects and the Commission has successfully sought funding from a variety of funding sources to ensure a productive year.

Notable capital projects funded in FY 2025/26 include, but are not limited to the following:

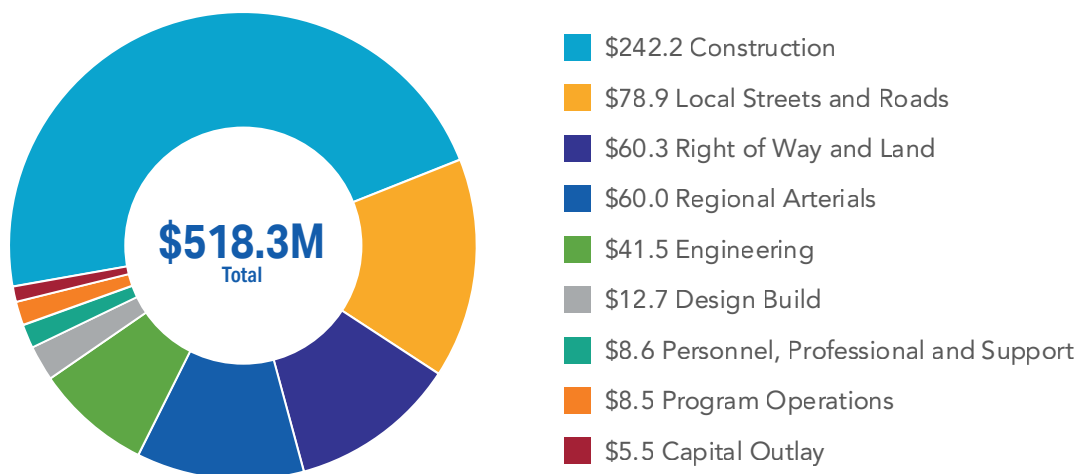
- Commencement of pre-National Environmental Policy Act (NEPA) station feasibility studies for the Coachella Valley Rail Corridor project
- Construction of Mid County Parkway (MCP) 3 project
- Construction of the Moreno Valley to Perris Double Track project
- Construction of the South Perris Station Expansion and 4th Layover Track project
- Close out of the Moreno Valley-March Field Station Upgrade project
- Construction of the 71/91 Interchange project
- Construction of the Interstate (I)-15 Smart Freeways project
- Construction of the Jurupa Avenue and McKinley Street grade separation projects
- Engineering and environmental revalidation for the Mead Valley Multimodal Metrolink Station
- Engineering and environmental revalidation for the State Route (SR) 79 Segment 3 project
- Engineering and environmental studies for the 15 Express Lanes Project – Southern Extension
- Engineering and environmental studies for the I-10/Highland Springs Avenue Interchange
- Engineering and environmental studies for the 91 Eastbound Corridor Operations project (91 ECOP)
- Project development for the additional segment of the MCP
- Right of way land purchases for various projects including MCP related projects and the 91 Corridor

Supporting partner projects include:

- Construction of SR-60 Potrero Interchange project
- Engineering and environmental studies for Santa Ana River Trail 1 - Phases 2, 2A, and 3 within Prado Basin
- Engineering and environmental studies for Santa Ana River Trail 2 - Phases 4 within Green River Golf Course
- Engineering and environmental studies for I-15/ Franklin Street Interchange
- Environmental document development for I-10 Highland Springs Interchange
- Project development for the I-15 Wildomar Trail Interchange project
- Project development for the I-15 Bundy Canyon Trail Interchange project
- Project development for the I-10 / SR-79 / SR60 Interchange project

The Commission is a project-driven agency. Capital project costs comprise 47% of the Commission's FY 2025/26 overall budget. Chart 2 illustrates the capital projects expenditures by function.

CHART 2 – CAPITAL PROJECTS (IN MILLIONS \$)



RCTC 15 EXPRESS LANES AND 91 EXPRESS LANES

RCTC operates two tolled Express Lanes totaling approximately 30 miles and up to eight lanes, providing the region an efficient alternative form of travel. Specifically, the 15 Express Lanes facility is located within the cities of Corona, Norco, Eastvale, and Jurupa Valley while the 91 Express Lanes facility is located in the City of Corona between the Orange County/Riverside County line and I-15. The Commission opened the 15/91 Express Lanes Connector in November 2023, completing the network of express lanes between the 91 Express Lanes and the 15 Express Lanes. The 15/91 Express Lanes Connector improved the flow of traffic for all motorists who travel through the 15/91 interchange.

Thanks to its prudent fiscal strategy and reserves set aside for debt service, the Commission's near-term and mid-term debt service requirements are fully funded. Furthermore, operating revenues are outpacing projections, further enhancing the financial viability of these operations. In 2024, the Commission retired its Transportation Infrastructure Finance and Innovation Act (TIFIA) loan for the 15 Express Lanes, removing administrative burdens resulting from federal funding and significantly reducing the finance costs.

The express lanes serve as a key component to the region's overall traffic congestion relief and multimodal goals.

PLANNING FOR THE NEEDS OF TODAY AND THE CHALLENGES OF TOMORROW

Funding is a key element in determining the future of transportation. To help guide the Commission through the County's challenges with population growth, economic needs, and technological change, RCTC approved its Riverside County Traffic Relief Plan (TRP or Plan) in May 2020. Future projects listed in this long-range transportation plan included the MCP, realignment of SR-79, passenger rail service to the Coachella Valley, expanded Metrolink passenger rail service, a variety of active transportation projects, and a new expressway along Elsinore- Ethanac Road within Southwestern Riverside County. In addition, the Plan included funding for new interchanges and local streets and roads. The Plan was developed as a blueprint for not only traffic relief, but also for improving equity and access to transportation systems and services countywide.

The TRP was intended to lay the foundation for the Commission to place a sales tax measure on the 2020 ballot for voter consideration. Due to the emergence of COVID-19 in early 2020, the Commission approved the TRP, but deferred action related to a sales tax measure. Since then, RCTC has continued to seek funding from state and federal sources for key projects. In 2023, the Commission directed staff to evaluate the 2020 TRP and update it based on new information, including new state and federal policies, state and federal funding opportunities, changes in project delivery costs and feasibility,

and input from the County's residents. The Commission approved the draft update and a public engagement program to help complete the public outreach and collect input from residents on the Plan, culminating with the Commission's approval for the 2024 TRP in July 2024. The community-informed input will assist the Commission as they explore a TRP funding strategy during the upcoming fiscal year.

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

A COMMITMENT TO RIVERSIDE COUNTY

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

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

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

ACKNOWLEDGMENTS

This budget document serves as a policy document, an operations guide, a financial plan, and a communications device. This budget provides the information necessary for the Commission to manage its resources in FY 2025/26. The preparation of this budget has been a collaborative effort of the Commission's staff. The budget reflects the Commission's desire to communicate the components of the budget in terms that are easily understandable and supportable for the public. Staff acknowledges and appreciates the guidance, inspiration, and leadership of the Commissioners in advancing the future of transportation in Riverside County.



Aaron Hake, Executive Director



Sergio Vidal, Chief Financial Officer



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GANN APPROPRIATIONS LIMIT

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COMMISSION INTRODUCTION

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

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

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

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

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

Acting in its capacity as the Riverside County Service Authority for Freeway Emergencies (SAFE), the Commission also provides a comprehensive motorist aid program designed to expedite traffic flow, enhance safety, and assist disabled motorists. Services include roving Freeway Service Patrol (FSP) services during peak traffic periods on the busiest highway segments and 511 traveler information. The Commission provides these services at no charge to motorists. A \$1 surcharge on vehicle registrations, a state allocation, and a portion of Senate Bill (SB) 1's increase in the state gas tax fund these services.

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

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

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

Effective January 1, 2021, RCTC became the managing agency for the RCA. RCTC is fully reimbursed by RCA for management and oversight costs. As the managing agency, RCTC provides strong management and places a high priority on the completion of the region's MSHCP.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION — LIST OF PRINCIPAL OFFICIALS

NAME	TITLE	AGENCY
Jose Medina	Member	County of Riverside, District 1
Karen Spiegel	Chair (Commission)	County of Riverside, District 2
Chuck Washington	Member	County of Riverside, District 3
V. Manuel Perez	Member	County of Riverside, District 4
Yxstian Gutierrez	Member	County of Riverside, District 5
Sheri Flynn	Member	City of Banning
Lloyd White	Member	City of Beaumont
Joseph DeConinck	Member	City of Blythe
Linda Molina	Chair (Budget and Implementation Committee)	City of Calimesa
Jeremy Smith	2nd Vice Chair (Commission)	City of Canyon Lake
Raymond Gregory	Vice Chair (Commission)	City of Cathedral City
Denise Delgado	Member	City of Coachella
Wes Speake	Member	City of Corona
Scott Matas	Member	City of Desert Hot Springs
Clint Lorimore	Member	City of Eastvale
Linda Krupa	Member	City of Hemet
Toper Taylor	Vice Chair (Toll Policy and Operations Committee)	City of Indian Wells
Waymond Fermon	Member	City of Indio
Brian Berkson	Chair (Toll Policy and Operations Committee)	City of Jurupa Valley
Kathleen Fitzpatrick	Member	City of La Quinta
Bob Magee	Member	City of Lake Elsinore
Bob Karwin	Member	City of Menifee
Ulises Cabrera	Member	City of Moreno Valley
Cindy Warren	Member	City of Murrieta
Fia Sullivan	Member	City of Norco
Jan Harnik	Member	City of Palm Desert
David Ready	Member	City of Palm Springs
Michael M. Vargas	Vice Chair (Western Riverside County Programs and Projects Committee)	City of Perris
Eve Fromberg Edelstien	Member	City of Rancho Mirage
Chuck Conder	Member	City of Riverside
Valerie Vandever	Vice Chair (Budget and Implementation Committee)	City of San Jacinto
James Stewart	Member	City of Temecula
Joseph Morabito	Chair (Western Riverside County Programs and Projects Committee)	City of Wildomar
Catalino Pining	Governor's Appointee	Caltrans, District 8

NAME	TITLE
Aaron Hake	Executive Director
David Knudsen	Deputy Executive Director
Sergio Vidal	Chief Financial Officer
Lisa Mobley	Director of Administrative Services/Clerk of the Board
Jeanette Flores	External Affairs Director
Lorelle Moe-Luna	Multimodal Director
Jillian Guizado	Planning and Programming Director
Erik Galloway	Project Delivery Director
Aaron Gabbe	Regional Conservation Director
Jennifer Crosson	Toll Operations Director
David Thomas	Toll Project Delivery Director

EXECUTIVE SUMMARY

INTRODUCTION

The budget for FY 2025/26 is presented to the Board of Commissioners (Board) and the residents of Riverside County. The budget outlines the projects and programs the Commission plans to undertake during the year and appropriates expenditures to accomplish these tasks. The budget also shows the funding sources and fund balances for these projects and programs. This document serves as the Commission's monetary guideline for the fiscal year. To provide the reader a better understanding of the projects and programs, staff included descriptive information regarding each department and major programs and projects. This budget is presented based on the best available economic information. The Board and staff will continuously monitor, assess, and re-prioritize the budgeted revenues and expenditures as necessary. The discussion in each department includes a review of accomplishments, major initiatives, and key assumptions.

POLICY GOALS AND OBJECTIVES

As approved at its March 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

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

Choice	RCTC empowers the residents of Riverside County to choose how to safely 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 inter-county 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 local 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 MCP 3 project.
- Commence PS&E and right of way acquisition for the 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 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 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 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 2.00% 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 0.62% 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.

LINKING COMMISSION AND DEPARTMENTAL MISSION STATEMENTS

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

TABLE 1 – RELATIONSHIP BETWEEN COMMISSION AND DEPARTMENTAL MISSION STATEMENTS

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

BUDGET OVERVIEW

The FY 2025/26 budget includes revenues of \$953,382,400 and transfers in of \$298,363,700 for total sources of \$1,251,746,100 (Table 2). The FY 2025/26 budget includes expenditures/expenses of \$1,109,266,700 and transfers out of \$298,363,700 for total uses of \$1,407,630,400 (Table 3).

The upcoming FY 2025/26 budget anticipates utilizing \$155,884,300 in fund balance reserves. Specifically, the use of fund balance is projected to fund multi-year projects as follows: Regional Arterial projects funded by both TUMF and Measure A regional arterial funds (Western county and Coachella Valley; Transit operating and capital disbursements utilizing both LTF and State Transit Assistance (STA) funds; MCP projects; capital projects and station maintenance and rehabilitation (e.g., Mead Valley and Riverside Downtown stations); and programmed SB 125 transit capital and grade separation projects.

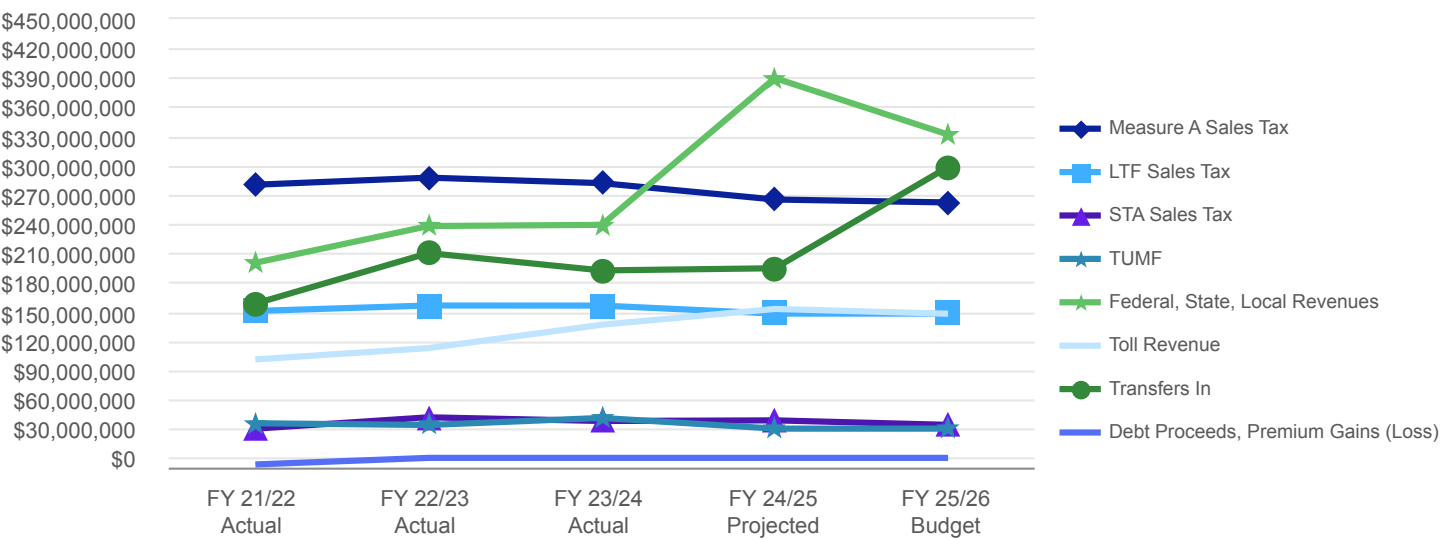
Total Sources (Table 2) are budgeted at \$1,251,746,100, a 9% increase over FY 2024/25 budget. The increase is a result of higher intergovernmental revenues related to the following projects: SR-79 realignment, MCP #3, Smart Freeway, 15 Express Lanes — Southern Extension, eastbound 91 Express Lanes to McKinley Avenue, 91 ECOP, Santa Ana River Trail, rail station rehabilitation, Coachella Valley rail station planning and development, I-10 Highland Springs interchange, I-15/Franklin Street interchange, I-15 Bundy Canyon Road interchange, I-15 Wildomar Trail interchange, SR-60/Potrero Boulevard interchange phase II, and SB 125 projects, offset by a decrease in reimbursements for the SR-71/91 interchange project due to the near completion of the project; increase in Toll, Penalties, and Fees for the RCTC 91 Express Lanes and 15 Express Lanes due to continued out-performance of traffic and revenue expectations; and anticipated investment income due to projected higher investment yields and cash balances. Total sources are comprised of revenues of \$953,382,400 and transfers in of \$298,363,700.

TABLE 2 – SOURCES FY 2024-2026

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Measure A Sales Tax	\$ 281,794,700	\$ 265,000,000	\$ 265,000,000	\$ 262,000,000	\$ (3,000,000)	-1%
LTF Sales Tax	156,212,500	148,000,000	148,000,000	148,000,000	–	0%
STA Sales Tax	37,842,500	38,916,600	38,480,400	33,882,500	(5,034,100)	-13%
Intergovernmental	162,910,700	277,348,300	325,748,800	286,300,200	8,951,900	3%
TUMF Revenue	40,959,800	29,610,000	30,000,000	30,000,000	390,000	1%
Tolls, Penalties, and Fees	136,556,800	119,373,000	152,776,700	147,857,700	28,484,700	24%
Other Revenue	1,352,800	767,500	4,799,000	949,900	182,400	24%
Investment Income	74,755,400	33,880,600	59,031,400	44,392,100	10,511,500	31%
Contribution	–	9,000,000	11,727,300	–	(9,000,000)	-100%
Transfers In	192,278,300	224,429,100	194,510,400	298,363,700	73,934,600	33%
TOTAL Sources	\$ 1,084,663,500	\$ 1,146,325,100	\$ 1,230,074,000	\$ 1,251,746,100	\$ 105,421,000	9%

Riverside County has specific competitive advantages over nearby coastal counties (Los Angeles, Orange, and San Diego), including housing that is more available and affordable, as well as plentiful commercial real estate and land available for development at lower costs. Riverside County's economy is benefiting from employment gains that are a function of the County's ability to attract businesses with lower commercial rents and a skilled labor force. Population migration to the Inland Empire (i.e., Riverside and San Bernardino counties) occurred due to these employment opportunities and a lower cost of living compared to the coastal counties. Stability in the local labor and housing markets have contributed to sales tax revenue stability as noted on Chart 3.

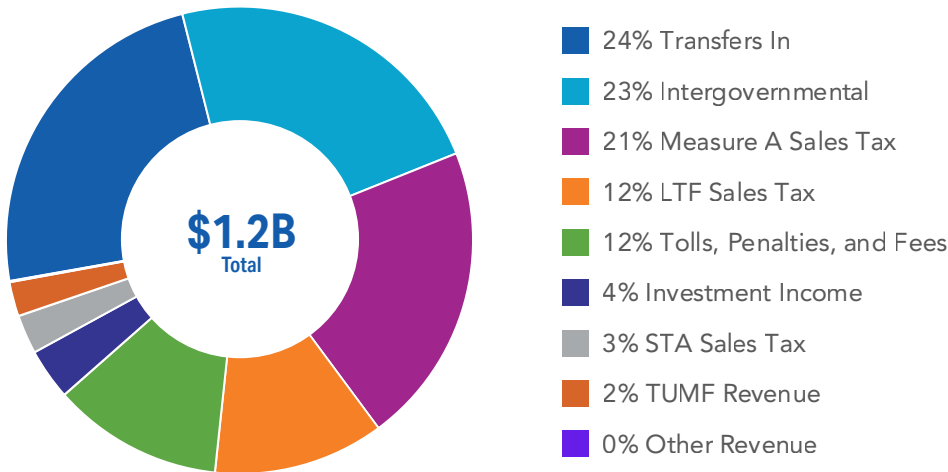
CHART 3 – SOURCES: FIVE-YEAR TREND



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

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

CHART 4 – SOURCES: MAJOR CATEGORIES



After considering the state of the local economy, staff projects Measure A sales tax revenues of \$262,000,000 for FY 2025/26. This is 1% decrease from the FY 2024/25 projection of \$265,000,000. Generally, the Commission reassesses its sales tax revenue projections at midyear based on the economy and revenue trends; however, the Commission anticipates more frequent reviews throughout FY 2025/26 as other key economic indicators become known such as the region’s inflation and unemployment rate, along with impacts (if any) resulting from macro economic factors which affect the local economy.

On behalf of the County, the Commission administers the LTF for public transportation needs, local streets and roads, and bicycle and pedestrian facilities. The majority of LTF funding received by the County and available for allocation is distributed to all public transit operators in the County. The Commission receives allocations for administration, planning, and programming in addition to funding for Western County rail operations included in the commuter rail Short Range Transit Plan (SRTP). LTF sales tax revenue is budgeted at \$148,000,000, and remains unchanged from the FY 2024/25 \$148,000,000 projection.

A statewide sales tax on motor vehicle diesel fuel generates STA funds, which the State Controller allocates by formula to the Commission for allocations to the County's public transit operators. SB 1 provides additional STA revenues, including State of Good Repair (SGR) funds for transit maintenance, rehabilitation, and capital projects. The FY 2025/26 STA/SGR allocations, based on recent State estimates, is \$33,882,500.

Intergovernmental revenues include reimbursement revenues from federal sources of \$82,643,100, state sources of \$116,380,100, and local agencies of \$87,277,000 for highway and rail capital projects, rail operations and station maintenance, commuter assistance, and motorist assistance programs as well as planning and programming activities. The increase of 3% in FY 2025/26 compared to the FY 2024/25 budget is related to state reimbursements primarily related to the MCP projects, SR-60/Potrero Boulevard interchange phase II project, south Perris station layover facility expansion, and SB 125 grade separation and transit projects. Other state reimbursements will fund Regional Early Action Plan (REAP 2.0), FSP, SAFE, and station rehabilitation and improvement projects. Federal reimbursements provide funding for the I-15 Express Lanes — Southern Extension, 91 ECOP, MCP, Smart Freeways, CV Rail planning and station development, and station rehabilitation and improvement projects. Local reimbursements will fund the 91 ECOP, 91 Express Lanes eastbound to McKinley project, SR-79 project, Santa Ana River Trail Extension, SR-60/Potrero Boulevard interchange phase II project, I-15/Franklin Street interchange project, I-15 Bundy Canyon Road interchange, I-15 Wildomar trail interchange, continued funding for prior year approved regional arterial projects, rideshare services, and regional conservation. Reimbursement revenues vary from year to year depending on project activities and funding levels.

Based on an amended Memorandum of Understanding (MOU) with the WRCOG, the Commission receives 45.7% of TUMF revenues (as updated by the most recent Nexus study). TUMF represents fees assessed on new residential and commercial development in Western County. The Commission projects FY 2025/26 TUMF fees at \$30,000,000.

Toll, Penalties, and Fees are anticipated to increase \$28,484,700 or 24% percent in the FY 2025/26 budget when compared to the FY 2024/25 revised budget. The increase is due to both the SR-91 and I-15 Express Lanes exceeding expectations from a revenue perspective following increased traffic within the corridors.

FY 2024/25 marked the eighth complete fiscal year of toll operations for the RCTC 91 Express Lanes following substantial completion of the 91 Project in March 2017. Since opening and through February 2020, the RCTC 91 Express Lanes traffic and toll revenues surpassed initial 2013 financing assumptions and an updated Riverside County 91 Express Lanes Extension Investment Grade Traffic and Revenue Study approved by the Commission in December 2018. The Commission estimates FY 2025/26 toll revenues, penalties and fees of \$94,751,000, a decrease from the FY 2024/25 projected revenues of \$99,748,300, due to the implementation of dynamic pricing. However, the FY 2025/26 increase from the FY 2024/25 budget by \$14,057,000 is due to increased traffic within the corridor.

FY 2024/25 marked the fourth full year of toll operations for the 15 Express Lanes following substantial completion of the I-15 Express Lanes project and opening of the 15 Express Lanes in April 2021. For FY 2025/26, the Commission projects \$53,106,700 in toll revenues, penalties and fees for the 15 Express Lanes and reflects an increase from the FY 2024/25 projected revenues of \$53,028,400. The FY 2025/26 budget is an increase from the FY 2024/25 budget by \$14,427,700 due largely to higher congestion within the southern corridor of the enterprise.

Other revenue of \$949,900 includes property management generated from properties acquired in connection with various highway and rail properties.

The Commission anticipates a 31% increase in FY 2025/26 investment income from the FY 2024/25 budget due to higher investment yields and cash balances. The FY 2025/26 budget conservatively estimates investment income at a 3% investment yield.

Contributions in FY 2025/26 reflects an 100% decrease when compared to FY 2024/25, related to the one-time payment of the I-15 Express Lanes initial TIFIA loan which was paid off in October 2024. Specifically, FY 2024/25 Contributions resulted

from a loan and accrued interest funded by Measure A and payable by the I-15 Express Lanes, as required by TIFIA, which was waived in connection with pay off of I-15 TIFIA Loan.

Transfers in of \$298,363,700 primarily relate to the transfer of Transit funding (funded by LTF and STA) for general administration, planning and programming, rail operations, and rail station rehabilitation and development projects; approved interfund allocations for specific projects and administrative cost allocations; Inter-fund loan repayment by the I-15 Express Lanes to Western County Measure A funds; and debt service requirements from highway, new corridors, and TUMF Community Environmental Transportation Acceptability Process (CETAP) funds.

Total uses (Table 3), including transfers out of \$298,363,700, are budgeted at \$1,407,630,400 a 6% decrease from the prior year budget amount of \$1,501,201,400. Program expenditures and transfers out totaling \$1,268,564,100 represent 90% of total budgeted uses in FY 2025/26. Program costs increased 6% from \$1,197,081,800 in FY 2024/25 due to projects and programs identified below.

TABLE 3 – USES FY 2024-2026

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Capital Highway, Rail, and Regional Arterials	\$ 362,601,100	\$ 556,960,000	\$ 359,301,600	\$ 507,961,300	\$ (48,998,700)	-9%
Capital Local Streets and Roads	85,026,800	79,969,200	80,117,000	78,891,900	(1,077,300)	-1%
Commuter Assistance	3,622,900	7,846,200	4,703,200	8,017,600	171,400	2%
Debt Service	91,416,000	272,686,800	272,673,400	96,921,200	(175,765,600)	-64%
Management Services	20,583,800	31,432,800	23,519,700	42,145,100	10,712,300	34%
Motorist Assistance	4,942,400	6,655,500	5,285,800	7,648,500	993,000	15%
Planning and Programming	11,073,100	23,731,300	16,064,000	23,221,600	(509,700)	-2%
Public and Specialized Transit	172,821,800	388,793,100	225,685,500	365,881,900	(22,911,200)	-6%
Rail Maintenance and Operations	32,545,700	66,935,300	50,032,800	76,285,200	9,349,900	14%
Regional Conservation	8,863,200	14,213,700	10,907,300	13,441,500	(772,200)	-5%
Toll Operations	65,714,100	51,977,500	39,682,900	187,214,600	135,237,100	260%
TOTAL Uses	\$ 859,210,900	\$ 1,501,201,400	\$ 1,087,973,200	\$ 1,407,630,400	\$ (93,571,000)	-6%

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

Capital highway, rail, and regional arterials budgeted uses of \$507,961,300 are 9% lower compared to the FY 2024/25 budget due to decreases in project activities related to the 71/91 Interchange, SR-60 Truck Lanes, and Smart Freeways projects. Additionally the 15/91 Express Lanes connector and I-15 Express Lanes — southern extension projects that have been moved to the Toll Operations program effective FY 2025/26; offset by increases in project activity for the SR-79 project activities, MCP, Western County 2009 Measure A and TUMF regional arterial projects, and rail station development and rehabilitation projects.

Local streets and roads expenditures of \$78,891,900 reflect a decrease of \$1,077,300 over the FY 2024/25 budget and represent the disbursement of 2009 Measure A sales tax revenues to local jurisdictions for the construction, repair, and maintenance of local streets and roads.

Commuter assistance budgeted expenditures of \$8,017,600 are 2% higher than the FY 2024/25 budget due to launching of a new transit trainer program and potential strategic Transportation Demand Management (TDM) Plan.

Debt service of \$96,921,200 is less than the FY 2024/25 budget due to the one-time pay off in October 2024 for the TIFIA Loan related to the 15 Express Lanes.

Management services expenditures of \$42,145,100 increased 34% due to county-wide transportation relief planning, increases in risk and insurance management, and a funding transfer for debt service payments related to the Commission's Measure A Sales Tax debt obligation.

Motorist assistance expenditures of \$7,648,500 increased 15% primarily due to anticipated FSP towing cost increases.

Planning and programming budgeted expenditures of \$23,221,600 decreased 2% due to decreased projects and operation activities in connection with LTF disbursements for planning and programming, and special studies related to REAP 2.0 and toll lanes.

Public and specialized transit budgeted expenditures of \$365,881,900 are 6% lower than the FY 2024/25 budget due to anticipated operating and capital allocation needs by transit operators, including SB 125 transit capital projects. The FY 2025/26 budget reflects SB 125 funding for engineering in the amount of \$21,800,000, construction of \$45,000,000, and right of way of \$231,000 approved through an amendment to the Budget Act of 2023, which provided formula Transit and Intercity Rail Capital Program (TIRCP) and Zero-Emission Transit Capital Program (ZETCP) to funding agencies such as the Commission. TIRCP funds are eligible for transit operations and capital improvements as well as other grade separations. ZETCP funds are only available to public transit operators eligible to receive STA funds.

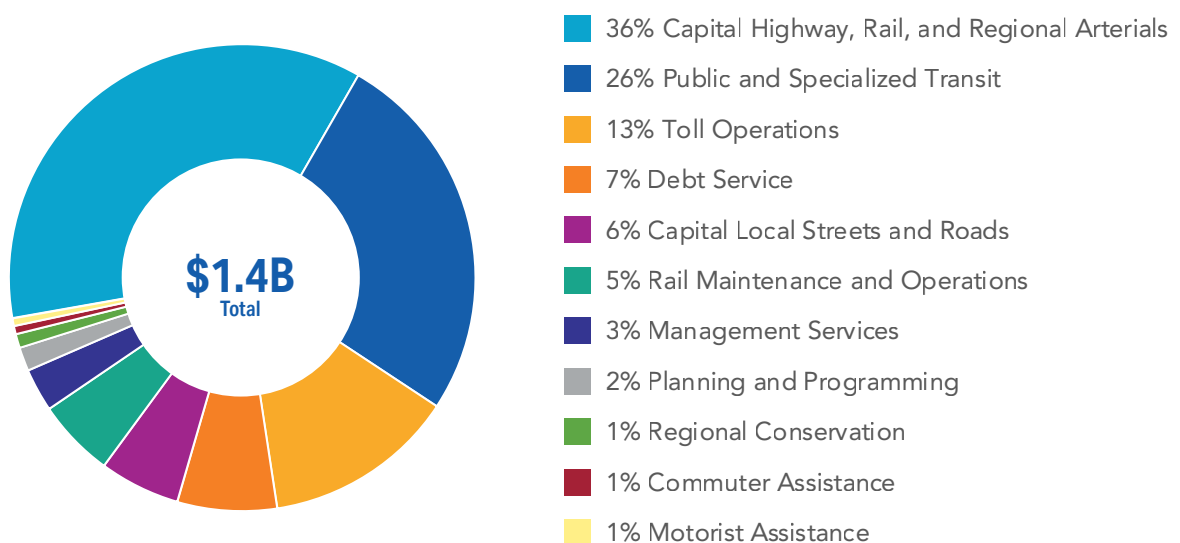
The rail maintenance and operations budgeted expenditures of \$76,285,200 are 14% higher than the FY 2024/25 budget due to CV Rail service development plan (SDP), rail station security guards, maintenance and repairs, utilities, and a transfer to rail operations for the Metrolink Perris Valley line from Measure A.

Regional conservation budgeted expenditures of \$13,441,500 reflects a fourth full year serving as the managing agency for the RCA. FY 2025/26 reflects an decrease of \$772,200 or 5% due to monitoring and management contracts. RCA will reimburse the Commission 100% of the costs incurred to manage the RCA.

Toll operations expenses are budgeted at \$187,214,600 reflects a 260% increase when compared to the FY 2024/25 Budget primarily due to the following operating transfers: SR-91 Express Lanes transfers for projected surplus for FY 2024/25 and required repair and rehabilitation (R&R) funding; I-15 Express Lanes transfers for repayment of the inter-fund loan to Measure A in connection with the pay off of the TIFIA Loan. Other cost increases are related to management of operations, maintenance, and capital support of the RCTC 91 Express Lanes and 15 Express Lanes. The increase is also related to the inclusion of the 15/91 Express Lanes Connector and I-15 Express Lanes Southern Extension project from the Measure A Western County highway fund. Professional costs increased \$4,128,500 related to the 91 Express Lanes Toll Feasibility project, 91 Express Lanes pavement rehabilitation, and traffic and revenue study for the 15 Express Lanes project Southern Extension. Projects and operations increased 108% due to program management, engineering, right of way, and design build expenses for the 91 ECOP, 15/91 Express Lanes Connector, 15/91 Express Transit Connector, 91 Express Lanes pavement rehabilitation, 91 Express Lanes roadway repair and rehabilitation, and 15 Express Lanes Southern Extension project. Capital outlay increased \$1,182,000 for office and property improvements.

Chart 5 is an illustration of total uses included in the FY 2025/26 budget by major categories.

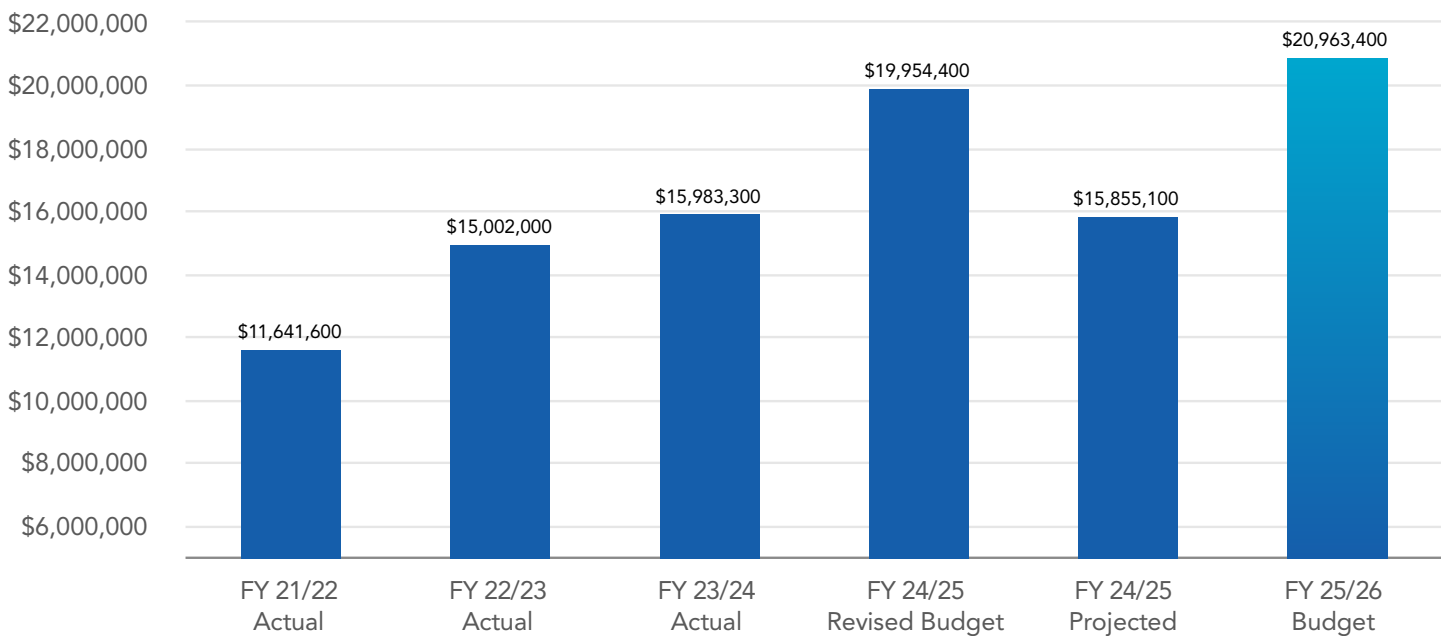
CHART 5 – USES: MAJOR CATEGORIES



COMMISSION PERSONNEL

The Commission’s salaries and benefits total \$20,963,400 for FY 2025/26. This represents an increase of \$1,009,000 or 5% over the FY 2024/25 budget of \$19,954,400 (Chart 6). The increase is reflective of a 1.0 full-time equivalent (FTE) position related to the addition of a Planning and Programming Manager; reclassification and salary adjustments of one FTE for the Human Resources Specialist from a Human Resources Assistant; a 4% pool for performance merit-based salary increases; and a 3% annual salary range structure cost of living adjustment (COLA). The COLA only applies to the to the Commission’s salary range structure and is not automatically applied to the current employees’ salaries. In June 2019, the Board approved the COLA will be predicated on the percent change in the Consumer Price Index (CPI) – All Urban Wage Earners, covering Riverside, CA for the 12-month period ending December 31, rounded to the nearest half percent, with a maximum adjustment of 4%. The COLA will be equal to the CPI, but no less than 0% and no greater than 4%. The CPI for the All Urban Wage Earners, covering Riverside, CA for the 12-month period ending December 31, 2024 was 2.6%. In accordance with the Board’s action, CPI was rounded up to 3% and applied to the Commission’s salary range structure for FY 2025/26. Significant variances in prior years (Chart 6) are primarily due to reorganization of the toll program, the addition of three new positions, and a full year serving as the managing agency for the RCA in FY 2021/22; an increase to the Commission’s contribution to employee health benefits in FY 2022/23; a 4% pool for performance merit-based salary increases; and a 3% annual salary range structure COLA in FY 2023/24; and the addition of three new FTE positions, and the reclassification of four existing positions in FY 2024/25. The Commission’s salary schedule for FY 2025/26 is included in Appendix B and complies with Government Code §20636 “Compensation Earnable” and California Code of Register §570.5, “Requirements for a Publicly Available Pay Schedule.”

CHART 6 – SALARIES AND BENEFITS COST: FIVE-YEAR COMPARISON

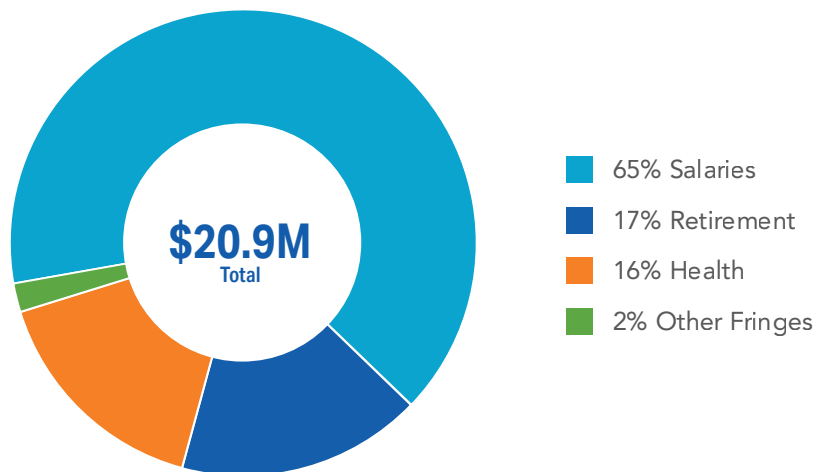


The 85 FTE positions included in the FY 2025/26 budget (Table 4) reflects an increase of one FTE for a Planning and Programming Manager and the reclassification of one FTE for the Human Resources Specialist from a Human Resources Assistant from the FY 2024/25 budget. Management continues its commitment with its intent for the Commission’s enabling legislation requiring a lean organization. The Commission will continue providing staff the tools needed to ensure an efficient and productive work environment. However, small should not be viewed in an absolute context; it is relative to the required tasks and the demands to be met.

TABLE 4 – FULL-TIME EQUIVALENTS BY DEPARTMENT FY FY 2024 - 2026

	FY 23/24 Actual	FY 24/25 Projected	FY 25/26 Budget
Executive Management	0.6	0.9	2.1
Administration	7.8	11.3	10.2
External Affairs	4.0	4.1	3.6
Finance	12.9	11.1	11.5
Planning and Programming	5.8	6.4	6.3
Rail Maintenance and Operations	3.9	4.5	4.7
Public and Specialized Transit	2.8	3.0	3.3
Commuter Assistance	1.4	1.2	1.4
Motorist Assistance	0.8	1.2	1.0
Regional Conservation	16.9	17.6	16.7
Capital Project Development and Delivery	12.4	13.7	12.1
Toll Operations	7.7	9.0	12.1
TOTAL	77.0	84.0	85.0

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

CHART 7 – PERSONNEL SALARIES AND BENEFITS

DEPARTMENT INITIATIVES

Staff prepared each department's budget based on key assumptions, accomplishments in FY 2024/25, major initiatives for FY 2025/26, and department goals and related objectives. Tables 5 through 16 present the key initiatives and summary of expenditures/expenses for each department. The department budgets section contains detailed discussions about each department.

EXECUTIVE MANAGEMENT

- Continue project development and delivery as the key Measure A priority.
- Foster growth in usage of express lanes and ensure their optimal financial performance.
- Continue planning efforts to advance passenger rail service in the CV Rail corridor.
- Advocate for state and federal investments in transportation to fund needed transportation priorities in the County and stimulate the local economy.
- Maintain regional cooperation and collaboration as a significant effort consistent with the philosophy and mission of the Commission.
- Support a comprehensive digital, in-person, and community-based public outreach program to build awareness of the Commission and its role in the community.
- Maintain an effective mid-sized transportation agency with dedicated staff.

TABLE 5 – EXECUTIVE MANAGEMENT

		FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Personnel	\$	611,000	\$ 622,700	\$ 622,200	\$ 690,800	\$ 68,100	11%
Professional		73,700	2,300,000	200,000	3,220,000	920,000	40%
Support		85,000	231,400	183,800	637,600	406,200	176%
TOTAL	\$	769,700	\$ 3,154,100	\$ 1,006,000	\$ 4,548,400	\$ 1,394,300	44%

ADMINISTRATION

- Provide high quality support services to the Commission and to internal and external customers.
- Maintain an accurate and efficient electronic records management system.
- Provide timely communications and high-quality support services to Commissioners.
- Update technology to improve internal processes and interaction with the public.
- Support and develop a motivated workforce with a framework of activities and practices that comply with employment laws and regulations.
- Manage a centralized procurements process in order to strengthen controls and ensure consistency in the application of procurement policies and procedures and adherence to applicable laws and regulations.
- Support outreach activities to encourage disadvantaged business enterprise (DBE) and small business enterprise (SBE) participation in various contracts.

TABLE 6 – ADMINISTRATION

		FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Personnel	\$	1,203,900	\$ 2,051,300	\$ 1,766,600	\$ 1,990,300	\$ (61,000)	-3%
Professional		1,162,400	2,208,000	1,838,900	2,320,000	112,000	5%
Support		1,109,400	3,956,600	2,984,300	4,055,800	99,200	3%
Capital Outlay		53,500	2,150,000	880,000	1,300,000	(850,000)	-40%
TOTAL	\$	3,529,200	\$ 10,365,900	\$ 7,469,800	\$ 9,666,100	\$ (699,800)	-7%

EXTERNAL AFFAIRS

- Develop effective partnerships with transportation providers and community stakeholders to communicate a unified message to Congress, State Legislature, and to other state and federal officials regarding mobility and transportation funding needs.
- Advocate on behalf of Riverside County's interests and local authority associated with the planning, programming, and delivery of transportation improvements, especially as it relates to the State's continued incorporation of competing priorities, ranging from climate goals to housing goals, into transportation policies and funding programs.
- Advocate policy positions in the State Legislature and in Congress that advance the County's transportation interests.
- Continue a leadership role in formulating a countywide direction on federal and state transportation policies.
- Use latest platforms to support a robust public communication and engagement effort focusing on accessible and transparent communication of the Commission's projects and programs.
- Engage with and seek understanding of the Riverside County's community-based stakeholders to build trust and gain support to inform the decision-making process.
- Build awareness and support for the RCA and the implementation of the MSHCP.

TABLE 7 – EXTERNAL AFFAIRS

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Personnel	\$ 824,700	\$ 955,400	\$ 955,300	\$ 850,800	\$ (104,600)	-11%
Professional	532,700	950,500	797,000	976,300	25,800	3%
Support	44,500	286,500	113,100	307,800	21,300	7%
TOTAL	\$ 1,401,900	\$ 2,192,400	\$ 1,865,400	\$ 2,134,900	\$ (57,500)	-3%

FINANCE

- Proactively monitor, assess, manage, and minimize financial impacts on the Commission's programs and projects to the maximum extent possible.
- Continue appropriate uses of long- and short-term financing to advance the Commission's 2009 Measure A projects.
- Provide support to the RCTC 91 Express Lanes and 15 Express Lanes toll operations contractor back offices to ensure the proper accounting of toll revenues and operations and maintenance costs.
- Keep abreast of Governmental Accounting Standards Board (GASB) technical activities affecting the Commission's accounting and financial reporting activities and implement new pronouncements.
- Upgrade the Enterprise Resource Planning (ERP) system to benefit all staff in the management of accounting and project information to facilitate automation of a paperless workflow system.
- Continue software implementations and updates that enhance process improvements and streamline efficiencies.
- Protect the Commission's cash resources by regular monitoring of short and long-term investment practices to ensure consistency with Commission approved investment policy.

TABLE 8 – FINANCE

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Personnel	\$ 2,195,100	\$ 2,080,700	\$ 1,589,000	\$ 2,400,500	\$ 319,800	15%
Professional	1,124,700	2,021,500	1,142,100	1,739,300	(282,200)	-14%
Support	1,496,700	466,600	350,800	530,700	64,100	14%
Capital Outlay	49,100	1,058,000	70,000	1,055,000	(3,000)	0%
Transfers Out	10,017,400	10,093,600	10,026,600	20,070,200	9,976,600	99%
TOTAL	\$ 14,883,000	\$ 15,720,400	\$ 13,178,500	\$ 25,795,700	\$ 10,075,300	64%

PLANNING AND PROGRAMMING

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

TABLE 9 – PLANNING AND PROGRAMMING

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Personnel	\$ 1,571,500	\$ 1,687,300	\$ 917,800	\$ 1,706,800	\$ 19,500	1%
Professional	1,078,800	640,000	295,100	143,000	(497,000)	-78%
Support	476,300	117,500	63,800	57,900	(59,600)	-51%
Projects and Operations	7,265,000	18,085,600	13,329,500	18,839,700	754,100	4%
Capital Outlay	117,000	80,000	23,900	–	(80,000)	-100%
Transfers Out	564,500	3,120,900	1,433,900	2,474,200	(646,700)	-21%
TOTAL	\$ 11,073,100	\$ 23,731,300	\$ 16,064,000	\$ 23,221,600	\$ (509,700)	-2%

RAIL MAINTENANCE AND OPERATIONS

- As a member of the SCRRA, continue active participation in the governance and operations of the Metrolink commuter rail system.
- Continue the planning and implementation of capital improvements at the commuter rail stations in the County, including security and rehabilitation projects and meeting parking requirements.
- Continue to support and evaluate activities related to the PVL service, such as promoting ridership especially for weekend service.
- Establish the best approach to build, maintain, and operate cost effective and environmentally sustainable facilities that meet the public's transportation needs.
- Lead the service development process and actively coordinate with all stakeholders along the CV Rail corridor for intercity passenger rail service.
- Advance the next generation rail feasibility study to evaluate future growth opportunities for passenger rail in the County.

TABLE 10 – RAIL MAINTENANCE AND OPERATIONS

		FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Personnel	\$	877,400	\$ 1,128,800	\$ 916,200	\$ 1,244,600	\$ 115,800	10%
Professional		428,600	926,600	656,200	6,123,500	5,196,900	561%
Support		2,624,000	3,771,100	3,343,900	3,888,800	117,700	3%
Projects and Operations		28,032,900	59,402,500	44,383,100	60,088,500	686,000	1%
Capital Outlay		30,800	60,000	8,000	10,000	(50,000)	-83%
Transfers Out		552,000	1,646,300	725,400	4,929,800	3,283,500	199%
TOTAL	\$	32,545,700	\$ 66,935,300	\$ 50,032,800	\$ 76,285,200	\$ 9,349,900	14%

PUBLIC AND SPECIALIZED TRANSIT

- Coordinate the operation of all public transportation services, especially for disadvantaged communities and essential workers, within the County by promoting program efficiency between transit operators.
- Monitor and coordinate state and federal apportionment and regulations for operating and/or capital impacts with transit operators.
- Continue public transit operator oversight and fiduciary responsibilities to ensure completion of annual fiscal audits and state triennial performance audits in accordance with TDA regulations.
- Support innovative programs that provide transit assistance in hard to serve rural areas or for riders having very special transit needs and monitor funding of these programs.
- Continue long-range planning activities to ensure that anticipated revenues are in line with projected levels of service by transit operators.

TABLE 11 – PUBLIC AND SPECIALIZED TRANSIT

		FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Personnel	\$	552,200	\$ 696,500	\$ 619,300	\$ 779,100	\$ 82,600	12%
Professional		218,300	3,222,100	836,600	1,482,600	(1,739,500)	-54%
Support		121,300	254,200	163,500	245,500	(8,700)	-3%
Projects and Operations		136,128,000	327,673,900	177,950,600	300,620,400	(27,053,500)	-8%
Capital Outlay		84,000	150,000	65,000	217,200	67,200	45%
Transfers Out		35,718,000	56,796,400	46,050,500	62,537,100	5,740,700	10%
TOTAL	\$	172,821,800	\$ 388,793,100	\$ 225,685,500	\$ 365,881,900	\$ (22,911,200)	-6%

COMMUTER ASSISTANCE

- Operate a comprehensive regional CAP promoting sustainable commuting options to reduce single-occupant vehicle (SOV) use, vehicle trips, vehicle miles traveled (VMT), and emissions.
- Administer and grow the IE Commuter Program, in partnership with San Bernardino County Transportation Authority (SBCTA), to deliver rideshare services to Riverside and San Bernardino residents and regional employers.
- Operate and expand the VanClub program to subsidize vanpools, enhancing accessibility and affordability for both traditional work commuters and agricultural workers commuting to Riverside County worksites.
- Administer a Low Carbon Transit Operations Program (LCTOP) funded program offering free Metrolink passes for Riverside and San Bernardino residents to “Experience Metrolink” for both work and discretionary trips.
- Pilot a Transit Training Program concept designed to assist new or inexperienced public transit users by pairing them with seasoned commuters at a worksite (i.e., coworkers) or providing consultant led ride-a-longs for discretionary trips.

- Explore options to assess CAP and develop a strategic TDM plan that will serve as a blueprint for a next generation TDM program and inform the next procurement for CAP consultant services.
- Administer the leased Park & Ride program to support CAP initiatives, providing convenient, multi-modal parking options that connect commuters to carpools, vanpools, and transit networks.

TABLE 12 – COMMUTER ASSISTANCE

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Personnel	\$ 301,400	\$ 317,200	\$ 316,100	\$ 338,600	\$ 21,400	7%
Professional	158,300	648,000	130,300	1,096,400	448,400	69%
Support	33,900	105,600	25,900	106,400	800	1%
Projects and Operations	2,951,500	6,432,100	3,955,000	6,106,100	(326,000)	-5%
Capital Outlay	–	–	–	10,000	10,000	N/A
Transfers Out	177,800	343,300	275,900	360,100	16,800	5%
TOTAL	\$ 3,622,900	\$ 7,846,200	\$ 4,703,200	\$ 8,017,600	\$ 171,400	2%

MOTORIST ASSISTANCE

- Operate a cost-effective Freeway Service Patrol program to assist stranded or disabled motorists on Riverside County's most congested highways, improving traffic flow and safety.
- Provide 24/7 access to real-time traffic updates, transportation resources, and services through the SoCal 511 regional traveler information platform in partnership with Los Angeles Metropolitan Authority (Metro), Orange County Transportation Authority (OCTA), SBCTA, and Ventura County Transportation Commission (VCTC).
- Operate TDM programs and services in eastern Riverside County via the CAP, ensuring consistent and equitable service countywide.
- Conduct a forward-looking motorist aid study to explore innovative technologies and solutions that address current challenges and future needs.

TABLE 13 – MOTORIST ASSISTANCE

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Personnel	\$ 105,700	\$ 196,100	\$ 122,600	\$ 191,900	\$ (4,200)	-2%
Professional	165,000	268,000	172,500	305,000	37,000	14%
Support	107,100	213,500	106,100	196,700	(16,800)	-8%
Projects and Operations	4,329,100	5,291,500	4,547,200	6,272,300	980,800	19%
Capital Outlay	400	10,000	6,500	10,000	–	0%
Transfers Out	235,100	676,400	330,900	672,600	(3,800)	-1%
TOTAL	\$ 4,942,400	\$ 6,655,500	\$ 5,285,800	\$ 7,648,500	\$ 993,000	15%

REGIONAL CONSERVATION

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

TABLE 14 – REGIONAL CONSERVATION

		FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Personnel	\$	3,152,200	\$ 3,994,100	\$ 2,988,800	\$ 3,825,300	\$ (168,800)	-4%
Professional		3,312,500	5,051,400	3,963,200	4,877,300	(174,100)	-3%
Support		393,300	624,300	553,400	712,000	87,700	14%
Projects and Operations		840,000	1,357,900	987,800	858,400	(499,500)	-37%
Capital Outlay		–	5,000	–	5,000	–	0%
Transfers Out		1,165,200	3,181,000	2,414,100	3,163,500	(17,500)	-1%
TOTAL	\$	8,863,200	\$ 14,213,700	\$ 10,907,300	\$ 13,441,500	\$ (772,200)	-5%

CAPITAL PROJECT DEVELOPMENT AND DELIVERY

- Continue 71/91 Interchange, SR-79 realignment, MCP, Smart Freeway projects, Perris Valley Line station layover facility, and rail station rehabilitation and improvements. Including projects on behalf of other agencies, including the I-15/Franklin Interchange, I-10/Highland Springs Road Interchange, SR-60/Potrero Boulevard Interchange Phase II, and I-15/Wildomar Trail and Bundy Canyon Interchanges projects.
- Procure an environmental consultant to commence pre-NEPA station feasibility study document for the Coachella Valley Rail corridor project.
- Commence construction of the South Perris Station Expansion and MCP 3 projects.
- Complete design of the Perris Valley Line Double Track project.
- Continue design and development led by other agencies related to the I-15 Express Lanes—Northern Extension.
- Provide 2009 Measure A funding to the incorporated cities and the County for local streets and roads maintenance, repair, and construction and to CVAG for highways and regional arterials.
- Provide TUMF regional arterial funding and support to local jurisdictions for regional arterial project engineering, right of way acquisition, and construction.
- Maintain a right of way acquisition and management program in support of capital projects and in the most cost-effective manner within project schedules, while adhering to federal and state regulations.
- Maintain and manage the access, use, safety, and security of Commission-owned properties including commuter rail stations, properties in acquisition process, and income-generating properties.
- Develop strategies to implement alternative financing structures including public express lanes.

TABLE 15 – CAPITAL PROJECT DEVELOPMENT AND DELIVERY

		FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Personnel	\$	2,830,000	\$ 3,809,700	\$ 3,021,600	\$ 3,330,900	\$ (478,800)	-13%
Professional		3,076,700	6,288,800	4,831,500	3,888,200	(2,400,600)	-38%
Support		639,300	1,032,200	864,500	1,344,100	311,900	30%
Projects and Operations		325,693,500	477,855,600	297,124,600	478,772,300	916,700	0%
Capital Outlay		5,456,100	9,107,000	8,311,100	3,975,000	(5,132,000)	-56%
Debt Service		69,215,000	69,158,300	69,158,300	69,185,200	26,900	0%
Transfers Out		109,932,300	138,835,900	125,265,300	95,542,700	(43,293,200)	-31%
TOTAL	\$	516,842,900	\$ 706,087,500	\$ 508,576,900	\$ 656,038,400	\$ (50,049,100)	-7%

TOLL OPERATIONS

- Continue project work on the 91 ECOP, I-15 Express Lanes—Southern Extension, 15/91 Express Lanes Connector, 15/91 Express Lanes Transit Connector, 91 Express Lanes eastbound lane to McKinley Avenue.
- Manage the operations of the RCTC 91 Express Lanes and 15 Express Lanes adhering to the Commission's Express Lanes toll policies.
- Manage toll operations in an effective manner which provides superior customer service while achieving projected revenue and cost assumptions used in the financial plans specific to each express lane facility.
- Maintain the Express Lanes to provide a safe and pleasant experience to customers.
- Develop a long-term repair and rehabilitation plan for the express lanes and its operating systems.
- Provide timely and effective reporting of toll operation metrics including revenue, transactions, carpool usage, and performance indicators.
- Support the design and development led by other agencies related to the 241/91 Express Lanes connector and I-15 Express Lanes—Northern Extension.
- Participate in the California Toll Operators Committee (CTOC) to advance regional and statewide tolling initiatives, technology, interoperability, and coordination among California toll agencies.

TABLE 16 – TOLL OPERATIONS

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Personnel	\$ 1,757,900	\$ 2,414,600	\$ 2,019,600	\$ 3,613,800	\$ 1,199,200	50%
Professional	1,340,500	2,656,600	1,808,900	6,785,100	4,128,500	155%
Support and Maintenance	8,000,100	10,164,300	8,403,800	11,272,800	1,108,500	11%
Projects and Operations	20,646,900	26,638,700	19,376,800	55,379,400	28,740,700	108%
Capital Outlay	52,700	368,000	86,000	1,550,000	1,182,000	321%
Debt Service	22,201,000	203,528,500	203,515,100	27,736,000	(175,792,500)	-86%
Transfers Out	33,916,000	9,735,300	7,987,800	108,613,500	98,878,200	1016%
TOTAL	\$ 87,915,100	\$ 255,506,000	\$ 243,198,000	\$ 214,950,600	\$ (40,555,400)	-16%

FUND BALANCES

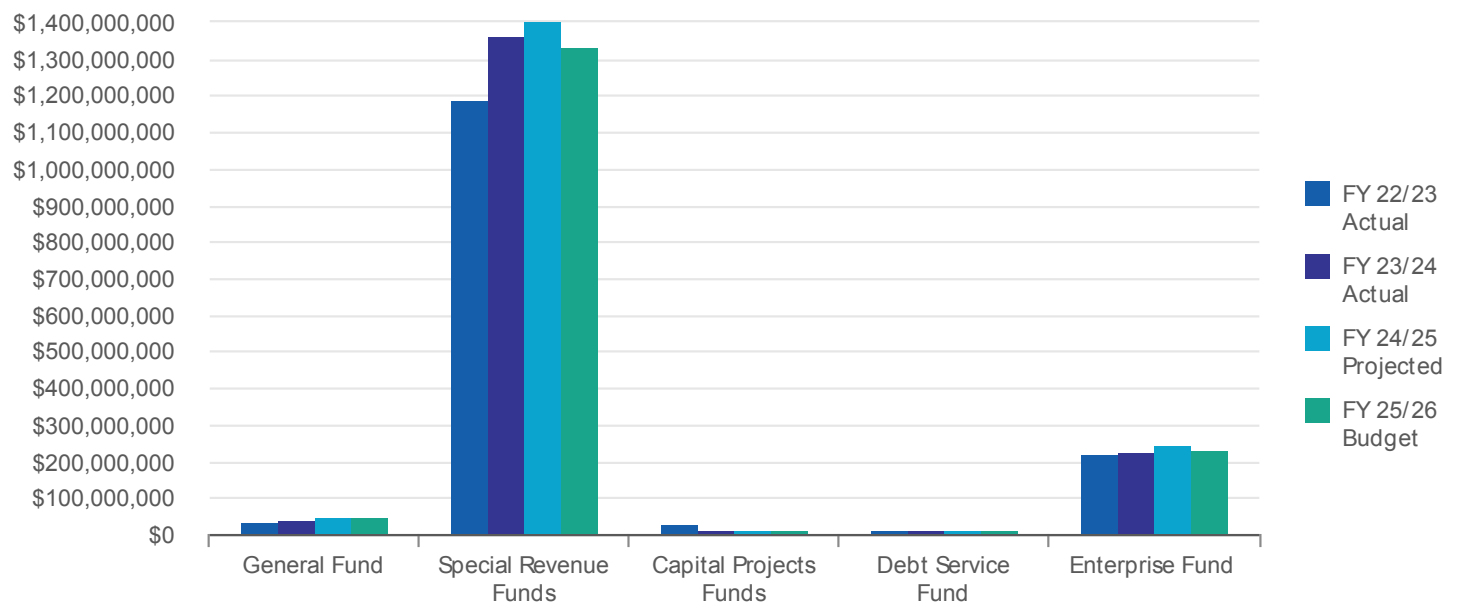
The projected total fund balance as of June 30, 2025 is \$1,805,547,000. The available amount for expenditures/expenses (excluding amounts restricted for debt service of \$14,164,800 and advances receivable of \$13,335,000) is \$1,778,047,200. After revenues of \$953,382,400, total funding available for the FY 2025/26 budget totals \$2,731,429,600. The Commission expects the FY 2025/26 budgeted activities to result in a \$155,884,300 decrease of total fund balance at June 30, 2026 to \$1,649,662,700. The primary cause of the decrease are project activities in FY 2025/26 related to the I-15 Express Lanes — Southern Extension, 91 eastbound COP, MCP, SR-79 projects, Smart Freeways, Coachella Valley Rail corridor, rail station rehabilitation and maintenance, Western County Measure A and TUMF regional arterial projects, and public transit allocations. Table 17 presents the components of the projected fund balance by program at June 30, 2026.

TABLE 17 – PROJECTED FUND BALANCES BY FUND TYPE AND PROGRAM AT JUNE 30, 2026

	Measure A Sales Tax				Other	Total
	Western County	Coachella Valley	Palo Verde			
Restricted:						
Bond Financing	\$ 68,663,200	\$ –	\$ –	\$ –	\$ 68,663,200	
Commuter Assistance	27,048,800	–	–	–	27,048,800	
Debt Service	–	–	–	14,589,800	14,589,800	
Economic Development	22,684,300	–	–	–	22,684,300	
Highways	97,121,100	28,687,200	–	18,724,600	144,532,900	
New Corridors	88,516,000	–	–	–	88,516,000	
Planning and Programming	–	–	–	4,645,700	4,645,700	
Public and Specialized Transit	27,727,700	1,162,600	–	680,371,900	709,262,200	
Rail	55,990,200	–	–	44,907,900	100,898,100	
CETAP	–	–	–	100,186,700	100,186,700	
Regional Conservation	–	–	–	51,600	51,600	
Regional Arterials	46,871,000	–	–	70,610,300	117,481,300	
Motorist Assistance	–	–	–	13,529,400	13,529,400	
Toll Operations	–	–	–	234,767,900	234,767,900	
Assigned:						
Management Services	–	–	–	2,804,800	2,804,800	
TOTAL Fund Balance¹	\$ 434,622,300	\$ 29,849,800	\$ –	\$ 1,185,190,600	\$ 1,649,662,700	

¹Fund balance includes primarily current assets less current liabilities. Restricted fund balance may include limitations imposed by creditors (debt covenants, reserves), contributions, laws or regulations of other governments, and constraints imposed by law through constitutional provisions or through enabling legislation (TDA, SB 132, SB 125, FSP, SAFE, Toll Operations).

Chart 8 illustrates the actual and projected trends in fund balances for each governmental and enterprise fund type from FY 2022/23 through FY 2025/26.

CHART 8 – PROJECTED FUND BALANCE TRENDS BY FUND TYPE FY FY 2023 - 2026

BUDGET SUMMARY

The overall budget for FY 2025/26 is presented in Table 18 by summarized line items, Table 19 by operating and capital classifications, and Table 20 by fund type. Highway, regional arterial, rail, and regional conservation program projects expenditures are summarized in Table 21.

TABLE 18 – BUDGET COMPARATIVE BY SUMMARIZED LINE ITEM FY 2024 - 2026

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Revenues						
Measure A Sales Tax	\$ 281,794,700	\$ 265,000,000	\$ 265,000,000	\$ 262,000,000	\$ (3,000,000)	-1%
LTF Sales Tax	156,212,500	148,000,000	148,000,000	148,000,000	–	0%
STA Sales Tax	37,842,500	38,916,600	38,480,400	33,882,500	(5,034,100)	-13%
Federal Reimbursements	66,087,300	75,121,600	61,018,200	82,643,100	7,521,500	10%
State Reimbursements	70,357,500	128,027,600	233,020,600	116,380,100	(11,647,500)	-9%
Local Reimbursements	26,465,900	74,199,100	31,710,000	87,277,000	13,077,900	18%
TUMF Revenue	40,959,800	29,610,000	30,000,000	30,000,000	390,000	1%
Tolls, Penalties, and Fees	136,556,800	119,373,000	152,776,700	147,857,700	28,484,700	24%
Other Revenue	1,352,800	767,500	4,799,000	949,900	182,400	24%
Investment Income	74,755,400	33,880,600	59,031,400	44,392,100	10,511,500	31%
TOTAL Revenues	892,385,200	912,896,000	1,023,836,300	953,382,400	40,486,400	4%
Expenditures/Expenses						
Personnel Salaries and Benefits	15,983,300	19,954,400	15,855,100	20,963,400	1,009,000	5%
Professional and Support						
Professional Services	12,672,600	27,181,500	16,672,300	32,956,700	5,775,200	21%
Support Costs	15,131,000	21,223,800	17,156,900	23,356,100	2,132,300	10%
TOTAL Professional and Support Costs	27,803,600	48,405,300	33,829,200	56,312,800	7,907,500	16%
Projects and Operations						
Program Operations	39,191,900	55,225,500	50,620,400	53,266,800	(1,958,700)	-4%
Engineering	16,083,600	60,120,700	27,456,400	73,795,700	13,675,000	23%
Construction	110,873,200	258,200,000	118,932,100	296,772,900	38,572,900	15%
Design Build	23,868,700	19,143,000	4,214,400	12,719,100	(6,423,900)	-34%
Right of Way/Land	23,098,800	81,701,500	21,897,800	65,411,000	(16,290,500)	-20%
Operating and Capital Disbursements	161,704,400	328,846,900	218,888,500	278,980,900	(49,866,000)	-15%
Special Studies	4,435,800	9,531,000	9,528,000	7,098,800	(2,432,200)	-26%
Local Streets and Roads	85,026,800	79,969,200	80,117,000	78,891,900	(1,077,300)	-1%
Regional Arterials	61,603,700	30,000,000	30,000,000	60,000,000	30,000,000	100%
TOTAL Projects and Operations	525,886,900	922,737,800	561,654,600	926,937,100	4,199,300	0%
Debt Service						
Principal Payments	32,635,000	212,537,500	212,524,100	40,690,000	(171,847,500)	-81%
Interest Payments	58,781,000	60,149,300	60,149,300	56,231,200	(3,918,100)	-7%
TOTAL Debt Service	91,416,000	272,686,800	272,673,400	96,921,200	(175,765,600)	-64%
Capital Outlay	5,843,500	12,988,000	9,450,500	8,132,200	(4,855,800)	-37%
TOTAL Expenditures/Expenses	666,933,300	1,276,772,300	893,462,800	1,109,266,700	(167,505,600)	-13%
Excess (deficiency) of Revenues over (under) Expenditures/Expenses	225,451,900	(363,876,300)	130,373,500	(155,884,300)	207,992,000	-57%
Other Financing Sources (Uses)						
Transfers In	192,278,300	224,429,100	194,510,400	298,363,700	73,934,600	33%
Transfers Out	(192,278,300)	(224,429,100)	(194,510,400)	(298,363,700)	(73,934,600)	33%
Contribution	–	9,000,000	11,727,300	–	(9,000,000)	-100%
Net Financing Sources (Uses)	–	9,000,000	11,727,300	–	(9,000,000)	-100%
Excess (deficiency) of Revenues over (under) Expenditures/Expenses and Other Financing Sources (Uses)	225,451,900	(354,876,300)	142,100,800	(155,884,300)	198,992,000	-56%
Beginning Fund Balance	1,437,994,300	1,663,446,200	1,663,446,200	1,805,547,000	142,100,800	9%
ENDING FUND BALANCE	\$ 1,663,446,200	\$ 1,308,569,900	\$ 1,805,547,000	\$ 1,649,662,700	\$ 341,092,800	26%

TABLE 19 – OPERATING AND CAPITAL BUDGET FY 2025/26

	FY 25/26 Operating Budget	FY 25/26 Capital Budget	FY 25/26 TOTAL Budget
Revenues			
Measure A Sales Tax	\$ 36,127,000	\$ 225,873,000	\$ 262,000,000
LTF Sales Tax	148,000,000	–	148,000,000
STA Sales Tax	33,882,500	–	33,882,500
Federal Reimbursements	15,922,000	66,721,100	82,643,100
State Reimbursements	71,741,600	44,638,500	116,380,100
Local Reimbursements	31,134,800	56,142,200	87,277,000
TUMF Revenue	–	30,000,000	30,000,000
Tolls, Penalties, and Fees	–	147,857,700	147,857,700
Other Revenue	3,300	946,600	949,900
Investment Income	25,896,400	18,495,700	44,392,100
TOTAL Revenues	362,707,600	590,674,800	953,382,400
Expenditures/Expenses			
Personnel Salaries and Benefits	14,018,700	6,944,700	20,963,400
Professional and Support			
Professional Services	22,283,400	10,673,300	32,956,700
Support Costs	10,739,200	12,616,900	23,356,100
TOTAL Professional and Support Costs	33,022,600	23,290,200	56,312,800
Projects and Operations			
Program Operations	17,982,400	35,284,400	53,266,800
Engineering	32,284,000	41,511,700	73,795,700
Construction	54,525,000	242,247,900	296,772,900
Design Build	–	12,719,100	12,719,100
Right of Way and Land	5,076,000	60,335,000	65,411,000
Operating and Capital Disbursements	278,980,900	–	278,980,900
Special Studies	3,937,100	3,161,700	7,098,800
Local Streets and Roads	–	78,891,900	78,891,900
Regional Arterials	–	60,000,000	60,000,000
TOTAL Projects and Operations	392,785,400	534,151,700	926,937,100
Debt Service			
Principal Payments	–	40,690,000	40,690,000
Interest Payments	–	56,231,200	56,231,200
TOTAL Debt Service	–	96,921,200	96,921,200
Capital Outlay	2,607,200	5,525,000	8,132,200
TOTAL Expenditures/Expenses	442,433,900	666,832,800	1,109,266,700
Excess (deficiency) of Revenues over (under) Expenditures/Expenses	(79,726,300)	(76,158,000)	(155,884,300)
Other Financing Sources (Uses)			
Transfers In	96,815,600	201,548,100	298,363,700
Transfers Out	(94,207,500)	(204,156,200)	(298,363,700)
Net Financing Sources (Uses)	2,608,100	(2,608,100)	–
Excess (deficiency) of Revenues over (under) Expenditures/Expenses and Other Financing Sources (Uses)	(77,118,200)	(78,766,100)	(155,884,300)
Beginning Fund Balance	1,140,696,400	664,850,600	1,805,547,000
ENDING FUND BALANCE	\$ 1,063,578,200	\$ 586,084,500	\$ 1,649,662,700

TABLE 20 – BUDGET BY FUND TYPE FY 2025/26

	General Fund	Special Revenue	Capital Projects	Debt Service	Enterprise	TOTAL Budget
Revenues						
Measure A Sales Tax	\$ –	\$ 262,000,000	\$ –	\$ –	\$ –	\$ 262,000,000
LTF Sales Tax	–	148,000,000	–	–	–	148,000,000
STA Sales Tax	–	33,882,500	–	–	–	33,882,500
Federal Reimbursements	10,500,000	52,514,000	–	2,812,100	16,817,000	82,643,100
State Reimbursements	4,322,300	112,057,800	–	–	–	116,380,100
Local Reimbursements	2,000	77,886,000	–	–	9,389,000	87,277,000
TUMF Revenue	–	30,000,000	–	–	–	30,000,000
Tolls, Penalties, and Fees	–	–	–	–	147,857,700	147,857,700
Other Revenue	–	843,600	–	–	106,300	949,900
Investment Income	1,463,100	37,456,400	432,700	425,000	4,614,900	44,392,100
TOTAL Revenues	16,287,400	754,640,300	432,700	3,237,100	178,784,900	953,382,400
Expenditures/Expenses						
Personnel Salaries and Benefits	8,603,500	8,746,100	–	–	3,613,800	20,963,400
Professional and Support						
Professional Services	9,097,000	17,074,600	–	–	6,785,100	32,956,700
Support Costs	6,076,000	6,007,300	–	–	11,272,800	23,356,100
TOTAL Professional and Support Costs	15,173,000	23,081,900	–	–	18,057,900	56,312,800
Projects and Operations						
Program Operations	–	26,500,100	–	–	26,766,700	53,266,800
Engineering	–	62,954,500	–	–	10,841,200	73,795,700
Construction	–	292,518,400	–	–	4,254,500	296,772,900
Design Build	–	280,100	–	–	12,439,000	12,719,100
Right of Way/Land	–	65,141,000	–	–	270,000	65,411,000
Operating and Capital Disbursements	45,487,000	233,493,900	–	–	–	278,980,900
Special Studies	3,937,100	2,353,700	–	–	808,000	7,098,800
Local Streets and Roads	–	78,891,900	–	–	–	78,891,900
Regional Arterials	–	60,000,000	–	–	–	60,000,000
TOTAL Projects and Operations	49,424,100	822,133,600	–	–	55,379,400	926,937,100
Debt Service						
Principal Payments	–	–	–	35,815,000	4,875,000	40,690,000
Interest Payments	–	–	–	33,370,200	22,861,000	56,231,200
TOTAL Debt Service	–	–	–	69,185,200	27,736,000	96,921,200
Capital Outlay	2,572,200	4,010,000	–	–	1,550,000	8,132,200
TOTAL Expenditures/Expenses	75,772,800	857,971,600	–	69,185,200	106,337,100	1,109,266,700
Excess (deficiency) of Revenues over (under) Expenditures/ Expenses	(59,485,400)	(103,331,300)	432,700	(65,948,100)	72,447,800	(155,884,300)
Other Financing Sources (Uses)						
Transfers In	63,476,800	91,238,700	–	69,185,200	74,463,000	298,363,700
Transfers Out	(4,417,900)	(182,520,200)	–	(2,812,100)	(108,613,500)	(298,363,700)
Net Financing Sources (Uses)	59,058,900	(91,281,500)	–	66,373,100	(34,150,500)	–
Excess (deficiency) of Revenues over (under) Expenditures/ Expenses and Other Financing Sources (Uses)	(426,500)	(194,612,800)	432,700	425,000	38,297,300	(155,884,300)
Beginning Fund Balance	50,671,200	1,529,823,500	14,416,900	14,164,800	196,470,600	1,805,547,000
ENDING FUND BALANCE	\$ 50,244,700	\$ 1,335,210,700	\$ 14,849,600	\$ 14,589,800	\$234,767,900	\$ 1,649,662,700

**TABLE 21 – HIGHWAY, REGIONAL ARTERIAL, RAIL, AND REGIONAL CONSERVATION PROGRAM PROJECTS
FY 2025/26**

Description	
HIGHWAY ENGINEERING	
I-10 Toll Feasibility	\$ 3,000,000
15/91 Express Lanes Transit Connector	2,269,000
71/91 Interchange	1,544,000
71/91 Habitat Mitigation and Monitoring	324,000
91 eastbound COP	5,506,000
91 Express Lanes roadway repair and rehabilitation	1,416,200
I-15 Express Lanes	133,000
I-15 Express Lanes — Southern Extension	1,650,000
MCP	30,000
MCP construction package	980,000
Riverside County — Santa Ana River Trail Extension (details presented in Section 3.2 Planning and Programming)	234,000
SR-74 corridor — Ethanac Road	155,000
SR-79 realignment	75,000
SR-79 segment 3 realignment	4,044,000
SR-79/I-10 study	320,000
SR-60 Trust Lanes Habitat Mitigation	128,000
SUBTOTAL HIGHWAY ENGINEERING	21,808,200
REGIONAL ARTERIAL ENGINEERING	
I-10/Highland Springs Avenue Interchange	600,000
Various Western County Measure A regional arterial (MARA) and TUMF regional arterial projects	12,448,000
SUBTOTAL REGIONAL ARTERIAL ENGINEERING	13,048,000
RAIL ENGINEERING	
Coachella Valley rail corridor — Tier II	10,250,000
Perris Valley Line double track	2,044,200
Perris Valley Line layover facility	242,300
Perris — Mead Valley Station	4,403,000
Riverside Downtown station grade crossing	200,000
SUBTOTAL RAIL ENGINEERING	17,139,500
PUBLIC AND SPECIALIZED TRANSIT	
SB 125 Formula Funds	21,800,000
TOTAL HIGHWAY, REGIONAL ARTERIAL, RAIL, AND PUBLIC AND SPECIALIZED TRANSIT ENGINEERING	\$ 73,795,700
HIGHWAY CONSTRUCTION	
15/91 Express Lanes Connector	\$5,000
71/91 Interchange	7,650,000
91 Express Lanes (details presented in Section 3.4 Toll Operations)	3,849,500
I-15 Express Lanes — Southern Extension	400,000
MCP construction package	67,030,000
Riverside County — Santa Ana River Trail (details presented in Sections 5.2 Planning and Programming and 5.3 Capital Projects)	9,525,000
Riverside Quite Zone	2,800,000
SR-60 Truck Lanes	753,000
Smart Freeways	8,477,000
General (details presented in Section 3.3 Capital Projects)	2,083,700
SUBTOTAL HIGHWAY CONSTRUCTION	\$ 102,573,200

**TABLE 21 – HIGHWAY, REGIONAL ARTERIAL, RAIL, AND REGIONAL CONSERVATION PROGRAM PROJECTS
FY 2025/26 (continued)**

Description	
REGIONAL ARTERIAL CONSTRUCTION	
Various Western County MARA and TUMF regional arterial projects	\$ 133,104,700
SUBTOTAL REGIONAL ARTERIAL CONSTRUCTION	133,104,700
RAIL CONSTRUCTION	
Perris Valley Line double track	175,000
Perris Valley Line station layover facility	14,520,000
Riverside Downtown station grade crossing	1,400,000
SUBTOTAL RAIL CONSTRUCTION	16,095,000
PUBLIC AND SPECIALIZED TRANSIT	
SB 125 Formula Funds	45,000,000
TOTAL HIGHWAY, REGIONAL ARTERIAL, AND RAIL CONSTRUCTION	\$ 296,772,900
HIGHWAY DESIGN-BUILD	
15/91 Express Lanes Connector	\$220,000
91 Express Lanes <i>(details presented in Section 3.4 Toll Operations)</i>	440,000
91 Project	10,000
I-15 Express Lanes — Northern Extension	270,100
I-15 Express Lanes — Southern Extension	11,779,000
TOTAL HIGHWAY DESIGN-BUILD	\$ 12,719,100
HIGHWAY RIGHT OF WAY AND LAND	
15/91 Express Lanes connector	\$20,000
71/91 Interchange	150,000
91 eastbound COP	250,000
91 Project	2,020,000
McKinley Avenue grade separation	1,200,000
MCP	100,000
MCP I-215/Placentia Avenue Interchange	50,000
MCP Sweeney mitigation	170,000
MCP construction package	7,836,000
Riverside County — Santa Ana River Trail Extension <i>(details presented in Section 3.2 Planning and Programming)</i>	4,085,000
SR-60 Truck Lanes	30,000
General <i>(details presented in Section 3.3 Capital Projects)</i>	10,000
SUBTOTAL HIGHWAY RIGHT OF WAY AND LAND	15,921,000
REGIONAL ARTERIAL RIGHT OF WAY AND LAND	
I-10/Highland Springs Avenue Interchange	35,000
SR-79 realignment	100,000
Various Western County MARA and TUMF regional arterial projects	47,887,000
SUBTOTAL REGIONAL ARTERIAL RIGHT OF WAY AND LAND	48,022,000
RAIL RIGHT OF WAY AND LAND	
Perris Valley Line double track	91,000
Perris — Mead Valley Station	129,000
General	257,000
SUBTOTAL RAIL RIGHT OF WAY AND LAND	477,000
PUBLIC AND SPECIALIZED TRANSIT	
SB 125 Formula Funds	231,000
REGIONAL CONSERVATION RIGHT OF WAY AND LAND	
Regional Conservation acquisition consultant costs <i>(details presented in Section 3.2 Regional Conservation)</i>	760,000
TOTAL HIGHWAY, REGIONAL ARTERIAL, RAIL, AND REGIONAL CONSERVATION RIGHT OF WAY AND LAND	\$ 65,411,000
GRAND TOTAL HIGHWAY, REGIONAL ARTERIAL, RAIL, AND REGIONAL CONSERVATION PROGRAMS	\$ 448,698,700

GANN APPROPRIATIONS LIMIT

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

The Commission is subject to the requirements of Article XIII B. Gann appropriations limits are calculated for and applied to the Commission. In accordance with the requirements of Article XIII B implementing legislation, the Board approved Resolution No. 25-003 on June 11, 2025, establishing appropriations limits for the Commission at \$683,037,127. The FY 2025/26 budget appropriated \$377,785,400 in taxes for the Commission, falling well within the limits set by the Gann. Based on historic trends and future projections, it appears the Commission’s use of the proceeds of taxes, as defined by Article XIII B, will continue to fall below the appropriations limit.

The calculation for the FY 2025/26 appropriations limit is as follows:

FY 2024/25 Appropriations Limit		\$639,982,988
FY 2025/26 adjustment:		x 1.0672739
<ul style="list-style-type: none">Change in California per capita personal incomeChange in Population, Riverside CountyCalculation of factor for FY 2025/26		<div>1.0644 ((6.44 + 100) / 100 = 1.0644)</div> <div>1.0027 ((0.27 + 100) / 100 = 1.0027)</div> <div>1.0644 x 1.0027 = 1.0672739</div>
FY 2025/26 Appropriations Limit		\$683,037,127
<ul style="list-style-type: none">\$639,982,988 x 1.0672739 = \$683,037,127		
Source: California per capita income – California Department of Finance Population, Riverside County – California Department of Finance		



Moreno Valley/March Field Metrolink Station Improvements Project



SECTION 1

FINANCIAL OVERVIEW



15/91 Express Lanes Connector

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, , SB1 SGR 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

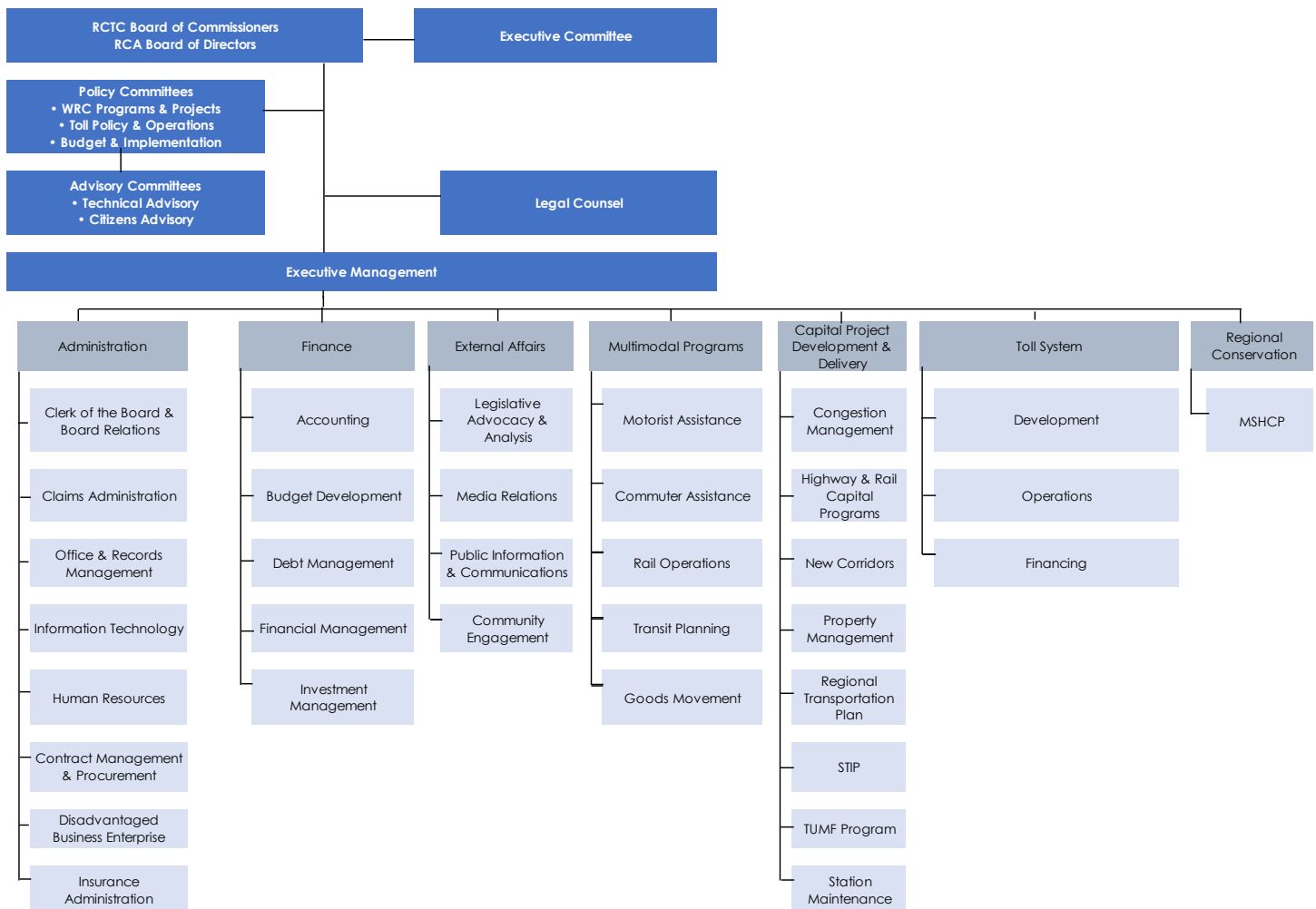


Chart 10 illustrates the relationship between the Commission’s functional management or departments and the Commission’s fund structure.

CHART 10 – RELATIONSHIP OF FUNCTIONAL MANAGEMENT AND FUND STRUCTURE

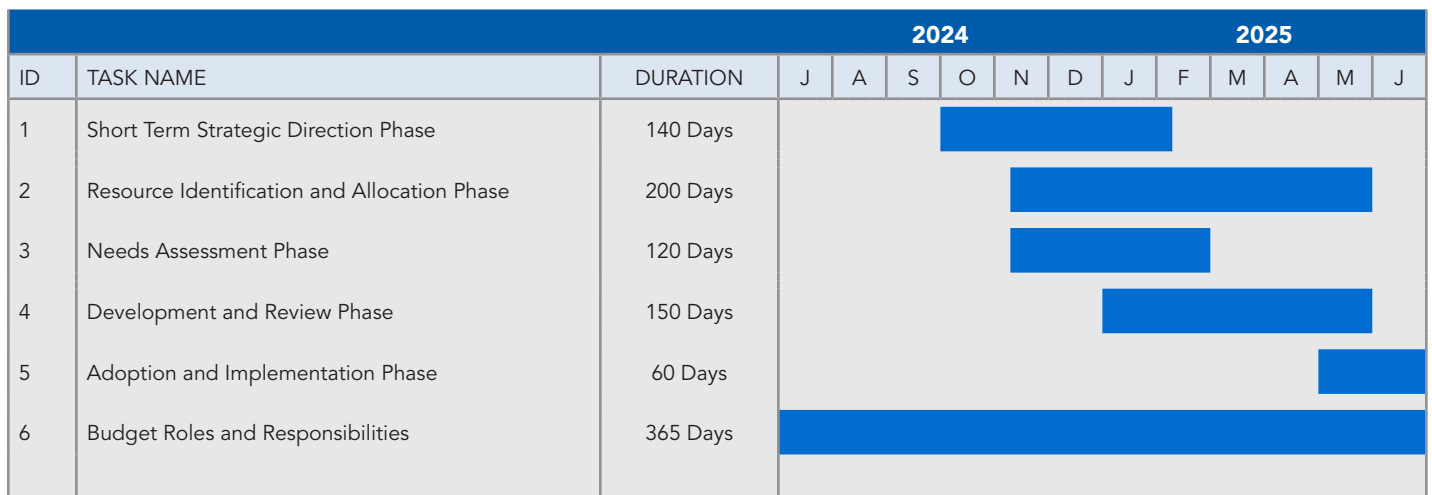
Functional Management/Department	General Fund	Special Revenue Fund	Capital Projects Fund	Debt Service Fund	Enterprise Fund
Management Services					
Executive Management	X				
Administration	X				
External Affairs	X				
Finance	X	X		X	
Regional Programs					
Planning and Programming Services	X	X			
Rail 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 residents) 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 I-10, State Routes (SR) 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.

SECTION 2

FUND BUDGETS



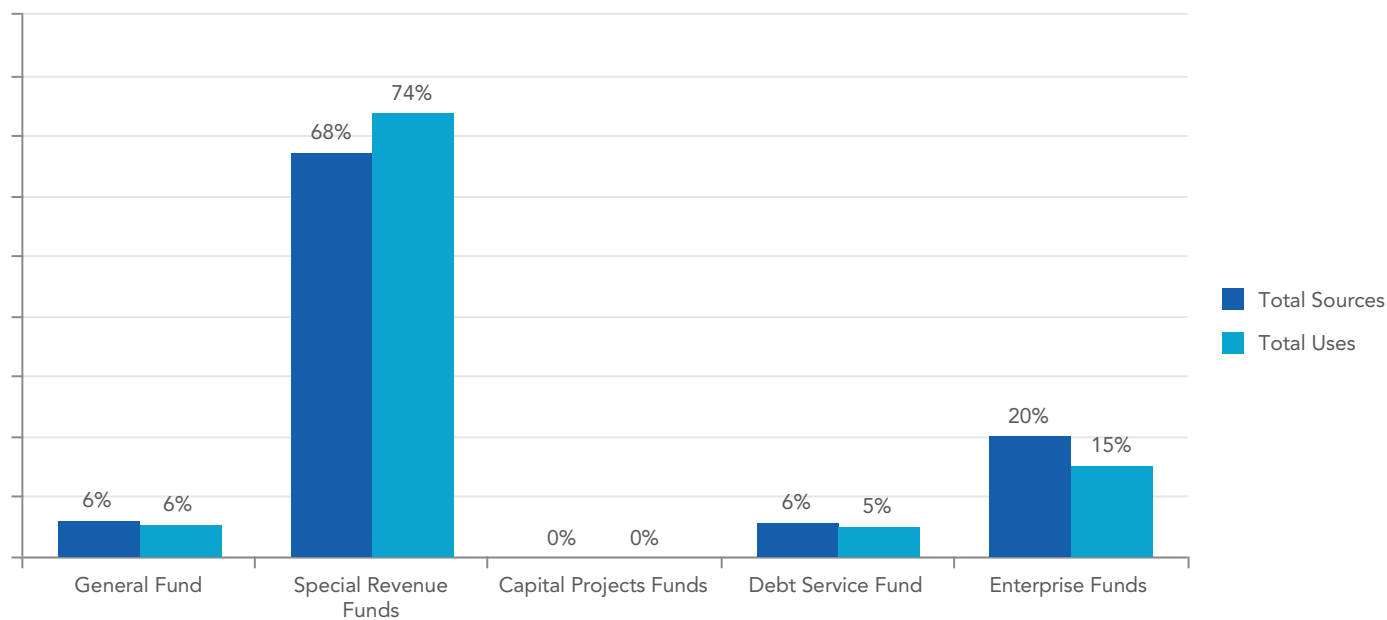
MCP I-215/Placentia Avenue Interchange

FUND BUDGETS

BUDGETARY BASIS

The Commission accounts for its budgeted funds using the modified and current financial resources measurement focus for governmental funds and the accrual basis of accounting and the economic resources measurement focus for enterprise funds. The basis of accounting is the same as the basis of budgeting. The Commission recognizes governmental fund revenues when measurable and available to meet current year obligations. Such revenues are available when guaranteed as to receipt, based on expenditure of funds (i.e., government matching funds), or certain to be received within 180 days of the end of the fiscal year. The Commission generally records governmental fund expenditures when it incurs a liability; however, debt service expenditures are recorded when the payment is due. Enterprise fund revenues are recognized when earned, and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Chart 12 illustrates total sources and uses by fund type for the FY 2025/26 budget.

CHART 12 – TOTAL SOURCES AND USES BY FUND TYPE FY 2025/26



FUND STRUCTURE

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

CHART 13 – BUDGETED FUNDS STRUCTURE FY 2025/26

General Fund	Special Revenue Funds	Capital Projects Funds	Debt Service Fund	Enterprise Funds
Administration Rail Operations Planning & Programming	2009 MEASURE A Western County Highways Local Streets & Roads Specialized Transit Bus Transit Rail Transit & Maintenance Commuter Assistance New Corridors Bond Financing Regional Arterials Economic Coachella Valley Highways & Regional Arterials Local Streets & Roads Specialized Transit Palo Verde Valley Local Streets & Roads FSP SAFE LTF STA SGR TUMF Coachella Valley Rail Other Agency Projects Fund Regional Conservation SB125 SB132	Commercial Paper Sales Tax Bonds	Sales Tax Bonds	RCTC 91 Express Lanes 15 Express Lanes

GENERAL FUND

OVERVIEW

The Commission's General fund accounts for all activities not legally required or designated by Board action to be accounted for separately. For many public agencies, the General fund is the largest fund; however, it is less significant for the Commission. The Commission's largest revenue source is Measure A, a locally levied sales tax that legally must be accounted for separately in special revenue funds. In addition to Commission administration and general operations, other General fund activities include commuter rail operations as well as planning and programming. Table 22 presents the FY 2025/26 budget for the General fund, followed by a discussion of significant components of the budget.

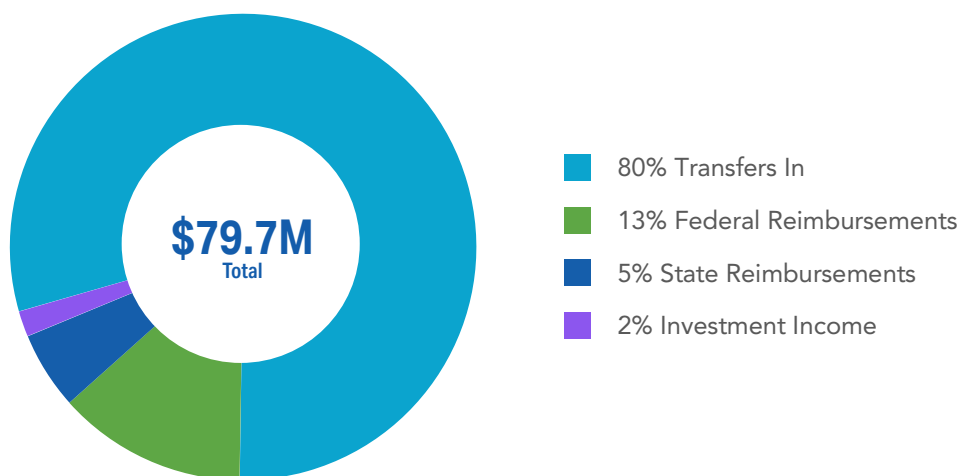
TABLE 22 – GENERAL FUND FY 2024 – 2026

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Revenues						
Federal Reimbursements	\$ 7,266,700	\$ 15,000,000	\$ 8,300,000	\$ 10,500,000	\$ (4,500,000)	-30%
State Reimbursements	2,157,500	3,561,400	9,811,200	4,322,300	760,900	21%
Local Reimbursements	100	2,000	8,600	2,000	–	0%
Other Revenue	300	–	3,841,000	–	–	N/A
Investment Income	1,700,200	552,000	1,431,200	1,463,100	911,100	165%
TOTAL Revenues	11,124,800	19,115,400	23,392,000	16,287,400	(2,828,000)	-15%
Expenditures						
Personnel Salaries and Benefits	7,335,600	8,306,900	6,850,900	8,603,500	296,600	4%
Professional and Support						
Professional Services	4,045,800	8,331,500	4,756,700	9,097,000	765,500	9%
Support Costs	3,341,200	5,824,300	3,988,300	6,076,000	251,700	4%
TOTAL Professional and Support Costs	7,387,000	14,155,800	8,745,000	15,173,000	1,017,200	7%
Program Operations						
Program Operations	42,000	24,300	24,300	–	(24,300)	(100)%
Engineering	–	500,000	522,000	–	(500,000)	(100)%
Operating and Capital Disbursement	25,599,000	52,425,000	41,803,400	45,487,000	(6,938,000)	-13%
Special Studies	4,435,800	8,921,000	9,171,000	3,937,100	(4,983,900)	-56%
TOTAL Projects and Operations	30,076,800	61,870,300	51,520,700	49,424,100	(12,446,200)	-20%
Capital Outlay	303,600	3,438,000	1,038,900	2,572,200	(865,800)	-25%
TOTAL Expenditures	45,103,000	87,771,000	68,155,500	75,772,800	(11,998,200)	-14%
Excess (deficiency) of Revenues over (under) Expenditures	(33,978,200)	(68,655,600)	(44,763,500)	(59,485,400)	9,170,200	-13%
Other Financing Sources (Uses)						
Transfers In	39,482,100	65,562,000	56,149,600	63,476,800	(2,085,200)	-3%
Transfers Out	(965,800)	(4,202,700)	(2,353,100)	(4,417,900)	(215,200)	5%
Net Financing Sources (Uses)	38,516,300	61,359,300	53,796,500	59,058,900	(2,300,400)	-4%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)	4,538,100	(7,296,300)	9,033,000	(426,500)	6,869,800	-94%
Beginning Fund Balance	37,100,100	41,638,200	41,638,200	50,671,200	9,033,000	22%
ENDING FUND BALANCE	\$ 41,638,200	\$ 34,341,900	\$ 50,671,200	\$ 50,244,700	\$ 15,902,800	46%

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

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

CHART 14 – GENERAL FUND SOURCES FY 2025/26



Federal reimbursements relate to rail station preventative maintenance. State reimbursements include STIP funds for PPM activities and LCTOP funds for discounted fares.

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

- General fund administration allocations funded with LTF sales tax revenues of \$127,600 in FY 2025/26.
- State law sets planning allocations at 3% of estimated LTF sales tax revenues. The FY 2025/26 budget for planning allocations is \$4,440,000 and is consistent with the FY 2024/25 revised budget.
- LTF sales tax revenues of \$3,512,200 in FY 2025/26 will fund General fund allocations for planning, programming, and regional activities.
- Commuter rail operating and capital needs determine the amount of LTF, STA, and Measure A allocations to the extent that revenues and reserved fund balance are available. The FY 2025/26 budget includes \$27,000,000, \$4,000,000, and \$3,000,000 in LTF, STA, and Measure A allocations, respectively, primarily to fund operating and preventative maintenance contribution expenditures to SCRRRA.

The Commission allocates administrative costs based on a cost allocation plan and recognizes reimbursements to the General fund from other funds as transfers in. The FY 2025/26 General fund administrative allocation of \$7,584,900 from Measure A may be adjusted based on actual expenditures, but in no event will it exceed 4% of total Measure A revenues (including administrative salaries and benefits). Administrative transfers in from STA, TUMF, motorist assistance, toll operations, SB 132, regional conservation, and other agency project funds of \$13,812,100 in FY 2025/26 increased from \$12,782,700 in FY 2024/25 due to increased level of activity requiring administrative support.

CHART 15 – GENERAL FUND USES FY 2025/26

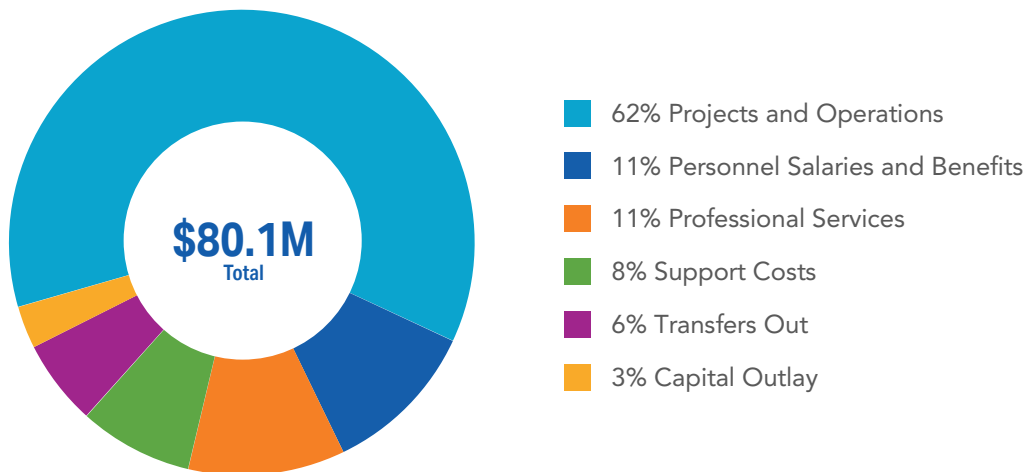


Chart 15 depicts General fund uses. Personnel salaries and benefits expenditures increased \$296,600 due to the net change in allocation of FTEs, including one new FTE position for a Planning and Programming Manager, reclassification and salary adjustments of one FTE for the Human Resources Specialist from a Human Resources Assistant, and a 4% pool for performance merit-based salary increases. Professional costs increased 9% due to funding for the Commission approved Traffic Relief Plan (TRP) and related outreach. Support costs increased 4% primarily due to Commission insurance services and software database maintenance.

The FY 2025/26 operating and capital disbursements budget includes allocations of \$43,600,000 for the Metrolink commuter rail subsidy and \$1,887,000 for planning operating disbursements. Special studies expenditures include REAP 2.0 funded Core Capacity Innovative Transit, CVAG Vehicle Miles Traveled, CVAG CV Link Community Connector Analysis, and future rail studies. Capital outlay expenditures decreased 25% and include office expansion related costs. Transfers out include \$4,179,400 to the General fund for administration from rail operations and planning and programming activities and \$238,500 to the 91 Express Lanes fund for 15/91 Express Transit Connector.

SPECIAL REVENUE FUNDS

OVERVIEW

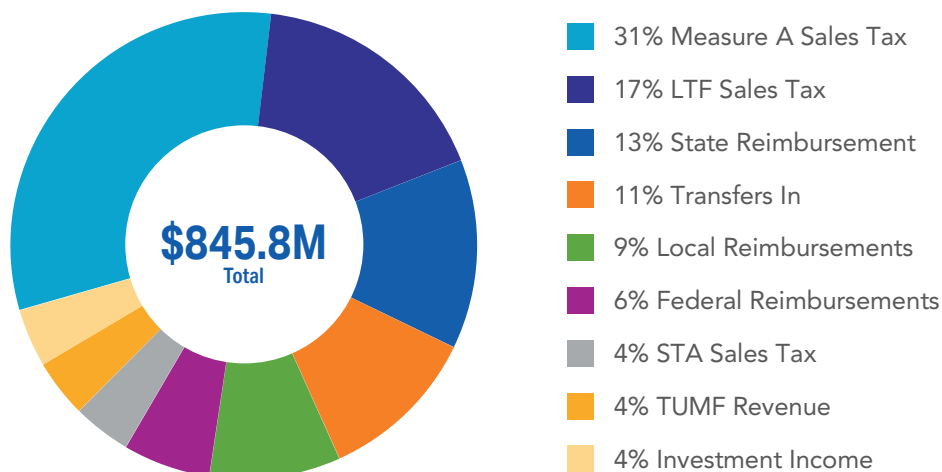
The Commission's special revenue funds are legally restricted as to use for Measure A projects and programs, TUMF projects, motorist assistance services, regional conservation, other agency project coordination, and funding transit operations and capital in the County. Table 23 is a summary of the special revenue funds' budgets, and Tables 24 through 37 present the individual budgets along with respective discussions.

TABLE 23 – SPECIAL REVENUE FUNDS FY 2024 – 2026

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Revenues						
Measure A Sales Tax	\$ 281,794,700	\$ 265,000,000	\$ 265,000,000	\$ 262,000,000	\$ (3,000,000)	-1%
LTF Sales Tax	156,212,500	148,000,000	148,000,000	148,000,000	–	0%
STA Sales Tax	37,842,500	38,916,600	38,480,400	33,882,500	(5,034,100)	-13%
Federal Reimbursements	55,997,300	57,309,500	49,906,100	52,514,000	(4,795,500)	-8%
State Reimbursements	68,199,900	124,466,200	223,209,400	112,057,800	(12,408,400)	-10%
Local Reimbursements	26,416,800	74,197,100	29,160,800	77,886,000	3,688,900	5%
TUMF Revenue	40,959,800	29,610,000	30,000,000	30,000,000	390,000	1%
Other Revenue	1,242,600	664,500	854,200	843,600	179,100	27%
Investment Income	56,923,100	26,452,600	46,663,700	37,456,400	11,003,800	42%
TOTAL Revenues	725,589,200	764,616,500	831,274,600	754,640,300	(9,976,200)	-1%
Expenditures						
Personnel Salaries and Benefits	6,889,800	9,232,900	6,984,600	8,746,100	(486,800)	-5%
Professional and Support						
Professional Services	7,285,800	16,193,400	10,106,700	17,074,600	881,200	5%
Support Costs	3,789,600	5,235,200	4,764,800	6,007,300	772,100	15%
TOTAL Professional and Support Costs	11,075,400	21,428,600	14,871,500	23,081,900	1,653,300	8%
Projects and Operations						
Program Operations	23,123,600	35,679,600	35,171,300	26,500,100	(9,179,500)	-26%
Engineering	16,083,600	58,620,700	26,608,800	62,954,500	4,333,800	7%
Construction	107,782,500	252,192,900	115,495,700	292,518,400	40,325,500	16%
Design Build	22,338,800	19,143,000	4,134,400	280,100	(18,862,900)	-99%
Right of Way	23,098,800	81,701,500	21,897,800	65,141,000	(16,560,500)	-20%
Operating and Capital Disbursements	136,105,400	276,421,900	177,085,100	233,493,900	(42,928,000)	-16%
Special Studies	–	500,000	247,000	2,353,700	1,853,700	371%
Local Streets and Roads	85,026,800	79,969,200	80,117,000	78,891,900	(1,077,300)	-1%
Regional Arterials	61,603,700	30,000,000	30,000,000	60,000,000	30,000,000	100%
TOTAL Projects and Operations	475,163,200	834,228,800	490,757,100	822,133,600	(12,095,200)	-1%
Capital Outlay	5,487,300	9,182,000	8,325,600	4,010,000	(5,172,000)	-56%
TOTAL Expenditures	498,615,700	874,072,300	520,938,800	857,971,600	(16,100,700)	-2%
Excess (deficiency) of Revenues over (under) Expenditures	226,973,500	(109,455,800)	310,335,800	(103,331,300)	6,124,500	-6%
Other Financing Sources (Uses)						
Transfers In	81,801,600	54,613,800	32,187,500	91,238,700	36,624,900	67%
Transfers Out	(134,825,900)	(203,829,000)	(177,296,400)	(182,520,200)	21,308,800	-10%
Net Financing Sources (Uses)	(53,024,300)	(149,215,200)	(145,108,900)	(91,281,500)	57,933,700	-39%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)	173,949,200	(258,671,000)	165,226,900	(194,612,800)	64,058,200	-25%
Beginning Fund Balance	1,190,647,400	1,364,596,600	1,364,596,600	1,529,823,500	165,226,900	12%
ENDING FUND BALANCE	\$1,364,596,600	\$1,105,925,600	\$1,529,823,500	\$1,335,210,700	\$ 229,285,100	21%

The Commission accounts for Measure A and LTF sales taxes, STA and SGR allocations, Western County TUMF, state budgetary allocations, vehicle registration fees, and other agency and regional conservation reimbursements in the 25 special revenue funds. Federal, state, and local reimbursements primarily relate to MCP project, Smart Freeways project, CV Rail planning and station development, SR-79 realignment project, South Perris layover facility project, SB 125 TIRCP allocations, Santa Ana River Trail project, and SR-60/Potrero Boulevard interchange phase II project. Transfers in include amounts for the repayment of the interfund loan from I-15 Express Lanes to Western County Measure A funds in connection with the TIFIA Loan and funding from SB 125 and STA for the CV Rail corridor project. Chart 16 illustrates the various special revenue fund sources.

CHART 16 – SPECIAL REVENUE FUNDS SOURCES FY 2025/26

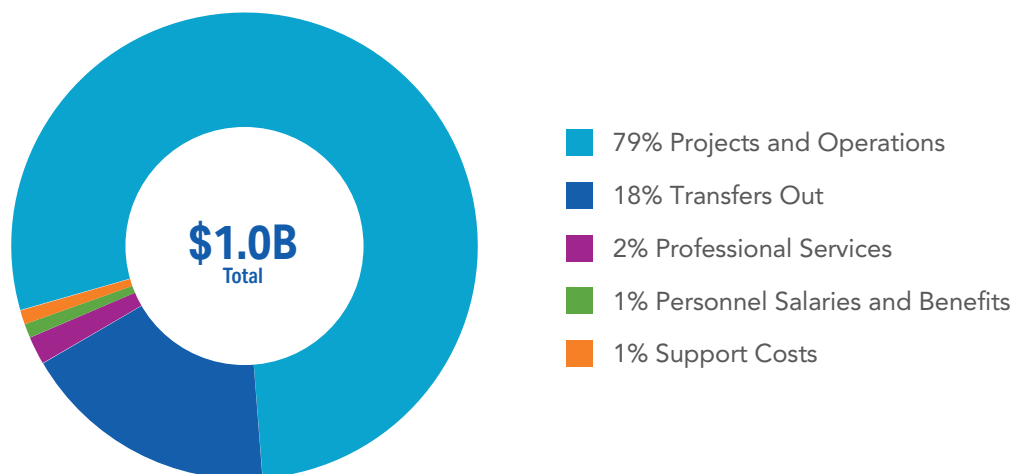


The Commission expends special revenue funds' resources on:

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

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

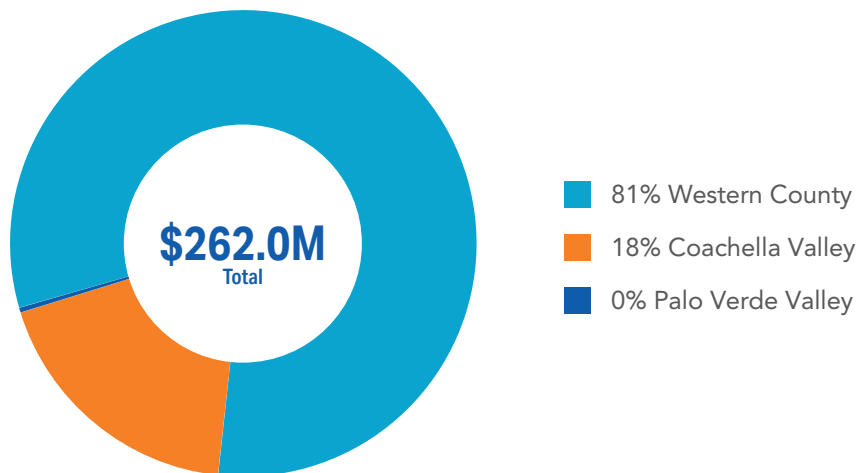
CHART 17 – SPECIAL REVENUE FUNDS USES FY 2025/26



MEASURE A SPECIAL REVENUE FUNDS

Measure A sales tax revenue, which is allocated to the three geographic areas of the County (Chart 18) primarily funds 14 of the special revenue funds. There are ten 2009 Measure A Western County funds, three 2009 Measure A Coachella Valley funds, and one 2009 Measure A Palo Verde Valley fund.

CHART 18 – MEASURE A SALES TAX REVENUES BY GEOGRAPHIC AREA



With the commencement of the 2009 Measure A on July 1, 2009, 14 funds will be in existence for the 30-year term. These funds account for all Measure A project and program expenditures and transfers of debt service for capital projects.

The Measure A special revenue funds expend monies on capital construction and improvements to highways, commuter rail, regional arterials, new corridors, and local streets and roads. Funding is also reserved for commuter assistance, public and specialized transit, and economic development incentives programs as well as bond financing costs. Riverside County is a self-help county. That means Riverside County cannot fully rely on federal and state governments to help build transportation infrastructure. As such, on major highway projects, the Commission supplements government spending. Upon completion of most highway projects, Caltrans takes over the maintenance and operations of the projects.

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

WESTERN COUNTY MEASURE A FUNDS

The Western County Measure A special revenue funds account for Western County's approximately 81% share of the Measure A sales tax. Taxable sales changes among the geographic areas impact the geographic allocation formula from year to year. As demonstrated in Table 24, most of the Commission's reimbursements flow through these funds, since the sales tax leverages state and federal dollars.



TABLE 24 – WESTERN COUNTY MEASURE A FUNDS FY 2024 – 2026

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Sources						
Measure A Sales Tax						
Bond Financing	\$ 18,188,200	\$ 17,068,000	\$ 17,068,000	\$ 17,090,000	\$ 22,000	0%
Commuter Assistance	3,368,200	3,161,000	3,161,000	3,165,000	4,000	0%
Economic Development Incentives	2,694,600	2,529,000	2,529,000	2,532,000	3,000	0%
Highways	68,711,100	64,481,000	64,481,000	64,562,000	81,000	0%
Local Streets and Roads	65,342,900	61,320,000	61,320,000	61,397,000	77,000	0%
New Corridors	24,924,600	23,390,000	23,390,000	23,420,000	30,000	0%
Public Bus Transit	3,435,600	3,224,000	3,224,000	3,228,000	4,000	0%
Rail	13,742,200	12,896,000	12,896,000	12,912,000	16,000	0%
Regional Arterials	20,209,200	18,965,000	18,965,000	18,989,000	24,000	0%
Specialized Transit	5,725,900	5,373,000	5,373,000	5,380,000	7,000	0%
Total Measure A	226,342,500	212,407,000	212,407,000	212,675,000	268,000	0%
Federal Reimbursements	55,997,300	57,309,500	49,906,100	47,514,000	(9,795,500)	-17%
State Reimbursements	62,651,700	48,765,500	17,570,600	31,013,500	(17,752,000)	-36%
Local Reimbursements	2,401,800	4,921,400	2,575,100	3,850,200	(1,071,200)	-22%
Other Revenue	914,800	646,500	835,900	825,300	178,800	28%
Investment Income	18,293,100	10,205,800	14,649,200	11,226,000	1,020,200	10%
Transfers In	49,490,800	43,613,700	27,745,000	79,820,800	36,207,100	83%
TOTAL Sources	416,092,000	377,869,400	325,688,900	386,924,800	9,055,400	2%
Uses						
Personnel Salaries and Benefits	2,939,200	4,070,900	3,256,800	3,691,200	(379,700)	-9%
Professional Services	3,265,800	6,961,500	4,821,200	5,152,200	(1,809,300)	-26%
Support Costs	2,808,200	4,357,000	4,079,700	5,085,300	728,300	17%
Projects and Operations						
Program Operations	13,005,700	29,057,700	29,405,300	18,864,800	(10,192,900)	-35%
Engineering	11,820,000	18,026,100	16,337,100	13,453,500	(4,572,600)	-25%
Construction	103,978,900	199,016,300	111,262,300	183,793,800	(15,222,500)	-8%
Design Build	803,500	13,521,000	185,100	280,100	(13,240,900)	-98%
Right of Way	17,199,200	44,053,000	15,837,100	11,943,000	(32,110,000)	-73%
Operating and Capital Disbursements	4,876,000	13,739,000	6,080,000	8,750,000	(4,989,000)	-36%
Special Studies	–	500,000	247,000	1,603,700	1,103,700	221%
Local Streets and Roads	65,148,900	61,181,500	61,233,400	61,269,400	87,900	0%
TOTAL Projects and Operations	216,832,200	379,094,600	240,587,300	299,958,300	(79,136,300)	-21%
Capital Outlay	5,486,900	9,167,000	8,319,100	3,995,000	(5,172,000)	-56%
Transfers Out	90,085,000	126,109,000	124,070,300	107,804,100	(18,304,900)	-15%
TOTAL Uses	321,417,300	529,760,000	385,134,400	425,686,100	(104,073,900)	-20%
Excess (deficiency) of Sources over (under) Uses	\$ 94,674,700	\$(151,890,600)	\$ (59,445,500)	\$ (38,761,300)	\$113,129,300	-74%

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

Federal reimbursements for highway and rail projects are lower in the FY 2025/26 budget. The 17% decrease in federal reimbursements is primarily attributable to federal funding for prior year activity on the I-15 Express Lanes - Southern Extension project. Federal funding will reimburse eligible expenditures on the MCP, Smart Freeways, Riverside Downtown station grade crossing, and station rehabilitation and improvement projects in FY 2025/26. Federal reimbursements relate primarily to funding from the Federal Transit Administration (FTA), Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and congressional earmarks.

State reimbursements are lower by 36% compared to the FY 2024/25 budget primarily due to prior year activity on 71/91 Interchange project. State funding will reimburse eligible expenditures on the MCP, south Perris station and layover expansion project and Smart Freeway projects in FY 2025/26. State reimbursements primarily reflects funding from SB 125 TIRCP, State Highway Operations and Protection Program (SHOPP), and SB 1's Local Partnership Program (LPP) and Solutions for Congested Corridors Program (SCCP). Project funding fluctuates as eligible project expenditures are incurred based on project phases.

Local reimbursements are lower by 22% compared to the FY 2024/25 budget and reflects funding for the I-15 Express Lanes Project Northern Extension and local agency collaboration projects. Project funding fluctuates as eligible project expenditures are incurred based on project phases.

Other revenue is higher by 28% from the prior year and is attributable to property management lease revenues. Investment income increased 10% from the previous year due to projected higher investment yields. The FY 2025/26 budget projects investment income at 3% investment yield, 1% higher than the conservative estimate of 2% investment yield in FY 2024/25.

Transfers in include:

- \$31,000,000 from the 15 Express Lanes fund for repayment of the interfund loan to Measure A Western County funds in connection with the pay off of the TIFIA Loan;
- \$20,000,000 from the 2009 Measure A bond financing fund to subsidize a portion of Western County debt service;
- \$8,216,200 from the 2009 Measure A Western County new corridors fund for its share of the MSHCP debt service obligation;
- \$4,000,000 from the TUMF CETAP fund for the MCP projects;
- \$3,521,200 from the TUMF CETAP fund for its share of the MSHCP debt service obligation;
- \$2,812,100 from the Debt Service fund for Build America Bonds (BABs) subsidy payments;
- \$2,623,300 from the STA fund for Perris Valley Line double track project;
- \$2,120,000 from the STA fund for south Perris station and layover expansion project; and
- \$2,103,000 from the STA fund for the Perris Mead Valley Station project.

Personnel salaries and benefits expenditures decreased 9% and reflect decreases in project activities related to 71/91 Interchange and Smart Freeways projects. Additionally, the I-15 Express Lanes - Southern Extension project and 91 ECOP have been moved to the Toll Operations program effective FY 2025/26.

Measure A Western County professional services expenditures in FY 2025/26 decreased 26% largely due to the movement of the I-15 Express Lanes - Southern Extension project to the Toll Operations program effective FY 2025/26. Professional services consists of general legal services for the various programs and capital projects and other professional services for highway, rail capital and commuter assistance projects and the Commission's debt programs. Support costs related to highway and rail projects and property management as well as the CAP increased \$728,300, or 17%, due to station maintenance, repairs, utilities, and a software addition providing comprehensive traffic and population movement data.

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

Many of the Commission's Western County rail and highway projects funded by Measure A have been in various phases of engineering, construction, design-build, and right of way activity. The Commission expects engineering and construction to decrease 25% and 8%, respectively, due to 71/91 Interchange and Smart Freeways project activity in the prior year along with the I-15 Express Lanes - Southern Extension project and 91 ECOP moved to the Toll Operations program effective FY

2025/26. These decreases are offset by increases in project activity related to MCP, Perris Mead Valley Station, and various regional arterial projects. Design build decreased 98% primarily due to the I-15 Express Lanes - Southern Extension project moved to the Toll Operations program effective FY 2025/26. Right of way is anticipated to decrease 73% primarily due to MCP project activity in the prior year.

Operating and capital disbursements decreased 36% compared to the FY 2024/25 budget due to a decrease in rail capital funded by Measure A and relate to Western County intercity bus service and specialized transit expenditures. Operating and capital disbursements are made based on the needs of transit operators. Special studies increased \$1,103,700 or 221% due to the Next Generation Toll Feasibility Study. Local streets and roads or turn back payments to local jurisdictions and the County, are comparable to the prior year as a result of comparable Measure A sales tax revenues. Capital outlay includes equipment and improvements for the rail program and reflects a 56% decrease for station rehabilitation and improvements.

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

- Funding for debt service payments of \$89,185,200;
- \$8,216,200 from the 2009 Measure A Western County new corridor fund for its share of the MSHCP debt service obligation;
- \$3,000,000 from the 2009 Measure A Western County rail fund for rail operations; and
- \$7,103,200 for the administrative costs allocation.

COACHELLA VALLEY MEASURE A FUNDS

These special revenue funds account for Coachella Valley's 18% share of the Measure A sales tax (Table 25).

TABLE 25 – COACHELLA VALLEY MEASURE A FUNDS FY 2024 – 2026

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Sources						
Measure A Sales Tax						
Highways & Regional Arterials	\$ 27,185,200	\$ 25,804,000	\$ 25,804,000	\$ 24,212,000	\$(1,592,000)	-6%
Local Streets and Roads	19,029,700	18,063,000	18,063,000	16,949,000	(1,114,000)	-6%
Specialized Transit	8,155,600	7,741,000	7,741,000	7,264,000	(477,000)	-6%
Total Measure A	54,370,500	51,608,000	51,608,000	48,425,000	(3,183,000)	-6%
Local Reimbursements	225,100	–	–	–	–	N/A
Investment Income	5,051,700	1,855,200	2,878,400	869,500	(985,700)	-53%
Transfers In	124,200	–	–	–	–	
TOTAL Sources	59,771,500	53,463,200	54,486,400	49,294,500	(4,168,700)	-8%
Uses						
Personnel Salaries and Benefits	2,100	–	–	–	–	N/A
Professional Services	8,200	9,400	9,600	10,900	1,500	16%
Projects and Operations						
Operating and Capital Disbursements	8,275,000	8,238,000	8,238,000	7,000,000	(1,238,000)	-15%
Local Streets and Roads	18,835,700	17,924,500	17,976,400	16,821,400	(1,103,100)	-6%
Regional Arterials	61,603,700	30,000,000	30,000,000	60,000,000	30,000,000	100%
TOTAL Projects and Operations	88,714,400	56,162,500	56,214,400	83,821,400	27,658,900	49%
Transfers Out	489,300	417,200	259,800	382,800	(34,400)	-8%
TOTAL Uses	89,214,000	56,589,100	56,483,800	84,215,100	27,626,000	49%
Excess (deficiency) of Sources over (under) Uses	\$ (29,442,500)	\$ (3,125,900)	\$ (1,997,400)	\$ (34,920,600)	\$(31,794,700)	1017%

Coachella Valley Measure A sales tax revenues reflect a 6% decrease from the prior year. Taxable sales changes between jurisdictions within the County periodically affect the geographic allocation formula from year to year.

Investment income decreased 53% compared to the previous year's budget due to increased use of regional arterial funds leading to lower anticipated cash balances.

The Coachella Valley operating and capital disbursements represent specialized transit funds distributed to SunLine Transit Agency (SunLine) for transit operations. Local streets and roads payments to local jurisdictions are directly affected by changes in Measure A sales tax revenues. Regional arterial projects are highway and regional arterial projects managed by CVAG and reflect a 100% increase from the prior year.

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

Transfers out of \$382,800 relate to the administrative costs allocation.

PALO VERDE VALLEY MEASURE A FUND

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

TABLE 26 – PALO VERDE VALLEY MEASURE A FUND FY 2024 – 2026

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Sources						
Measure A Sales Tax						
Local Streets and Roads	\$ 1,081,700	\$ 985,000	\$ 985,000	\$ 900,000	\$ (85,000)	-9%
Uses						
Projects and Operations						
Local Streets and Roads	1,042,200	863,200	907,200	801,100	(62,100)	-7%
Transfers Out	39,500	121,800	77,800	98,900	(22,900)	-19%
TOTAL Uses	1,081,700	985,000	985,000	900,000	(85,000)	-9%
Excess (deficiency) of Sources over (under) Uses	\$ -	\$ -	\$ -	\$ -	\$ -	N/A

Total Measure A sales tax revenues reflect a 9% decrease from the prior year. Taxable sales changes between jurisdictions within the County periodically affect the geographic allocation formula from year to year.

Local streets and roads represent the only expenditures in the Palo Verde Valley. Transfers out of \$98,900 relate to the administrative costs allocation.

NON-MEASURE A SPECIAL REVENUE FUNDS

The non-Measure A special revenue funds account for LTF disbursements; TUMF Western County project costs; motorist assistance expenditures for towing service and 511 traveler information system operations; transit disbursements from STA and SGR funding; Coachella Valley rail planning and development; interagency project activities; SB 125 and SB 132 project activities; and regional conservation. These activities are budgeted in the LTF, TUMF, FSP, SAFE, STA, SGR, Coachella Valley Rail, Other Agency Projects, SB 125, SB 132, and regional conservation special revenue funds, respectively.

LOCAL TRANSPORTATION FUND

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

TABLE 27 – LOCAL TRANSPORTATION FUND FY 2024 – 2026

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Sources						
LTF Sales Tax	\$ 156,212,500	\$ 148,000,000	\$ 148,000,000	\$ 148,000,000	\$ –	0%
Local Reimbursements	13,765,100	–	–	–	–	N/A
Investment Income	15,332,300	6,868,800	13,138,000	10,645,400	3,776,600	55%
TOTAL Sources	185,309,900	154,868,800	161,138,000	158,645,400	3,776,600	2%
Uses						
Projects and Operations						
Operating and Capital Disbursements	103,842,900	129,777,100	119,012,400	148,192,600	18,415,500	14%
Transfers Out	29,873,400	40,827,100	38,180,300	37,079,800	(3,747,300)	(9)%
TOTAL Uses	133,716,300	170,604,200	157,192,700	185,272,400	14,668,200	9%
Excess (deficiency) of Sources over (under) Uses	\$ 51,593,600	\$ (15,735,400)	\$ 3,945,300	\$ (26,627,000)	\$(10,891,600)	69%

The Commission projects LTF sales tax revenue in FY 2025/26 to remain flat compared to the prior year. Investment income increased 55% compared to the previous year's budget due to projected higher investment yields at 3% compared to 2% in FY 2024/25.

In FY 2025/26, approximately 95% and 5% of the LTF transit expenditures of \$131,700,000 and \$6,220,000 are for operating and capital purposes, respectively. LTF operating allocations, subject to approval in June 2025, are comprised of 72% to Western County, 27% to Coachella Valley, and 1% to Palo Verde Valley public bus operators. Other operating and capital disbursements include allocations for SB 821 bicycle and pedestrian projects of \$9,150,600 and planning and administration allocations of \$1,122,000 to the County Auditor-Controller and SCAG.

Transfers out include allocations to the Commission's General fund for planning and administration of \$3,512,200; rail operations of \$27,000,000; \$4,440,000 for planning, programming, and agency share of the administrative costs; \$2,000,000 for station maintenance; and \$127,600 for administrative costs allocation.



TRANSPORTATION UNIFORM MITIGATION FEE FUND

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

TUMF revenues includes \$30,000,000 based on projected fees distributed to the Commission. State reimbursements of \$13,625,000 are related to SB1 Trade Corridor Enhancement Program (TCEP) funding for the SR-60/Potrero Boulevard interchange phase II project. Local reimbursements of \$46,230,300 include reimbursements from the city of Beaumont and WRCOG for the city's SR-60/Potrero Boulevard interchange phase II project, and SR-79 realignment project funding provided by WRCOG. Investment income increased 56% compared to the previous year's budget due higher projected investment yield of 3% compared to 2% in FY 2024/25.

TABLE 28 – TRANSPORTATION UNIFORM MITIGATION FEE FUND FY 2024 – 2026

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Sources						
State Reimbursements	\$ (157,800)	\$ –	\$ –	\$ 13,625,000	\$ 13,625,000	N/A
Local Reimbursements	230,500	35,541,400	14,362,100	46,230,300	10,688,900	30%
TUMF Revenue	40,959,800	29,610,000	30,000,000	30,000,000	390,000	1%
Other Revenue	23,600	18,000	18,300	18,300	300	2%
Investment Income	7,743,900	3,190,800	6,123,200	4,974,700	1,783,900	56%
Transfers In	38,200	75,600	10,000	75,000	(600)	-1%
TOTAL Sources	48,838,200	68,435,800	50,513,600	94,923,300	26,487,500	39%
Uses						
Personnel Salaries and Benefits	159,800	431,400	352,700	664,600	233,200	54%
Professional Services	214,000	341,000	411,900	475,800	134,800	40%
Support Costs	300	6,300	3,000	10,800	4,500	71%
Projects and Operations						
Program Operations	222,000	616,700	591,700	685,600	68,900	11%
Engineering	2,535,100	15,778,600	9,032,200	17,217,000	1,438,400	9%
Construction	1,212,900	15,970,600	4,088,400	54,199,600	38,229,000	239%
Right of Way	4,723,800	31,845,000	4,663,700	48,122,000	16,277,000	51%
Special Studies	–	–	–	750,000	750,000	N/A
TOTAL Projects and Operations	8,693,800	64,210,900	18,376,000	120,974,200	56,763,300	88%
Transfers Out	7,495,700	16,993,600	4,966,200	8,950,000	(8,043,600)	-47%
TOTAL Uses	16,563,600	81,983,200	24,109,800	131,075,400	49,092,200	60%
Excess (deficiency) of Sources over (under) Uses	\$ 32,274,600	\$ (13,547,400)	\$ 26,403,800	\$ (36,152,100)	\$(22,604,700)	167%

Personnel salaries and benefits reflect an increase of 54% due to the net allocation of FTEs and a 4% pool for performance merit-based salary increases. Professional services increased 40% primarily due to anticipated project legal services. Support costs reflect a 71% increase due to reimbursable utility fee activity for the SR-60/Potrero Boulevard interchange phase II project.

Projects and operations costs increased 88%, as many regional arterial projects move through various stages of engineering, right of way acquisition, and construction. FY 2025/26 includes a regional arterial call for projects awarded in June 2023. Approximately 99% of the projects and operations costs are attributable to programmed regional arterial projects. The remaining 1% relates to CETAP projects such as the I-15 auxiliary lane construction activities. The increase in projects and operations costs is largely attributed to anticipated right of way activities on SR-79 realignment project and construction on Beaumont Potrero Interchange Phase II project. Transfers out represent \$1,428,800 to the General fund related to the administrative cost allocation; \$3,521,200 to the 2009 Measure A Western County highways fund for TUMF CETAP's share of the MSHCP debt service obligation; and \$4,000,000 to the 2009 Measure A Western County new corridors fund for the MCP projects.

FREEWAY SERVICE PATROL FUND

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

The State's funding share of \$3,330,000 decreased from the FY 2024/25 budget by 5%. Investment income decreased by 16% from the previous year's budget due to lower projected cash balances, offset by projected higher investment yield of 3% compared to 2% in FY 2024/25.

TABLE 29 – FREEWAY SERVICE PATROL FUND FY 2024 – 2026

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Sources						
State Reimbursements	\$ 3,499,500	\$ 3,521,000	\$ 3,366,600	\$ 3,330,000	\$ (191,000)	-5%
Investment Income	387,400	111,600	108,500	93,700	(17,900)	-16%
TOTAL Sources	3,886,900	3,632,600	3,475,100	3,423,700	(208,900)	-6%
Uses						
Personnel Salaries and Benefits	91,200	147,800	92,600	162,600	14,800	10%
Professional Services	4,600	30,000	3,300	31,200	1,200	4%
Support Costs	45,800	96,600	46,300	95,100	(1,500)	-2%
Projects and Operations						
Program Operations	4,316,100	5,108,200	4,535,700	6,119,300	1,011,100	20%
Capital Outlay	400	10,000	6,500	10,000	–	0%
Transfers Out	209,200	252,600	169,900	257,900	5,300	2%
TOTAL Uses	4,667,300	5,645,200	4,854,300	6,676,100	1,030,900	18%
Excess (deficiency) of Sources over (under) Uses	\$ (780,400)	\$ (2,012,600)	\$ (1,379,200)	\$ (3,252,400)	\$ (1,239,800)	62%

Personnel salaries and benefits increased 10% due to net FTE allocations and a 4% pool for performance merit-based salary increases. Professional services related to legal and other professional services increased 4% from the prior year. Support costs related to printing and communications decreased 2% compared to the prior year budget. Program operations in FY 2025/26 increased by \$1,011,100 or 20% due to anticipated increases in FSP towing cost rates. Capital outlay remained flat in comparison to the prior year and include amounts for FSP truck radios and tablets. Transfers out to the General fund of \$257,900 are administrative cost allocations.

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES FUND

The SAFE fund accounts for the \$1 per vehicle registration fee levied by the State on all registered vehicles within the County. It funds the the operations of the 511 traveler information system (Table 30).

TABLE 30 – SERVICE AUTHORITY FOR FREEWAY EMERGENCIES FUND FY 2024 – 2026

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Sources						
State Reimbursements	\$ 2,178,100	\$ 2,170,000	\$ 2,162,000	\$ 2,170,000	\$ –	0%
Local Reimbursements	1,600	3,300	3,000	3,800	500	15%
Investment Income	247,700	159,600	225,100	300,400	140,800	88%
TOTAL Sources	2,427,400	2,332,900	2,390,100	2,474,200	141,300	6%
Uses						
Personnel Salaries and Benefits	14,500	48,300	30,000	29,300	(19,000)	-39%
Professional Services	160,300	238,000	169,200	273,800	35,800	15%
Support Costs	61,300	116,900	59,800	101,600	(15,300)	-13%
Projects and Operations						
Program Operations	13,100	183,300	11,500	153,000	(30,300)	-17%
Transfers Out	25,900	423,800	161,000	414,700	(9,100)	-2%
TOTAL Uses	275,100	1,010,300	431,500	972,400	(37,900)	-4%
Excess (deficiency) of Sources over (under) Uses	\$ 2,152,300	\$ 1,322,600	\$ 1,958,600	\$ 1,501,800	\$ 179,200	14%

Investment income increased 88% compared to the previous year's budget due to higher projected investment yields at 3% compared to 2% in FY 2024/25.

Personnel salaries and benefits decreased 39% due to FTE allocation, offset by a 4% pool for performance merit-based salary increases. Professional services increased 15% due to a comprehensive motorist aid study. Support costs decreased 13% due to prior year call box maintenance and repairs offset by advertising costs anticipated for FY 2025/26 to support the transition to a regional 511 program. Projects and operations costs decreased 17% from FY 2024/25 due to a reduction in operating costs associated with call box removal. The transfers out reflect \$325,000 to Measure A Commuter Assistance fund for Coachella Valley TDM and \$89,700 to the General fund for administrative cost allocations.

STATE TRANSIT ASSISTANCE FUND

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

TABLE 31 – STATE TRANSIT ASSISTANCE FUND FY 2024 – 2026

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Sources						
STA Sales Tax	\$ 33,112,600	\$ 33,908,900	\$ 33,472,400	\$ 28,874,500	\$ (5,034,400)	-15%
Investment Income	7,379,000	2,402,400	5,642,400	4,877,900	2,475,500	103%
TOTAL Sources	40,491,600	36,311,300	39,114,800	33,752,400	(2,558,900)	-7%
Uses						
Professional Services	16,400	18,100	18,800	20,900	2,800	15%
Projects and Operations						
Operating and Capital Disbursements	17,047,400	43,200,000	13,585,000	35,350,000	(7,850,000)	-18%
Transfers Out	4,116,900	10,482,100	5,822,000	12,066,800	1,584,700	15%
TOTAL Uses	21,180,700	53,700,200	19,425,800	47,437,700	(6,262,500)	-12%
Excess (deficiency) of Sources over (under) Uses	\$ 19,310,900	\$ (17,388,900)	\$ 19,689,000	\$ (13,685,300)	\$ 3,703,600	-21%

Investment income increased 103% compared to the previous year's budget due projected higher investment yield at 3% compared to 2% in FY 2024/25.

The operating and capital disbursements consist of allocations primarily for bus capital purposes, comprising approximately 98% of the total. In FY 2025/26, approximately 83% of the allocations are in Western County, 16% in Coachella Valley, and less than 1% in Palo Verde Valley. Similar to the LTF allocations, the STA allocations are subject to Commission approval in June 2025. Transfers out represent rail allocations of \$4,000,000 to the Rail Operations fund, \$1,042,900 to the Coachella Valley rail fund, \$50,000 to the SB 125 fund for Palo Verde Valley Transit Agency (PVVTA) facilities improvement project, \$127,600 to the General fund for administrative cost allocations, and \$6,846,300 to the 2009 Measure A Western County rail fund for the Perris Valley Line Double Track - Moreno Valley to Perris project, Perris Mead Valley Station, and south Perris station and layover expansion project.

STATE OF GOOD REPAIR FUND

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

TABLE 32 – STATE OF GOOD REPAIR FUND FY 2024 – 2026

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Sources						
STA Sales Tax	\$ 4,729,900	\$ 5,007,700	\$ 5,008,000	\$ 5,008,000	\$ 300	–%
State Reimbursements	28,400	–	–	–	–	N/A
Investment Income	664,000	159,600	492,100	135,500	(24,100)	-15%
TOTAL Sources	5,422,300	5,167,300	5,500,100	5,143,500	(23,800)	–%
Uses						
Professional Services	116,700	–	–	–	–	N/A
Projects and Operations						
Operating and Capital Disbursements	2,064,100	6,125,000	11,941,300	6,458,300	333,300	5%
Transfers Out	1,182,100	1,138,500	1,086,600	1,227,600	89,100	8%
TOTAL Uses	3,362,900	7,263,500	13,027,900	7,685,900	422,400	6%
Excess (deficiency) of Sources over (under) Uses	\$ 2,059,400	\$ (2,096,200)	\$ (7,527,800)	\$ (2,542,400)	\$ (446,200)	21%

Investment income decreased 15% compared to the previous year's budget due to lower projected cash balances, offset by projected higher investment yield of 3% compared to 2% in FY 2024/25.

The operating and capital disbursements consist of allocations primarily for bus capital purposes, comprising approximately 96% of the total. In FY 2025/26, 66% of the allocations are in Western County, 31% in Coachella Valley, and 2% in Palo Verde Valley. Similar to the LTF and STA allocations, Commission approval of the SGR allocations occurs in June 2025. Transfers out of \$127,600 relate to the General fund for administrative costs allocations and \$1,100,000 to the 2009 Measure A Western County rail fund for rail station rehabilitation.

SB 125 FORMULA FUND

SB 125 was approved through an amendment to the Budget Act of 2023, which provides formula TIRCP and ZETCP to funding agencies (Table 33). TIRCP funds are eligible for transit operations and capital improvements as well as other grade separations. ZETCP funds are only available to public transit operators eligible to receive STA funds. SB 125 guidelines allocate or distribute funds within Riverside County based on local needs, existing priorities, policies, and procedures, as long as the program requirements and goals are met.

TABLE 33 - SB 125 FORMULA FUNDS FY 2024 – 2026

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Sources						
State Reimbursements	\$ –	\$ 70,009,700	\$ 200,060,200	\$ 61,848,000	\$ (8,161,700)	-12%
Local Reimbursements	–	1,258,200	–	–	(1,258,200)	-100%
Investment Income	–	1,435,200	2,428,100	4,158,100	2,722,900	190%
Transfers In	7,700	–	47,200	50,000	50,000	N/A
TOTAL Sources	7,700	72,703,100	202,535,500	66,056,100	(6,647,000)	-9%
Uses						
Personnel Salaries and Benefits	800	–	6,600	51,900	51,900	N/A
Professional Services	–	2,799,500	507,000	1,033,000	(1,766,500)	-63%
Support Costs	–	500	–	500	–	–%
Projects and Operations						
Program Operations	6,900	50,000	50,000	95,500	45,500	91%
Engineering	–	21,200,000	723,500	21,800,000	600,000	3%
Construction	–	35,000,000	–	45,000,000	10,000,000	29%
Right of Way	–	2,000	92,000	231,000	229,000	11450%
Operating and Capital Disbursements	–	75,342,800	18,228,400	27,743,000	(47,599,800)	-63%
TOTAL Projects and Operations	6,900	131,594,800	19,093,900	94,869,500	(36,725,300)	-28%
Transfers Out	–	3,250,000	20,000	10,250,000	7,000,000	215%
TOTAL Uses	7,700	137,644,800	19,627,500	106,204,900	(31,439,900)	-23%
Excess (deficiency) of Sources over (under) Uses	\$ –	\$ (64,941,700)	\$ 182,908,000	\$ (40,148,800)	\$ 24,792,900	-38%

State reimbursements of \$61,848,000 in FY 2025/26 consist of SB 125 TIRCP and ZETCP grants based on a population funding formula. The Commission began receiving these formula funds in FY 2024/25 and funding is expected to be fully disbursed to the Commission by 2028. Local reimbursements of \$0 reflect a 100% decrease in comparison to the prior year. In the prior year, PVVTA's facilities improvement project was expected to be predominantly funded with reimbursements from PVVTA whereas these projects will be funded with SB 125 and STA in FY 2025/26. Investment income is projected at an investment yield of 3%. Transfers in of \$50,000 reflect STA funding for the PVVTA facilities improvement projects.

Personnel salaries and benefits increased due to net FTE allocations to the SB 125 fund. Professional services reflects a 63% decrease and a continuation of grade separation studies. Program operations of \$95,500 includes Bechtel Infrastructure (Bechtel) management. Engineering of \$21,800,000 includes an allocation of \$20,000,000 for grade separation projects in the cities of Banning and Beaumont and the County of Riverside. Also included in engineering are \$600,000 for the PVVTA facilities improvement project. Construction of \$45,000,000 is allocated for grade separation projects in the city of Corona and County of Riverside. Right of way activity of \$231,000 is related to the PVVTA facilities improvement project. Operating and capital disbursements for \$27,743,000 consists of capital allocations to various transit agencies. Transfers out of \$10,250,000 include the allocation to the Coachella Valley Rail fund for the Coachella Valley Tier II project.

COACHELLA VALLEY RAIL FUND

The Coachella Valley rail fund accounts for funding for the planning and development of the new Coachella Valley-San Geronio Pass Corridor rail service (Table 34).

TABLE 34 – COACHELLA VALLEY RAIL FUND FY 2024 – 2026

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Sources						
Federal Reimbursements	\$ –	\$ –	\$ –	\$ 5,000,000	\$ 5,000,000	N/A
State Reimbursements	–	–	50,000	71,300	71,300	N/A
Investment Income	111,100	31,200	75,500	59,800	28,600	92%
Transfers In	124,200	4,452,600	126,700	11,292,900	6,840,300	154%
TOTAL Sources	235,300	4,483,800	252,200	16,424,000	11,940,200	266%
Uses						
Personnel Salaries and Benefits	59,500	141,800	80,700	98,000	(43,800)	-31%
Professional Services	28,700	232,000	36,000	5,077,500	4,845,500	2089%
Support Costs	900	8,100	1,600	1,000	(7,100)	-88%
Projects and Operations						
Program Operations	22,700	216,000	216,000	311,900	95,900	44%
Engineering	–	3,250,000	25,000	10,250,000	7,000,000	215%
TOTAL Projects and Operations	22,700	3,466,000	241,000	10,561,900	7,095,900	205%
Transfers Out	16,700	632,300	68,400	824,100	191,800	30%
TOTAL Uses	128,500	4,480,200	427,700	16,562,500	12,082,300	270%
Excess (deficiency) of Sources over (under) Uses	\$ 106,800	\$ 3,600	\$ (175,500)	\$ (138,500)	\$ (142,100)	-3947%

Federal reimbursements of \$5,000,000 in FY 2025/26 are anticipated for the CV Rail SDP. State reimbursements budgeted in FY 2025/26 are anticipated for Coachella Valley Rail Tier II project activity. Investment income increased 92% from the FY 2024/25 budget due to higher projected investment yield of 3% compared to 2% in the prior year. Transfers in of \$11,292,900 reflect STA and SB 125 fund allocations for the Coachella Valley Tier II project and administrative costs.

Personnel salaries and benefits decreased 31% due to net FTE allocations offset by a 4% pool for performance merit-based salary increases. Professional services increased 2089% due to the CV Rail SDP. Program operations consist of support from Bechtel. Engineering of \$10,250,000 is related to the Coachella Valley Tier II project. Transfers out to the General fund of \$824,100 relate to administrative costs allocations.

OTHER AGENCY PROJECTS FUND

The Other Agency Projects fund accounts for interagency cooperative planning and development of projects in the County (Table 35). The Commission entered into a MOU with the Riverside County Regional Park and Open Space District (District) for the Santa Ana River Trail projects. The projects are a joint effort with several public and private agencies including the counties of Orange and San Bernardino. The District is the lead agency for environmental compliance for NEPA and CEQA, and the Commission is responsible for project oversight and approval, final design, and construction.

TABLE 35 – OTHER AGENCY PROJECTS FUND FY 2024 – 2026

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Sources						
Local Reimbursements	\$ 916,700	\$ 18,259,100	\$ 1,340,900	\$ 14,361,800	\$(3,897,300)	-21%
Investment Income	34,600	–	28,000	900	900	N/A
TOTAL Sources	951,300	18,259,100	1,368,900	14,362,700	(3,896,400)	-21%
Uses						
Personnel Salaries and Benefits	79,800	226,800	63,100	223,200	(3,600)	-2%
Professional Services	9,700	107,000	76,000	122,000	15,000	14%
Support Costs	–	1,000	1,000	1,000	–	0%
Projects and Operations						
Program Operations	180,500	241,800	225,300	171,600	(70,200)	-29%
Engineering	501,900	366,000	491,000	234,000	(132,000)	-36%
Construction	–	2,206,000	140,000	9,525,000	7,319,000	332%
Right of Way	144,800	4,501,500	372,500	4,085,000	(416,500)	-9%
TOTAL Projects and Operations	827,200	7,315,300	1,228,800	14,015,600	6,700,300	92%
TOTAL Uses	916,700	7,650,100	1,368,900	14,361,800	6,711,700	88%
Excess (deficiency) of Sources over (under) Uses	\$ 34,600	\$ 10,609,000	\$ –	\$ 900	\$(10,608,100)	-100%

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

SB 132 FUND

The SB 132 fund (Table 36) accounts for the \$427 million appropriation from the state highway account to the Riverside County Transportation Efficiency Corridor for five major projects in Western County:

- Commission's 15/91 Express Lanes Connector project, substantially completed in 2023;
- City of Corona's McKinley Avenue grade separation project;
- County's Jurupa Road grade separation project with the city of Jurupa Valley as its partner;
- County's I-15/Limonite Interchange project with the cities of Eastvale and Jurupa Valley as its partners completed in 2020; and
- County's Hamner Bridge widening project with the City of Norco as its partner.

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

Investment income increased 248% from the FY 2024/25 budget due to higher projected investment yield of 3% compared to 2% in the prior year.

TABLE 36 – SB 132 FUND FY 2024 – 2026

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Sources						
Local Reimbursements	\$ 12,600	\$ –	\$ –	\$ –	\$ –	N/A
Other Revenues	304,300	–	–	–	–	N/A
Investment Income	1,624,300	32,400	847,600	112,900	80,500	248%
Transfers In	32,016,500	6,471,900	4,258,600	–	(6,471,900)	-100%
TOTAL Sources	33,957,700	6,504,300	5,106,200	112,900	(6,391,400)	-98%
Uses						
Personnel Salaries and Benefits	390,700	171,800	113,300	–	(171,800)	-100%
Professional Services	148,900	405,500	90,500	–	(405,500)	-100%
Support Costs	479,700	24,500	20,000	–	(24,500)	-100%
Projects and Operations						
Program Operations	5,302,800	48,000	48,000	–	(48,000)	-100%
Engineering	1,226,600	–	–	–	–	N/A
Construction	2,590,700	–	5,000	–	–	N/A
Design Build	21,535,200	5,622,000	3,949,300	–	(5,622,000)	-100%
Right of Way	244,900	100,000	32,500	–	(100,000)	-100%
TOTAL Projects and Operations	30,900,200	5,770,000	4,034,800	–	(5,770,000)	-100%
Transfers Out	127,000	–	–	–	–	N/A
TOTAL Uses	32,046,500	6,371,800	4,258,600	–	(6,371,800)	-100%
Excess (deficiency) of Sources over (under) Uses	\$ 1,911,200	\$ 132,500	\$ 847,600	\$ 112,900	\$ (19,600)	-15%

There are no budgeted uses in FY 2025/26 as active projects previously funded by SB 132 have been moved to Measure A and Toll Operations funds in FY 2025/26.

REGIONAL CONSERVATION

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

The Regional Conservation fund (Table 37) accounts for interagency assistance with the RCA in its obligations to acquire, administer, operate, and maintain land and facilities to establish habitat reserves for the conservation and protection of species covered by the MSHCP.

TABLE 37 – REGIONAL CONSERVATION FUND FY 2024 – 2026

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Sources						
Local Reimbursements	\$ 8,863,300	\$ 14,213,700	\$ 10,879,700	\$ 13,439,900	\$ (773,800)	-5%
Investment Income	54,000	–	27,600	1,600	1,600	N/A
TOTAL Sources	8,917,300	14,213,700	10,907,300	13,441,500	(772,200)	-5%
Uses						
Personnel Salaries and Benefits	3,152,200	3,994,100	2,988,800	3,825,300	(168,800)	-4%
Professional Services	3,312,500	5,051,400	3,963,200	4,877,300	(174,100)	-3%
Support Costs	393,300	624,300	553,400	712,000	87,700	14%
Projects and Operations						
Program Operations	53,800	157,900	87,800	98,400	(59,500)	-38%
Right of Way	786,200	1,200,000	900,000	760,000	(440,000)	-37%
TOTAL Projects and Operations	840,000	1,357,900	987,800	858,400	(499,500)	-37%
Capital Outlay	–	5,000	–	5,000	–	0%
Transfers Out	1,165,200	3,181,000	2,414,100	3,163,500	(17,500)	-1%
TOTAL Uses	8,863,200	14,213,700	10,907,300	13,441,500	(772,200)	-5%
Excess (deficiency) of Sources over (under) Uses	\$ 54,100	\$ –	\$ –	\$ –	\$ –	N/A

Personnel salaries and benefits decreased 4% due to net FTE allocations, offset by a 4% pool for performance merit-based salary increases. Professional costs decreased 3% due to monitoring and management contracts. Support costs increased 14% primarily due to insurance costs. Program operations decreased 38% due to Bechtel program management. Right of way decreased 37% due to potential land appraisals and acquisition costs that vary from year to year. Transfers out to the General fund of \$3,163,500 relate to administrative costs allocations.

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



CAPITAL PROJECTS FUNDS

OVERVIEW

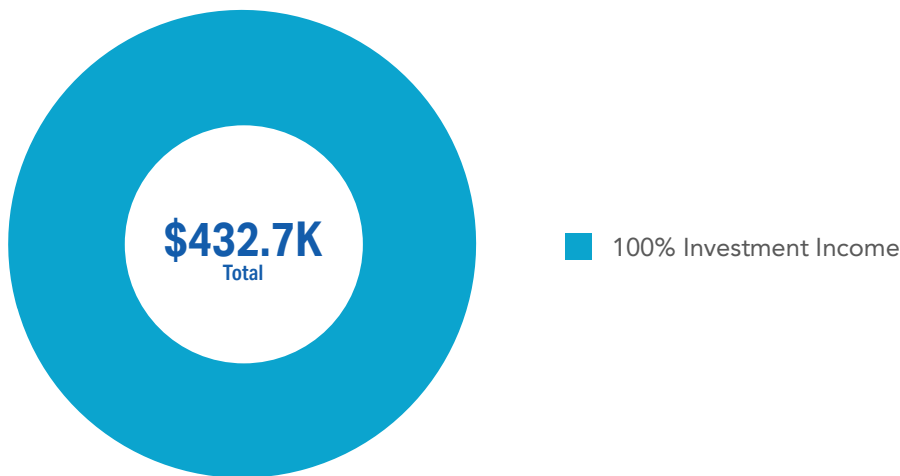
Two capital projects funds account for all debt proceeds from commercial paper notes and sales tax revenue bonds (Table 38).

TABLE 38 - CAPITAL PROJECTS FUNDS FY 2024 – 2026

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Sources						
Investment Income	\$ 1,453,200	\$ 336,000	\$ 690,500	\$ 432,700	\$ 96,700	29%
TOTAL Revenues	1,453,200	336,000	690,500	432,700	96,700	29%
Other Financing Sources (Uses)						
Contributions	–	–	2,727,300	–	–	N/A
Transfers In	632,800	–	210,900	–	–	N/A
Transfers Out	(18,990,400)	(3,850,000)	(3,850,100)	–	3,850,000	-100%
Net Financing Sources (Uses)	(18,357,600)	(3,850,000)	(911,900)	–	3,850,000	-100%
Excess (deficiency) of Revenues over (under) Uses	(16,904,400)	(3,514,000)	(221,400)	432,700	3,946,700	-112%
Beginning Fund Balance	31,542,700	14,638,300	14,638,300	14,416,900	(221,400)	-2%
ENDING FUND BALANCE	\$ 14,638,300	\$ 11,124,300	\$ 14,416,900	\$ 14,849,600	\$ 3,725,300	33%

As illustrated in the following charts for FY 2025/26, capital projects funds sources and uses consist of investment income (Chart 19). In prior years, these charts reflected debt proceeds, including bond premium, and transfers in for sources as well as debt service payments to escrow agent for uses. The Commission does not anticipate any new sales tax revenue debt issuances or refundings in FY 2025/26.

CHART 19 – CAPITAL PROJECTS FUNDS SOURCES FY 2025/26



OVERVIEW

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

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

The current commercial paper program authorization is \$60,000,000. As credit and liquidity support for the commercial paper notes, the Commission has an irrevocable direct draw letter of credit in the amount of \$60,750,000 and a reimbursement agreement with a bank that expires in October 2025. The costs for the liquidity support are reflected in the 2009 Measure A Western County bond financing special revenue fund. Currently, there are no outstanding commercial paper notes; the FY 2025/26 budget does not include any issuances of commercial paper notes. The Commission currently maintains a P-1 and an A-1 rating from Moody's Investors Service (Moody's) and S&P Global Ratings (S&P), respectively, on the commercial paper notes.

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

- *Series B taxable bonds issued in November 2010 (2010B Bonds) designated as BABs under the American Recovery and Reinvestment Act.* The Commission designated a portion of the BABs as recovery zone economic development bonds (RZEDBs). The Commission expects to receive a cash subsidy from the United States Treasury equal to 35% of the interest payable on the BABs or 45% of the interest payable on the 2010B Bonds designated as RZEDBs. However, reductions in the BABs subsidies occurred in recent years due to federal sequestration cuts. If sequestration continues, the Commission anticipates a reduction in the FY 2025/26 BABs subsidy of approximately 5.7%;
- *Tax-exempt refunding bonds issued in September 2016 (2016 Refunding Bonds);*
- *Tax-exempt bonds issued in July 2017 (2017A Bonds) to fund the I-15 Express Lanes project and 91 Project completion costs;*
- *Tax-exempt refunding bonds issued in December 2017 (2017B Refunding Bonds); and*
- *Tax-exempt refunding bonds issued in April 2018 (2018 Refunding Bonds).*

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

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

The Debt Service fund of the Commission primarily accounts for all activities related to the sales tax revenue bonds debt incurred by the Commission (Table 39). The Commission does not anticipate any issuances of sales tax bonds in FY 2025/26.

TABLE 39 – DEBT SERVICE FUND FY 2024 – 2026

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Sources						
Federal Reimbursements	\$ 2,823,200	\$ 2,812,100	\$ 2,812,100	\$ 2,812,100	\$ –	0%
Investment Income	1,499,200	255,600	922,800	425,000	169,400	66%
TOTAL Sources	4,322,400	3,067,700	3,734,900	3,237,100	169,400	6%
Expenditures						
Debt Service						
Principal Payments	32,635,000	34,210,000	34,210,000	35,815,000	1,605,000	5%
Interest Payments	36,580,000	34,948,300	34,948,300	33,370,200	(1,578,100)	-5%
TOTAL Expenditures	69,215,000	69,158,300	69,158,300	69,185,200	26,900	0%
Excess (deficiency) of Revenues over (under) Expenditures	(64,892,600)	(66,090,600)	(65,423,400)	(65,948,100)	142,500	0%
Other Financing Sources (Uses)						
Transfers In	70,054,000	69,158,300	69,158,300	69,185,200	26,900	0%
Transfers Out	(3,580,200)	(2,812,100)	(3,023,000)	(2,812,100)	–	0%
Net Financing Sources (Uses)	66,473,800	66,346,200	66,135,300	66,373,100	26,900	0%
Excess (deficiency) of Revenues over (under)						
Expenditures and Other Financing Sources (Uses)	1,581,200	255,600	711,900	425,000	169,400	66%
Beginning Fund Balance	11,871,700	13,452,900	13,452,900	14,164,800	711,900	5%
ENDING FUND BALANCE	\$ 13,452,900	\$ 13,708,500	\$ 14,164,800	\$ 14,589,800	\$ 881,300	6%

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

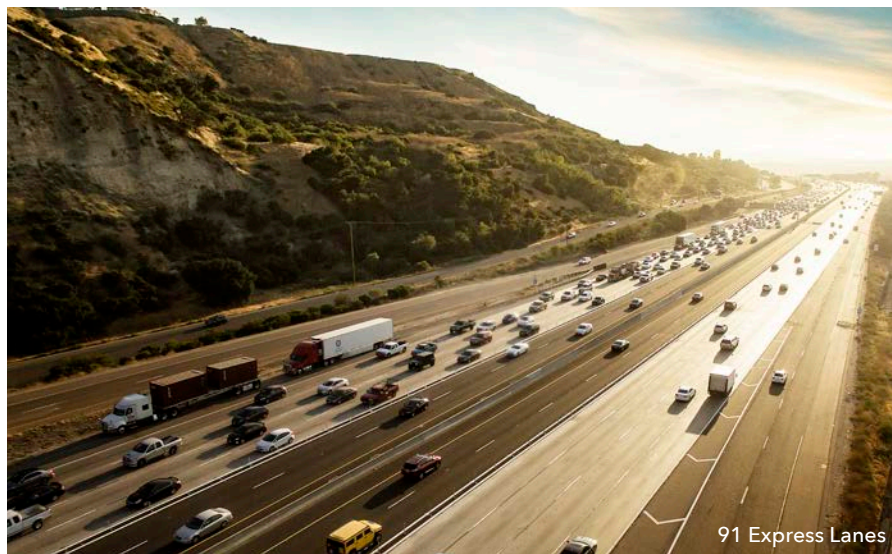
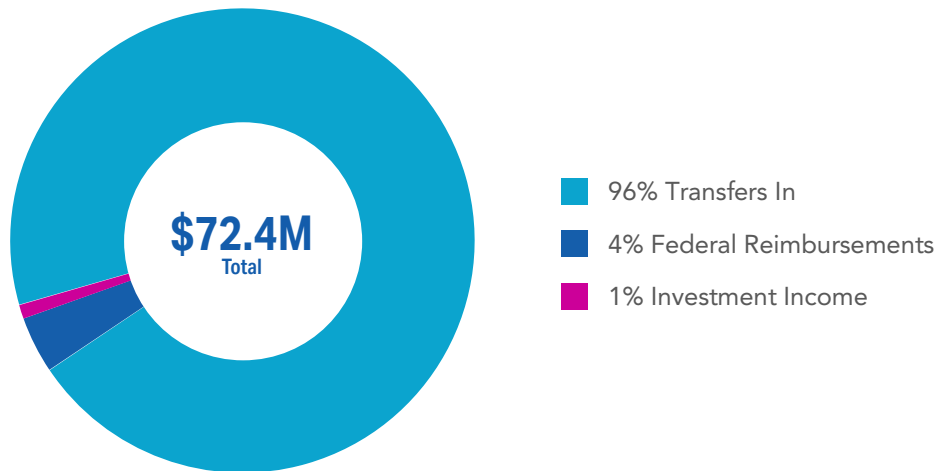
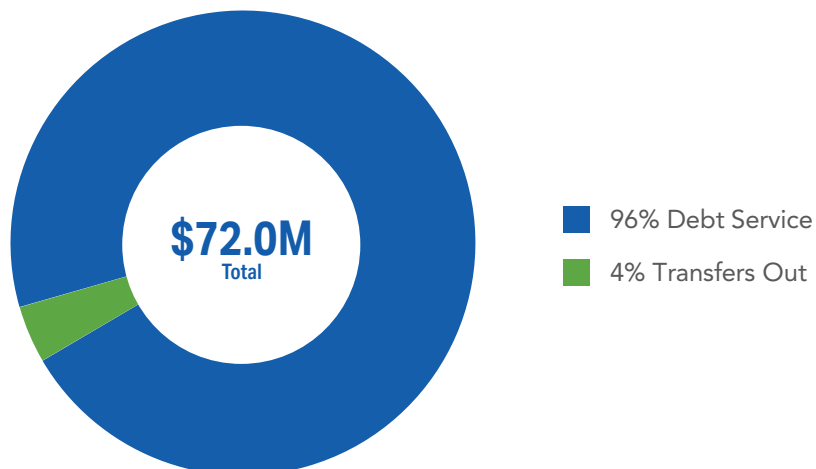


CHART 20 – DEBT SERVICE FUND SOURCES FY 2025/26



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

CHART 21 – DEBT SERVICE FUND USES FY 2025/26



OVERVIEW

In FY 2025/26, the Commission will operate two express lanes systems that are accounted for in separate enterprise funds. The RCTC 91 Express Lanes opened in March 2017 and the 15 Express Lanes opened in April 2021.

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

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

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

The Commission excludes accretion amounts related to CABs, as they do not affect the annual budget activities.

In October 2024, the Commission prepaid the I-15 Express Lanes 2017 TIFIA loan totaling approximately \$173.7 million. The TIFIA loan was prepaid utilizing a combination of excess toll revenues, contributions from Measure A, existing I-15 Express Lanes reserves and an internal loan funded by Measure A. The Measure A loan will be repaid by the I-15 Express Lanes annually with available surplus. Included in FY 2025/26 are loan repayments to Measure A of \$31.6 million. The anticipated interfund loan balance between Measure A and the I-15 Express Lanes as of June 30, 2026 is projected at \$17.7 million.

Excess toll revenues (i.e. surplus revenue) after commitments are available for projects within the SR-91 and I-15 Corridors. Table 56 provides the list of projects to be funded in FY 2025/26 with projected surplus revenue.

In FY 2025/26, several projects were moved to the Toll program from other funding sources. Projects moved to the RCTC 91 Express Lanes fund include 91 ECOP, 15/91 Express Lanes Connector, and 15/91 Express Transit Connector. The I-15 Express Lanes Southern Extension project was moved to the 15 Express Lanes fund. This funding source shift provides relief to the Measure A and Programming funds.

RCTC 91 EXPRESS LANES

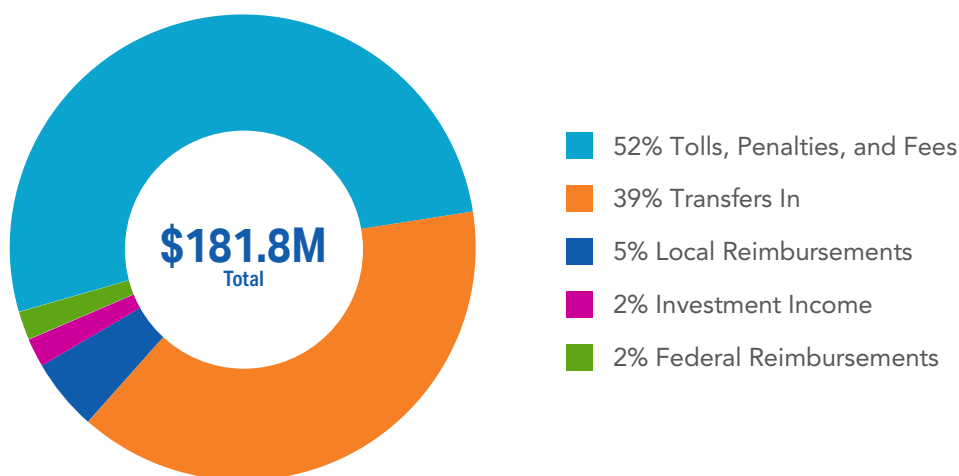
The RCTC 91 Express Lanes is a four-lane, eight-mile toll road in the median of SR-91 that extends the OCTA 91 Express Lanes at the Orange County/Riverside County line to the SR-91/I-15 interchange. It includes a direct express lanes connector from SR-91 to I-15 south of the 15/91 interchange and the newly opened 15/91 express lanes connector to the I-15 north of the 15/91 interchange. Toll revenues and non-toll revenues fund maintenance and operating costs, rehabilitation, capital expenses, and debt service (Table 40). The RCTC 91 Express Lanes toll collection system is all electronic transactions, with no toll collection booths. The RCTC 91 Express Lanes converted to Dynamic Pricing in 2025 following approval by the Commission. The RCTC 91 Express Lanes completed the implementation of a new back office system and customer service contract in 2023 improving customer service and operations efficiency. Commuters on SR-91 in Corona have a choice of using either the express lanes or the general-purpose lanes.

TABLE 40 – RCTC 91 EXPRESS LANES ENTERPRISE FUND FY 2024 – 2026

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Revenues						
Federal Reimbursements	\$ –	\$ –	\$ –	\$ 3,388,000	\$ 3,388,000	–%
Local Reimbursements	49,100	–	2,540,600	9,389,000	9,389,000	0%
Tolls, Penalties, and Fees	92,668,200	80,694,000	99,748,300	94,751,000	14,057,000	17%
Investment Income	8,442,700	3,399,600	6,304,800	3,899,500	499,900	15%
TOTAL Revenues	101,160,000	84,093,600	108,593,700	111,427,500	27,333,900	33%
Expenses						
Personnel Salaries and Benefits	1,180,100	1,454,600	1,326,400	1,986,100	531,500	37%
Professional and Support						
Professional Services	859,200	1,491,900	1,013,900	3,869,600	2,377,700	159%
Support Costs	5,063,100	6,713,700	5,236,800	7,363,000	649,300	10%
TOTAL Professional and Support Costs	5,922,300	8,205,600	6,250,700	11,232,600	3,027,000	37%
Program and Operations						
Program and Operations	9,140,400	12,288,100	8,499,200	18,496,900	6,208,800	51%
Engineering	–	1,000,000	325,600	9,191,200	8,191,200	819%
Construction	3,081,800	5,967,100	3,411,400	3,854,500	(2,112,600)	-35%
Right of Way	–	–	–	270,000	270,000	–%
Design Build	1,529,900	–	80,000	660,000	660,000	0%
Special Studies	–	110,000	110,000	808,000	698,000	635%
TOTAL Program and Operations	13,752,100	19,365,200	12,426,200	33,280,600	13,915,400	72%
Debt Service						
Principal Payments	–	4,580,000	4,580,000	4,875,000	295,000	6%
Interest Payments	22,201,000	22,201,000	22,201,000	22,201,000	–	0%
TOTAL Debt Service	22,201,000	26,781,000	26,781,000	27,076,000	295,000	1%
Capital Outlay	31,800	334,000	86,000	800,000	466,000	140%
TOTAL Expenses	43,087,300	56,140,400	46,870,300	74,375,300	18,234,900	32%
Excess (deficiency) of Revenues over (under) Expenditures	58,072,700	27,953,200	61,723,400	37,052,200	9,099,000	33%
Other Financing Sources (Uses)						
Transfers In	307,600	55,000	106,500	70,463,000	70,408,000	128015%
Transfers Out	(33,561,500)	(9,146,100)	(7,463,800)	(71,898,700)	(62,752,600)	686%
Net Financing Sources (Uses)	(33,253,900)	(9,091,100)	(7,357,300)	(1,435,700)	7,655,400	-84%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)	24,818,800	18,862,100	54,366,100	35,616,500	16,754,400	89%
Beginning Fund Balance	87,377,900	112,196,700	112,196,700	166,562,800	54,366,100	48%
ENDING FUND BALANCE	\$ 112,196,700	\$ 131,058,800	\$ 166,562,800	\$ 202,179,300	\$ 71,120,500	54%

Tolls, penalties, and fees revenues represent the primary revenue source for the RCTC 91 Express Lanes enterprise fund (Chart 22). Such revenues consist of toll revenues of \$83,960,000 based on estimated toll transactions and current RCTC 91 Express Lanes traffic, while the balance of \$10,791,000 represents penalties and fees related to toll transactions and other customer account fees. Investment income represents earnings on operating and other restricted funds and reflects a 15% increase due to projected higher investment yield at 3% compared to 2% in the prior year. Federal reimbursements of \$3,388,000 are for project activity on 91 ECOP. Local reimbursements of \$9,389,000 include anticipated reimbursements of \$7,300,000 from Transportation Corridor Agencies for 91 Express Lanes eastbound to McKinley and \$2,084,000 from OCTA for 91 ECOP.

CHART 22 – RCTC 91 EXPRESS LANES ENTERPRISE FUND SOURCES FY 2025/26



Toll operations expenses in FY 2025/26 are necessary to manage the operations, maintenance, and capital support of the RCTC 91 Express Lanes (Chart 23). Personnel salaries and benefits represents 1% of the total budgeted uses. Personnel salaries and benefits increased 37% due to the net allocation of FTEs and a 4% pool for performance merit-based salary increases. Professional and support costs are 8% of budgeted uses and include system, equipment, and road maintenance; insurance; violation enforcement; consulting services; and marketing. Program and operations of \$18,496,900 consist of the contracted operators' expenses related to operating and maintaining the toll lane hardware and software and customer service center, toll processing, and violation collection processing and program management for various capital projects within the corridor. Engineering and construction costs of \$9,191,200 and \$3,854,500, respectively, include required major repair and rehabilitation activity and various capital projects that are funded utilizing surplus toll revenues. Right of way of \$270,000 is primarily comprised of right of way activity for 91 ECOP. Design build costs increased from the prior year due to varying phases of required major repair and rehabilitation activity along with project work on 15/91 Express Lanes Connector. Special studies of \$808,000 is anticipated for both the 15/91 Express Transit Connector and 91 Improvements east of I-15.

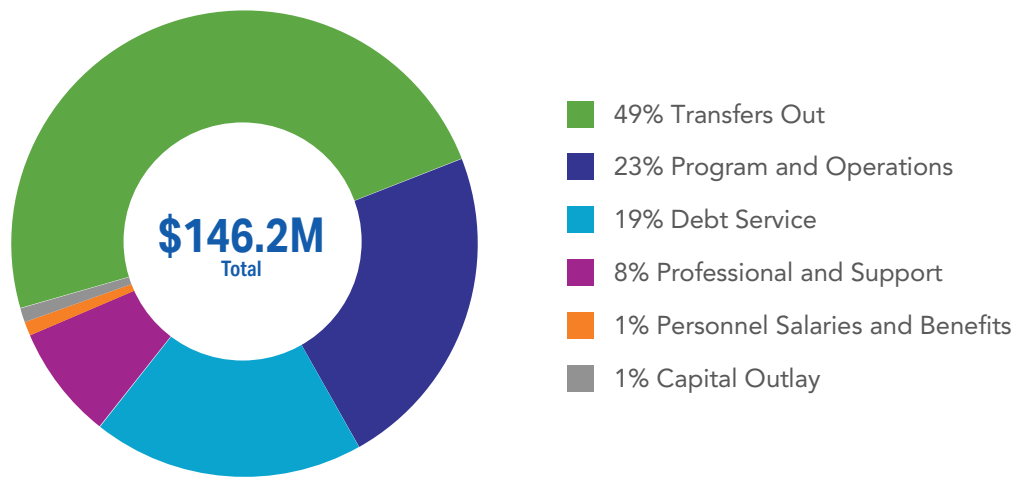
Debt service includes interest payments of \$22,201,000 for the 2021 Toll Refunding Bonds. Interest payments on the 2013 Toll Revenue Bonds are not required until December 2025. Principal payments are not required until June 2026 for the 2013 Toll Bonds and the 2021 Toll Refunding Bonds.

Capital outlay of \$800,000 is related to office improvements and procurement of transponders.

In October 2021, the Commission issued the 2021 Toll Refunding Bonds consisting of \$88,735,000 senior lien federally taxable bonds, \$450,629,000 senior lien tax-exempt bonds, and \$75,695,000 second lien tax-exempt bonds. The proceeds of the 2021 Toll Refunding Bonds were used to refund a portion of the RCTC 91 Express Lanes 2013 Toll Revenue CIBs, pay the purchase price of the 2013 Toll Revenue CIBs accepted for tender for cash, refund and prepay the 2013 TIFIA Loan, fund capitalized interest, make deposits to required reserves, and pay costs of issuance. Certain senior lien tax-exempt

bonds were issued in exchange for certain 2013 Toll Revenue CIBs accepted for exchange. Additionally, the Commission deposited available funds with an escrow agent to defease approximately \$28,919,000 in accreted value of the 2013 Toll Revenue CABs maturing in the years 2022 through 2025 and 2027 through 2029. The recording of the 2021 Toll Refunding Bonds transaction was recorded in the Commission’s balance sheet.

CHART 23 – RCTC 91 EXPRESS LANES ENTERPRISE FUND USES FY 2025/26



Transfers out include \$70,000,000 of RCTC 91 Express Lanes surplus toll revenues of which \$20,000,000 is to advance fund major repair and rehabilitation costs in upcoming fiscal years, and \$50,000,000 is to fund eligible capital projects within the corridor as listed on Table 56. Transfers out also includes \$1,898,700 to the General fund for administrative cost allocations.



15 EXPRESS LANES

The 15 Express Lanes opened in April 2021 and consist of tolled express lanes in each direction from Cajalco Road in Corona to the SR-60 interchange in Jurupa Valley. Tolled revenues and non-toll revenues fund maintenance and operating costs, rehabilitation, capital expenses, and debt service (Table 41). The 15 Express Lanes toll collection system is all electronic transactions, with no toll collection booths. The 15 Express Lane operates a customer service center and traffic operations center. Commuters on I-15 have a choice of using either express lanes or the general-purpose lanes.

TABLE 41 – RCTC 15 EXPRESS LANES ENTERPRISE FUND FY 2024 – 2026

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Revenues						
Federal Reimbursements	\$ –	\$ –	\$ –	\$ 13,429,000	\$ 13,429,000	–%
Tolls, Penalties, and Fees	43,888,600	38,679,000	53,028,400	53,106,700	14,427,700	37%
Other Revenue	109,900	103,000	103,800	106,300	3,300	3%
Investment Income	4,737,100	2,884,800	3,018,400	715,400	(2,169,400)	-75%
TOTAL Revenues	48,735,600	41,666,800	56,150,600	67,357,400	25,690,600	62%
Expenses						
Personnel Salaries and Benefits	577,700	960,000	693,200	1,627,700	667,700	70%
Professional and Support						
Professional Services	481,800	1,164,700	795,000	2,915,500	1,750,800	150%
Support Costs	2,936,900	3,450,600	3,167,000	3,909,800	459,200	13%
TOTAL Professional and Support Costs	3,418,700	4,615,300	3,962,000	6,825,300	2,210,000	48%
Program and Operations						
Program and Operations	6,886,000	7,233,500	6,925,600	8,269,800	1,036,300	14%
Engineering	–	–	–	1,650,000	1,650,000	0%
Construction	9,000	40,000	25,000	400,000	360,000	900%
Design Build	–	–	–	11,779,000	11,779,000	0%
TOTAL Projects and Operations	6,895,000	7,273,500	6,950,600	22,098,800	14,825,300	204%
Debt Service						
Principal Payments	–	173,747,500	173,734,100	–	(173,747,500)	-100%
Interest Payments	–	3,000,000	3,000,000	660,000	(2,340,000)	-78%
TOTAL Debt Service	–	176,747,500	176,734,100	660,000	(176,087,500)	-100%
Capital Outlay	20,800	34,000	–	750,000	716,000	2106%
TOTAL Expenses	10,912,200	189,630,300	188,339,900	31,961,800	(157,668,500)	-83%
Excess (deficiency) of Revenues over (under) Expenditures	37,823,400	(147,963,500)	(132,189,300)	35,395,600	183,359,100	-124%
Other Financing Sources (Uses)						
Contributions	–	9,000,000	9,000,000	–	(9,000,000)	-100%
Transfers In	200	35,040,000	36,697,600	4,000,000	(31,040,000)	-89%
Transfers Out	(354,500)	(589,200)	(524,000)	(36,714,800)	(36,125,600)	6131%
Net Financing Sources (Uses)	(354,300)	43,450,800	45,173,600	(32,714,800)	(76,165,600)	-175%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)	37,469,100	(104,512,700)	(87,015,700)	2,680,800	107,193,500	-103%
Beginning Fund Balance	79,454,400	116,923,500	116,923,500	29,907,800	(87,015,700)	-74%
ENDING FUND BALANCE	\$ 116,923,500	\$ 12,410,800	\$ 29,907,800	\$ 32,588,600	\$ 20,177,800	163%

Tolls, penalties, and fees revenues represent the primary revenue source for the enterprise fund (Chart 24). Such revenues consist of \$43,155,000 based on estimated toll transactions, while the balance of \$9,951,700 represents penalties and fees related to toll transactions and other customer account fees. Other revenues reflect operating lease payments for the 91 Express Lanes’ customer service center, which is owned by the 15 Express Lanes. Investment income represents earnings on operating and other restricted funds. Investment income decreased 75% due to a decrease in restricted funds which were used to prepay then 2017 TIFIA loan in October 2024.

CHART 24 – RCTC 15 EXPRESS LANES ENTERPRISE FUND SOURCES FY 2025/26

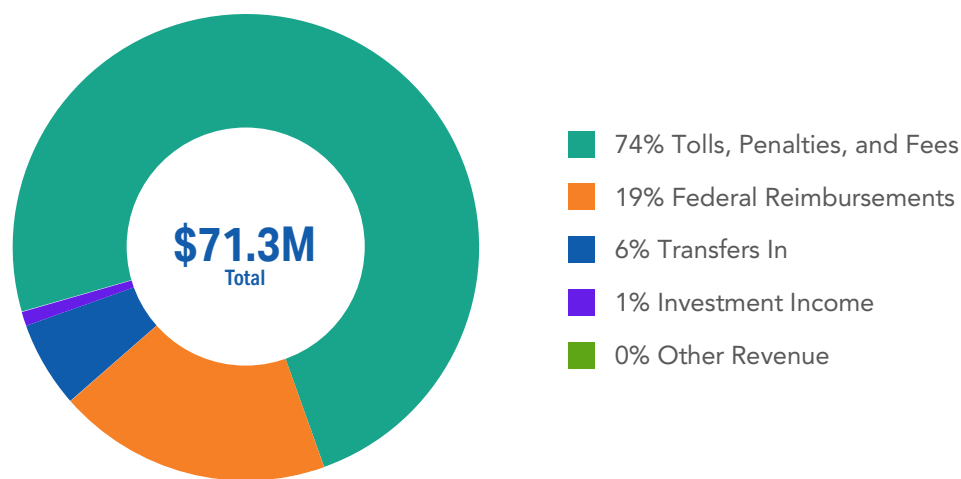
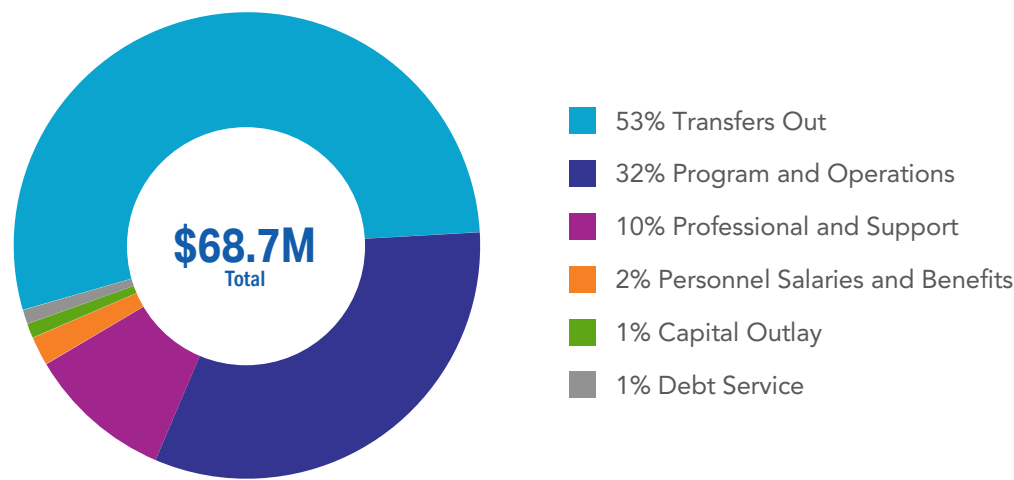


CHART 25 – RCTC 15 EXPRESS LANES ENTERPRISE FUND USES FY 2025/26



Toll operations expenses in FY 2025/26 are necessary to manage the operations, maintenance, and capital support of the 15 Express Lanes (Chart 25). Personnel salaries and benefits represents 2% of the total budgeted uses. Personnel salaries and benefits increased 70% due to the net allocation of FTEs and a 4% pool for performance merit-based salary increases. Professional and support costs is 10% of budgeted uses and includes system, equipment, and road maintenance; insurance; violation enforcement; consulting services; and marketing. Program and operations of \$22,098,800 consist of the toll services provider expenses related to operating and maintaining the toll lane hardware and software and customer service center, toll processing, violation collection processing, and program management. Capital outlay of \$750,000 is related to office improvements. Transfers out of \$36,714,800 includes a \$31,000,000 interfund loan principal repayment to Measure A in connection with the pay off of the TIFIA Loan, \$4,000,000 to fund eligible capital projects within the corridor using anticipated surplus revenue, and \$1,714,800 to the General fund for the administrative cost allocations. Debt service includes a \$660,000 interest payment to Measure A in connection with the aforementioned loan.



SECTION 3

DEPARTMENT BUDGETS



TABLE 42 – BUDGET COMPARISON BY DEPARTMENT FY 2024 - 2026

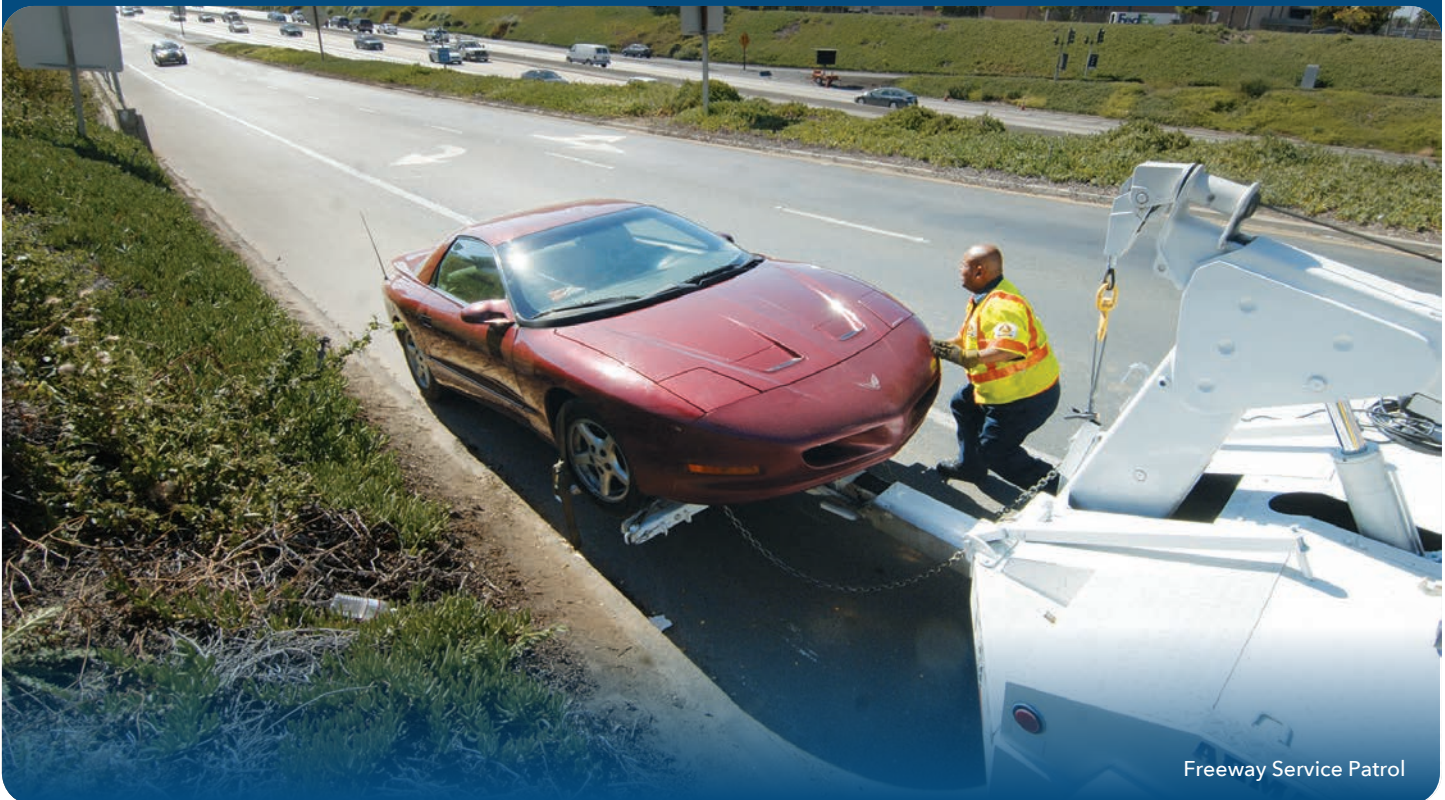
	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Revenues						
Measure A Sales Tax	\$ 281,794,700	\$ 265,000,000	\$ 265,000,000	\$ 262,000,000	\$ (3,000,000)	-1%
LTF Sales Tax	156,212,500	148,000,000	148,000,000	148,000,000	–	0%
STA Sales Tax	37,842,500	38,916,600	38,480,400	33,882,500	(5,034,100)	-13%
Federal Reimbursements	66,087,300	75,121,600	61,018,200	82,643,100	7,521,500	10%
State Reimbursements	70,357,500	128,027,600	233,020,600	116,380,100	(11,647,500)	-9%
Local Reimbursements	26,465,900	74,199,100	31,710,000	87,277,000	13,077,900	18%
TUMF Revenue	40,959,800	29,610,000	30,000,000	30,000,000	390,000	1%
Tolls, Penalties, and Fees	136,556,800	119,373,000	152,776,700	147,857,700	28,484,700	24%
Other Revenue	1,352,800	767,500	4,799,000	949,900	182,400	24%
Investment Income	74,755,400	33,880,600	59,031,400	44,392,100	10,511,500	31%
Total Revenues	892,385,200	912,896,000	1,023,836,300	953,382,400	40,486,400	4%
Expenditures/Expenses						
Management Services:						
Executive Management	769,700	3,154,100	1,006,000	4,548,400	1,394,300	44%
Administration	3,529,200	10,365,900	7,469,800	9,666,100	(699,800)	-7%
External Affairs	1,401,900	2,192,400	1,865,400	2,134,900	(57,500)	-3%
Finance	4,865,600	5,626,800	3,151,900	5,725,500	98,700	2%
Total Management Services	10,566,400	21,339,200	13,493,100	22,074,900	735,700	3%
Regional Programs:						
Planning and Programming Services	10,508,600	20,610,400	14,630,100	20,747,400	137,000	1%
Rail Maintenance and Operations	31,993,700	65,289,000	49,307,400	71,355,400	6,066,400	9%
Public and Specialized Transit	137,103,800	331,996,700	179,635,000	303,344,800	(28,651,900)	-9%
Commuter Assistance	3,445,100	7,502,900	4,427,300	7,657,500	154,600	2%
Motorist Assistance	4,707,300	5,979,100	4,954,900	6,975,900	996,800	17%
Regional Conservation	7,698,000	11,032,700	8,493,200	10,278,000	(754,700)	-7%
Total Regional Programs	195,456,500	442,410,800	261,447,900	420,359,000	(22,051,800)	-5%
Capital Project Development and Delivery	337,695,600	498,093,300	314,153,300	491,310,500	(6,782,800)	-1%
Toll Operations	31,798,100	42,242,200	31,695,100	78,601,100	36,358,900	86%
Debt Service:						
Principal Payments	32,635,000	212,537,500	212,524,100	40,690,000	(171,847,500)	-81%
Interest Payments	58,781,000	60,149,300	60,149,300	56,231,200	(3,918,100)	-7%
Total Debt Service	91,416,000	272,686,800	272,673,400	96,921,200	(175,765,600)	-64%
Total Expenditures/Expenses	666,932,600	1,276,772,300	893,462,800	1,109,266,700	(167,505,600)	-13%
Excess (deficiency) of Revenues over (under) Expenditures/ Expenses	225,451,900	(363,876,300)	130,373,500	(155,884,300)	207,992,000	-57%
Other Financing Sources (Uses)						
Transfers In	192,278,300	224,429,100	194,510,400	298,363,700	73,934,600	33%
Transfers Out	(192,278,300)	(224,429,100)	(194,510,400)	(298,363,700)	(73,934,600)	33%
Contributions	–	9,000,000	11,727,300	–	(9,000,000)	(100)%
Net Financing Sources (Uses)	–	9,000,000	11,727,300	–	(9,000,000)	-100%
Excess (deficiency) of Revenues over (under) Expenditures/ Expenses and Other Financing Sources (Uses)	225,451,900	(354,876,300)	142,100,800	(155,884,300)	198,992,000	-56%
Beginning Fund Balance	1,437,994,300	1,663,446,200	1,663,446,200	1,805,547,000	142,100,800	9%
Ending Fund Balance	\$1,663,446,200	\$ 1,308,569,900	\$1,805,547,000	\$1,649,662,700	\$ 341,092,800	26%

State Route 79 Realignment



SECTION 3.1

MANAGEMENT SERVICES



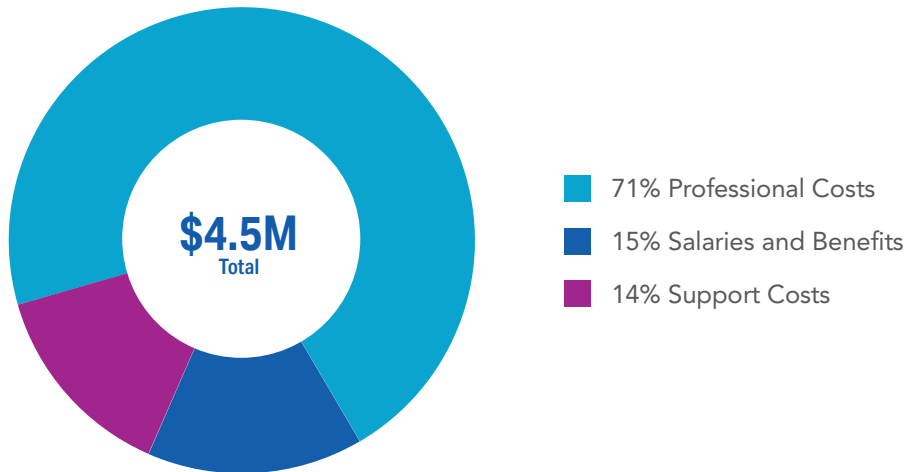
Freeway Service Patrol

EXECUTIVE MANAGEMENT

MISSION STATEMENT:

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

CHART 26 – EXECUTIVE MANAGEMENT



EXPENDITURES

Executive Management has a budget of \$4,548,400 (Table 43) for oversight of all Commission functions. The 11% increase in salaries and benefits reflects the net change in FTE allocations, including a 4% pool for performance merit-based salary increases. Professional costs of \$3,220,000 include legal fees and professional consulting services. The 37% increase reflects the one-time expenditure for a county-wide TRP initiative. Support costs of \$637,600 include various membership dues and staff-related travel costs and reflects an increase of 176% for staff's commitment to developing regional collaboration in transportation improvements.

TABLE 43 – EXECUTIVE MANAGEMENT EXPENDITURE DETAIL

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 611,000	\$ 622,700	\$ 622,200	\$ 690,800	\$ 68,100	11%
Professional Costs						
Legal Services	73,700	200,000	125,000	350,000	150,000	75%
Professional Services - General	–	2,100,000	75,000	2,870,000	770,000	37%
Total Professional Costs	73,700	2,300,000	200,000	3,220,000	920,000	40%
Support Costs	85,000	231,400	183,800	637,600	406,200	176%
TOTAL Executive Management	\$ 769,700	\$ 3,154,100	\$ 1,006,000	\$ 4,548,400	\$ 1,394,300	44%

EXECUTIVE MANAGEMENT STAFFING SUMMARY

Position	FY 23/24 Actual	FY 24/25 Projected	FY 25/26 Budget
Administrative Assistant	0.01	0.05	0.02
Administrative Supervisor/Executive Assistant	0.00	0.00	0.50
Community Engagement Manager	0.00	0.00	0.20
Deputy Executive Director	0.05	0.42	0.42
Executive Director	0.55	0.40	0.34
External Affairs Director	0.00	0.00	0.23
Legislative Affairs	0.00	0.00	0.01
Public Affairs Manager	0.00	0.00	0.12
Senior Administrative Assistant	0.00	0.01	0.00
Senior Management Analyst	0.00	0.00	0.25
Senior Office Assistant	0.00	0.05	0.01
FTE	0.61	0.93	2.10

DEPARTMENT OVERVIEW

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

DEPARTMENT GOALS

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

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

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

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

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

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

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

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

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

ID	Executive Management Performance Measures and Results	FY 23/24 Estimated	FY 23/24 Actual	FY 24/25 Estimated	FY 25/26 Projected
EM1	Expenditures/Expenses	\$983,490,200	\$666,933,300	\$1,276,772,300	\$1,109,266,700
EM4					
EM5	Staffing levels	81	77	84	85
EM6					
EM5	Administration costs as percentage of expenditures / expenses	1.6%	1.6%	1.7%	2.0%



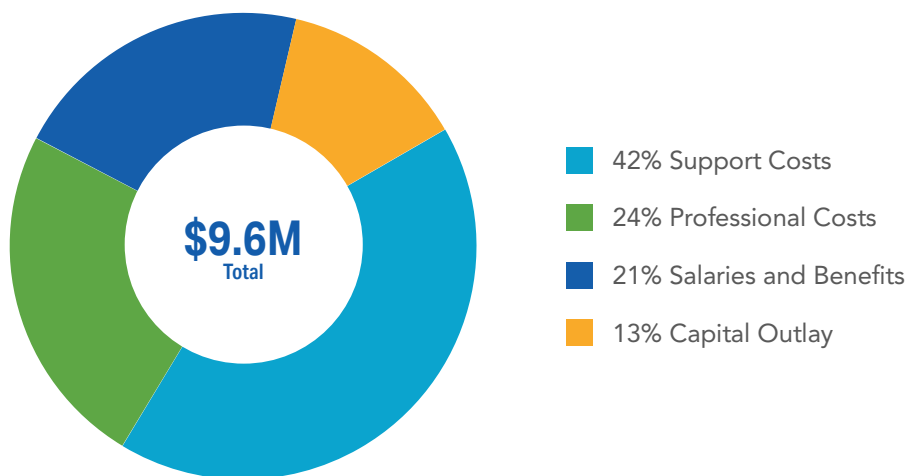
71/91 Interchange Project Ribbon Cutting

ADMINISTRATION

MISSION STATEMENT:

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

CHART 27 – ADMINISTRATION



EXPENDITURES

The Administration Department's total budget is \$9,666,100 (Table 44) for office operations including management of office space, lease, information technology, and equipment; records; Commission and committee meetings; RCA Board of Directors and committee meetings; special events; clerk of the board; human resources; and procurement. Salaries and benefits expenditures of \$1,990,300 reflects a decrease of 3% due to the net change in FTE allocations, offset by a 4% pool for performance merit-based salary increases. Professional costs of \$2,320,000 cover various services including, but not limited to, Commissioner per diem, legal fees, and consultant and other professional services. The increase of 5% reflects the increase for risk and insurance management, procurement advertising and legal support, and a compensation study. Support costs of \$4,055,800 include administrative overhead including office lease and maintenance; information technology updates, support, and maintenance; insurance; and recruitments. Support costs increased 3% due to insurance and professional leadership management training. Capital outlay of \$1,300,000 covers office space improvements, information technology improvements and upgrades, and equipment upgrades. Clerk of the Board costs related directly to regional conservation are included in the Regional Conservation Department.

TABLE 44 – ADMINISTRATION EXPENDITURE DETAIL

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 1,203,900	\$ 2,051,300	\$ 1,766,600	\$ 1,990,300	\$ (61,000)	-3%
Professional Costs						
Commissioner Per Diem	52,500	65,000	45,000	65,000	–	0%
Legal Services	79,700	195,000	112,500	195,000	–	0%
Professional Services - General	1,030,200	1,948,000	1,681,400	2,060,000	112,000	6%
Total Professional Costs	1,162,400	2,208,000	1,838,900	2,320,000	112,000	5%
Support Costs	1,109,400	3,956,600	2,984,300	4,055,800	99,200	3%
Capital Outlay	53,500	2,150,000	880,000	1,300,000	(850,000)	-40%
TOTAL Administration	\$ 3,529,200	\$ 10,365,900	\$ 7,469,800	\$ 9,666,100	\$ (699,800)	-7%

ADMINISTRATION STAFFING SUMMARY

Position	FY 23/24 Actual	FY 24/25 Projected	FY 25/26 Budget
Administrative Assistant	1.70	1.48	1.75
Administrative Services Director- Clerk of the Board	0.84	0.81	0.89
Administrative Supervisor/Executive Assistant	0.09	1.00	0.48
Deputy Clerk of the Board	0.99	1.08	1.10
Deputy Director of Administrative Services	0.00	0.70	0.20
Facilities Administrator	0.05	0.07	0.01
Human Resources Specialist	1.00	1.00	1.00
Human Resources Manager	1.00	1.00	1.00
IT Administrator	0.00	1.00	1.00
Procurement Analyst	0.00	0.17	0.15
Procurement Manager	0.03	0.38	0.22
Records Technician	1.00	1.00	1.00
Senior Administrative Assistant	0.38	0.85	0.42
Senior Office Assistant	0.70	0.65	0.81
Senior Procurement Analyst	0.01	0.12	0.17
FTE	7.79	11.31	10.20

DEPARTMENT OVERVIEW – OFFICE OPERATIONS

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

DEPARTMENT GOALS – OFFICE OPERATIONS

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

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

DEPARTMENT OVERVIEW – CLERK OF THE BOARD

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

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

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

DEPARTMENT GOALS – CLERK OF THE BOARD

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

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

DEPARTMENT GOALS – HUMAN RESOURCES

Human Resources responsibilities include:

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

DEPARTMENT GOALS – HUMAN RESOURCES

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

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

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

HR4 – Understand and consistently deliver excellent customer service to all employees within a hybrid setting. *(Policy Goal: Operational Excellence)*

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

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

DEPARTMENT GOALS – PROCUREMENT

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

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

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

DEPARTMENT GOALS – PROCUREMENT

P1 – Procure goods and services from qualified consultants, contractors, and other vendors in accordance with the Commission's Procurement Policy Manual and applicable laws and regulations at a competitive price. *(Policy Goal: Operational Excellence)*

P2 – Review existing procurement policies and procedures. *(Policy Goal: Operational Excellence)*

P3 – Protect the Commission's assets by ensuring appropriate insurance is obtained. *(Policy Goal: Operational Excellence)*

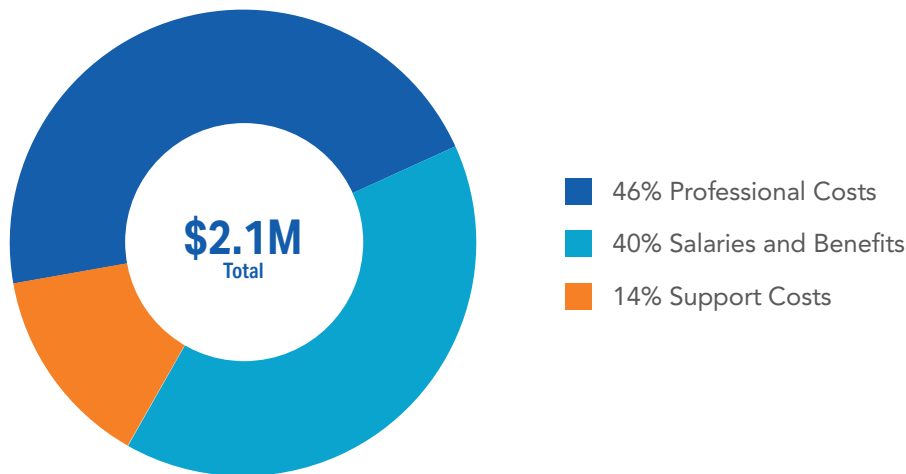
ID	Administration Performance Measures and Results	FY 23/24 Estimated	FY 23/24 Actual	FY 24/25 Estimated	FY 25/26 Projected
OO1	Staff supported: Regular full-time	81	77	84	85
OO2	Legal notices	20	11	15	15
CB1, CB2	RCTC and RCA board, committee, and ad hoc meetings	75	66	75	75
CB1	RCTC and RCA board members supported (including alternates)	108	108	108	108
HR1, HR4	Employee policies and procedures/ Benefits review sessions held	6	7	8	6
HR2	Recruitments	3	7	4	4
HR2	Positions filled	3	6	4	4
HR3	Employee training sessions held	2	2	2	3
P1	Agreements processed	215	282	245	270

EXTERNAL AFFAIRS

MISSION STATEMENT:

The External Affairs Department fosters relationships with the public, businesses and organizations, as well as government leaders to help shape and share transportation projects and programs that reflect the unique needs of Riverside County.

CHART 28 – EXTERNAL AFFAIRS



EXPENDITURES

The External Affairs Department has a total budget of \$2,134,900 (Table 45), reflecting a decrease of 3%. Salaries and benefits reflect a decrease of 11% due to the net change in FTE allocations, offset by a 4% pool for performance merit-based salary increases. Professional costs of \$976,300 include legislative advocacy, graphic design, website updates, social media communications, and targeted digital advertising. The 3% increase is due to targeted digital advertising. Support costs include advertising, various membership dues, subscriptions to business software products, journalistic publications, and staff-related travel costs to Sacramento, Washington, D.C., and professional conferences.

TABLE 45 - EXTERNAL AFFAIRS EXPENDITURE DETAIL

	FY 23/24 Actual		FY 24/25 Revised Budget		FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$	824,700	\$	955,400	\$ 955,300	\$ 850,800	\$ (104,600)	-11%
Professional Costs								
Legal Services		8,300		35,000	13,000	35,000	–	0%
Professional Services - General		524,400		915,500	784,000	941,300	25,800	3%
Total Professional Costs		532,700		950,500	797,000	976,300	25,800	3%
Support Costs		44,500		286,500	113,100	307,800	21,300	7%
TOTAL External Affairs	\$	1,401,900	\$	2,192,400	\$ 1,865,400	\$ 2,134,900	\$ (57,500)	-3%

EXTERNAL AFFAIRS STAFFING SUMMARY

Position	FY 23/24 Actual	FY 24/25 Projected	FY 25/26 Budget
Community Engagement Manager	0.53	0.75	0.55
Deputy Director of Administrative Services	0.00	0.00	0.01
Deputy Executive Director	0.44	0.57	0.02
External Affairs Director	0.00	0.00	0.55
Executive Director	0.01	0.00	0.03
Legislative Affairs Manager	0.75	0.70	0.68
Planning and Programming Director	0.01	0.00	0.00
Procurement Analyst	0.00	0.04	0.04
Procurement Manager	0.07	0.02	0.01
Public Affairs Manager	0.31	0.33	0.21
Senior Administrative Assistant	0.17	0.23	0.16
Senior Management Analyst	1.71	1.37	1.37
Senior Procurement Analyst	0.03	0.04	0.01
FTE	4.03	4.05	3.64

DEPARTMENT OVERVIEW

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

LEGISLATIVE AFFAIRS

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

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

Coverage of the many policy and funding issues that affect transportation mobility and habitat conservation within Riverside County requires a coordinated effort. The Commission's historically effective and savvy approach to legislative advocacy is consistent with the Commission's overall theme of a lean staff, relative to the required tasks and the demands to be met, and use of consultants in their areas of expertise. The Commission retains legislative consultants with decades of experience in transportation and habitat conservation policy and funding based in Washington, D.C. and Sacramento, providing day-to-day representation and insights that help guide staff. The consultants, often referred to as legislative advocates or lobbyists, are procured every few years through a competitive and transparent process that seeks to acquire the greatest talent and the best value for the Commission.

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

in writing, verbally, or through trips to capital cities. Thus, the Commission's team approach for legislative advocacy is best likened to a three-legged stool held up by Commissioners and Board members, professional staff, and professional legislative consultants.

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

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

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

Active engagement by the Commission in the development and implementation of significant federal infrastructure legislation is necessary to ensure Riverside County taxpayers receive a proportional benefit to any federal investment. This includes past feedback to the U.S. DOT on the the federal Infrastructure Investment and Jobs Act (IIJA), as well as recommended changes to programs for the next surface transportation reauthorization bill ahead of the expiration of IIJA in 2026.

The Commission will continue to engage state and federal officials regarding the implementation of VMT reduction policies and other state and federal policy priorities that may impact the Commission's ability to deliver projects, especially those in the Measure A expenditure plan.

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

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

PUBLIC AFFAIRS

The Commission's commitment to engage and educate the county's diverse residents, motorists, business operators, community-based organizations and other major stakeholders about transportation solutions and regional habitat conservation requires a comprehensive public affairs program. Over the years, the Commission has produced interactive content in both English and Spanish that is distributed through any array of communication channels, platforms, and other avenues. The Commission continues to develop relationships with the public by:

- Participating in two-way dialogue to expand digital engagement with the public via RCTC's and RCA's Facebook, X (formerly known as Twitter), Instagram, Nextdoor, YouTube, and LinkedIn platforms, with a focus on thoughtful, prompt responses to questions and comments, and development of high-quality media content;
- Building awareness and support for the Commission's projects, services, and funding needs through a data-driven public engagement program, with tools to receive public feedback about transportation priorities and funding opportunities;
- Communicating in English, Spanish, and other languages to reach the maximum number of residents and help ensure all voices are heard in the transportation decision-making process;
- Maintaining and enhancing the RCTC and RCA websites and promptly responding to web-based inquiries from residents and other interested parties;
- Publish news updates and storytelling features through RCTC's blog, *The Point*, the RCA's blog, *The Vista*, and sending e-newsletters to subscribers via email and text message;
- Producing and providing resource materials, such as fact sheets, videos, construction updates, surveys, brochures, text messages, frequently asked questions, annual reports, billboards, digital ads, and newsletters;
- Communicating with news media outlets through news releases, media advisories, radio and television interviews, advertisements, news conferences, and video footage;
- Ongoing interactions with communities of interest and stakeholder groups, such as city councils, chambers of commerce, industry associations, service clubs, and other community-based organizations and businesses;
- Hosting public meetings and town halls, both in-person and virtual formats;
- Measuring public affairs activities to determine effective means of reaching the public and various stakeholders; and
- Integrating RCA communications, due to the Commission's management role of this agency.

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

- Coachella Valley Rail Corridor Service
- 71/91 Interchange
- I-15 Smart Freeway Pilot
- I-15 Express Lanes Project – Southern Extension
- MCP – Ramona Expressway
- SR-79 Realignment Project - Segment 3
- I-10 Highland Springs Interchange Project
- Metrolink Double Track Project – Moreno Valley to Perris
- Mead Valley Metrolink Station / Mobility Hub
- Perris-South Metrolink Station and Layover Facility
- Santa Ana River Trail Extension

The Commission also promotes transportation services and programs including the specialized transit services for disabled, elderly, and low income individuals, motorist and commuter assistance programs such as FSP, the VanClub vanpool subsidy program, and traditional fixed-route services provided by major transit providers such as Riverside Transit Agency (RTA) and SunLine. In addition, the Commission continues to support the public outreach efforts of Caltrans District 8 and member jurisdictions, in relation to transportation planning and construction activities.

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

An ongoing emphasis for the Commission is increased digital communications. The public will continue to see increased information from *The Point*, the Commission's e-newsletter and blog; RCTC.org, the Commission's website; and social media accounts, @therctc. Staff will continue to produce quarterly reports to measure the effectiveness of these digital

communication activities. The public can expect more information related to the RCA, including progress toward completing the MSHCP. Efforts will include expanded social media engagement through @WesternRCA, *The Vista* monthly e-newsletter, website updates to wrc-rca.org, email notifications, video production, stakeholder communication, school programs, and recreational opportunities. In early 2024, staff launched the 146 project encouraging grade school students to learn more about the MSHCP by completing a series of activities to earn an RCA fun-patch. Staff will provide quarterly analytics to measure the success of these communication activities.

Educating the public about mobility options, funding sources, and challenges for the region remains a critical component of RCTC's communications. RCTC will continue to educate the public about the importance of Measure A, the twice voter-approved half-cent sales tax measure for transportation projects in Riverside County. The Commission approved the 2024 TRP with \$30 billion of identified projects and services that will address increased traffic congestion across the County. Over the past five years, the Commission carried out a robust public engagement education effort across Riverside County to receive input from residents. The TRP, itself, is unfunded and will require a funding source. The Commission will continue to convey transportation funding challenges to the public to seek solutions for funding the TRP.

COMMUNITY ENGAGEMENT

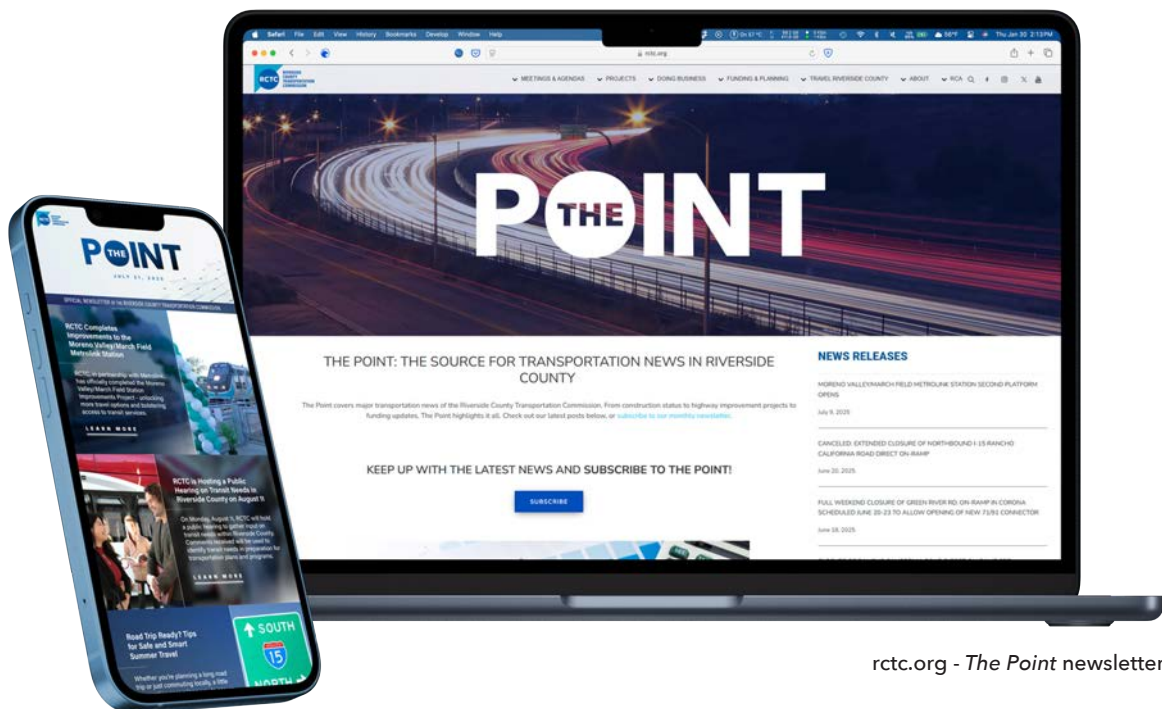
Awareness and understanding of Riverside County's diverse communities requires an extensive community engagement strategy that supports RCTC's transportation and habitat conservation efforts. The community engagement program engages and seeks understanding of Riverside County's community-based stakeholders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

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

DEPARTMENT GOALS

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

External Affairs Performance Measures and Results	FY 23/24 Estimated	FY 23/24 Actual	FY 24/25 Estimated	FY 25/26 Projected
Legislative action submittals to Commission	6	4	6	6
Commission-adopted legislative positions by vote or pursuant to the Commission-adopted platform	6	4	6	6
Letters received supporting state/ federal/regional funding pursuits (grants, earmarks, etc.)	100	282	100	150
Targets of state and federal strategic legislative, budgetary, and regulatory engagement at the direction of the Commission or pursuant to the Commission-adopted platform	30	38	25	30
Speakers bureau/stakeholder presentations/events/ meetings (virtual and in- person)	50	130	50	70
Social media postings per week (average per platform)	5	3	5	4
Facebook followers	14,850	13,995	15,000	15,500
X (formerly known as Twitter) followers	1,850	1,824	1,840	1,850
Instagram followers	4,000	4,783	5,000	5,500
<i>The Point</i> postings per month (average)	4	5	3	3
<i>The Point</i> subscribers	6,850	6,952	8,250	8,600
Website visitors per quarter (average)	55,000	137,781	55,000	60,000



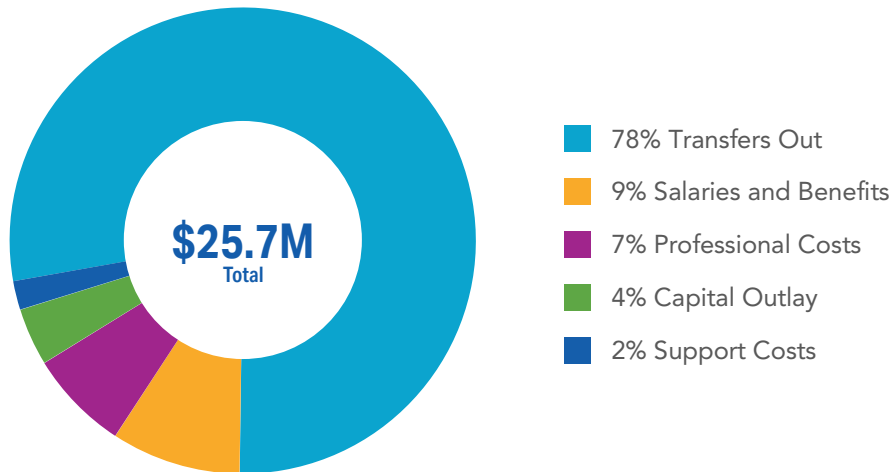
rctc.org - *The Point* newsletter

FINANCE

MISSION STATEMENT:

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

CHART 29 – FINANCE



EXPENDITURES

The Finance Department's total budget is \$25,795,700 (Table 46) and reflects an overall increase of 64% primarily due to funding a transfer for the Commission's sales tax debt service payment. Salaries and benefit costs will total \$2,400,500 and reflects a 15% increase due to the net change in FTE allocations, and a 4% pool for performance merit-based salary increases. Professional costs of \$1,739,300 include various services related to general and specialized legal, financial and investment advisory, audits, debt management, annual financial report, annual graphic design, and publications. Support costs of \$530,700, which reflects an increase of 14% due to subscription based information technology for various financial software platforms and staff training. Support costs include printing, membership and subscriptions, and staff training. Capital outlay of \$1,055,000 includes an ERP implementation, including a timekeeping software implementation, and new equipment to support financial ERP software. Transfers out of \$20,000,000 and \$70,200 are related to funding a portion of the sales tax debt service payments to the Debt Service fund and administrative costs to the General fund, respectively, from the 2009 Measure A Western County bond financing program.

TABLE 46 – FINANCE EXPENDITURE DETAIL

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 2,195,100	\$ 2,080,700	\$ 1,589,000	\$ 2,400,500	\$ 319,800	15%
Professional Costs						
Legal Services	43,700	301,000	103,600	304,000	3,000	1%
Audit Services	441,200	476,300	391,700	447,800	(28,500)	-6%
Financial Advisory	(1,100)	200,500	5,000	200,000	(500)	0%
Professional Services - General	640,900	1,043,700	641,800	787,500	(256,200)	-25%
Total Professional Costs	1,124,700	2,021,500	1,142,100	1,739,300	(282,200)	-14%
Support Costs	1,496,700	466,600	350,800	530,700	64,100	14%
Capital Outlay	49,100	1,058,000	70,000	1,055,000	(3,000)	0%
Transfers Out	10,017,400	10,093,600	10,026,600	20,070,200	9,976,600	99%
TOTAL Finance	\$ 14,883,000	\$ 15,720,400	\$ 13,178,500	\$ 25,795,700	\$ 10,075,300	64%

FINANCE STAFFING SUMMARY

Position	FY 23/24 Actual	FY 24/25 Projected	FY 25/26 Budget
Accountant	2.00	2.00	2.02
Accounting Assistant	2.00	2.00	2.00
Accounting Supervisor	1.71	1.95	2.04
Accounting Technician	2.00	1.00	1.01
Administrative Assistant	0.24	0.28	0.18
Chief Financial Officer	0.43	0.45	0.41
Deputy Director of Finance	0.98	0.98	0.98
Deputy Director of Administrative Services	0.64	0.00	0.00
Deputy Executive Director	0.00	0.04	0.04
Executive Director	0.02	0.04	0.02
Financial Administration Manager	0.04	0.05	0.16
Financial Budget Manager	0.00	1.00	0.99
Procurement Analyst	0.80	0.02	0.04
Procurement Manager	0.63	0.01	0.01
Senior Accountant	0.00	1.00	1.00
Senior Administrative Assistant	0.55	0.07	0.42
Senior Office Assistant	0.16	0.16	0.17
Senior Procurement Analyst	0.70	0.02	0.01
FTE	12.90	11.07	11.50

DEPARTMENT OVERVIEW

FINANCE AND ACCOUNTING

Commission resources are allocated to assure financial stability and fiscal accountability. Finance activities include monitoring the Commission's cash resources, planning and directing financial transactions, and subsequent monitoring of legal and regulatory requirements. Adequate cash flow must be maintained while at the same time prudently investing operating and capital project funds. Borrowing needs are evaluated utilizing both short- and long-term debt. Once debt is issued, there are continuing disclosure responsibilities including interaction with financial advisors, bond counsel, bond insurers and trustees, issuing and paying agents, arbitrage consultants, investment managers, and rating agencies as well as providing regular and consistent information disclosure to investors who hold the Commission's sales tax revenue and toll revenue bonds.

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

The Commission also recognizes the importance of accountability for the organization. As a result, the Commission is highly regarded by individuals, peers, other organizations, and government officials at a local, regional, state, and national basis. Measures have been implemented related to oversight, reporting, fraud, internal control, and ethics to maintain the public's confidence in the Commission, including participation in the Government Finance Officers Association's (GFOA) Certificate of Achievement for Excellence in Financial Reporting Program. The Commission has achieved this prestigious award for 31 consecutive years.

DEPARTMENT GOALS

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

F2 – Manage the Commission's outstanding debt ensuring compliance with applicable laws and regulations including the Measure A ordinance and continued investor awareness and receptivity to the Commission's program. *(Policy Goal: Operational Excellence)*

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

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

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

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

ID	Finance Performance Measures and Results	FY 23/24 Estimated	FY 23/24 Actual	FY 24/25 Estimated	FY 25/26 Projected
F1	Average yield on investments	2.00% operating and debt proceeds	4.10% operating and debt proceeds	3.00% operating and debt proceeds	3.00% operating and debt proceeds
F2	Sales tax revenue bonds rating ¹	Aa2/AA+/AA+	Aa2/AA+/AA+	Aa2/AA+/AA+	Aa2/AA+/AA+
F2	Toll revenue bond rating:				
	2013 Bonds	A/BBB+	A/BBB+	A/A	A/A
	2021 Refunding Bonds, Series A, B-1, B-2	A/BBB+	A/BBB+	A/A	A/A
	2021 Refunding Bonds, Series C	A-/BBB	A-/BBB	A/A-	A/A-
F2	TIFIA loan rating:				
	2017 TIFIA Loan ²	BBB-/BBB	BBB-/BBB	N/A	N/A
F2	Commercial paper rating	P-1/A-1	P-1/A-1	P-1/A-1	P-1/A-1
F3	Audit adjustments	0	0	0	0
F5	GFOA Certificate of Achievement	Awarded	Awarded	Awarded	Awarded
F5	Accounts payable invoices processed	8,300	8,880	9,000	9,100
F5	Accounts payable checks processed	4,100	4,380	4,500	4,500
F5	Payroll hours processed	168,400	162,590	168,400	174,720
F5	Accounts receivable invoices processed	370	360	370	370

¹Sales Tax Bonds includes 2010, 2013, 2016, 2017 and 2018 debt issuances.

²2017 TIFIA Loan paid off in October 2024.

Smart Freeways



SECTION 3.2

REGIONAL PROGRAMS



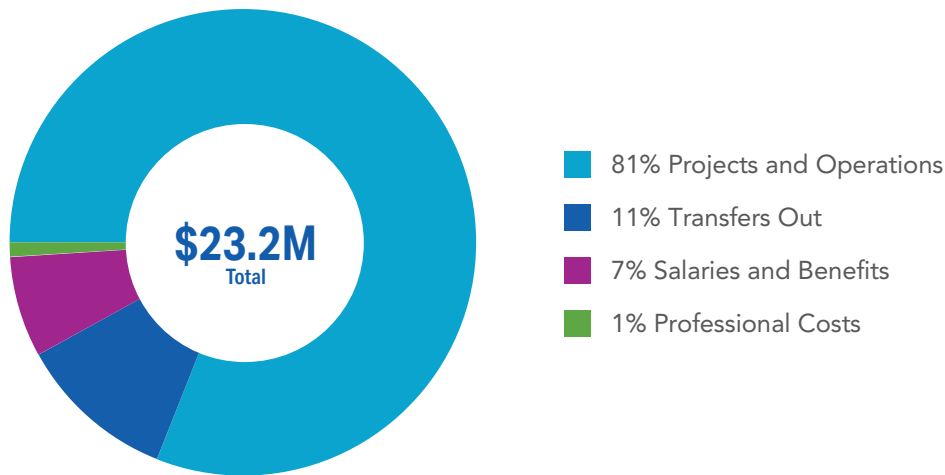
Moreno Valley/March Field Metrolink Station Improvements Project

PLANNING AND PROGRAMMING

MISSION STATEMENT:

Planning and Programming facilitates the advancement of RCTC priority projects and positions Riverside County to receive and retain maximum external funding that makes the most of local investments. Planning and Programming is a resource internally to RCTC and a partner externally to local, regional, state, and federal agencies in improving mobility, fostering environmental stewardship, and expediting project delivery.

CHART 30 – PLANNING AND PROGRAMMING



EXPENDITURES

Planning and Programming expenditures of \$23,221,600 reflects a decrease of \$509,700 or 2% (Table 47). Salaries and benefits total \$1,706,800 and reflect a 1% increase due to the net change in FTE allocations, the addition one FTE for a Planning and Programming Manager, and a 4% pool for performance merit-based salary increases. Professional services totaling \$143,000, decreased 78% due to the TRP and outreach in the previous fiscal year along with the movement of 15/91 Express Lanes Transit Connector project to Toll Operations in FY 2025/26. Professional services include air quality analysis; project database management; local, regional, and state planning activities; on-call goods movement consultants; and legal services. Support costs decreased 51% or \$59,600 due to advertising and public outreach for the TRP in the previous year. Support costs include annual project management database maintenance, various membership dues, and staff-related travel costs. Projects and operations costs increased 4% due to construction activity for the Santa Ana River Trail Extension project for the District. Transfers out include \$238,500 for the 15/91 Express Lanes Transit Connector to the RCTC 91 Express Lanes fund and \$2,235,700 for administrative costs to the General fund.

TABLE 47 – PLANNING AND PROGRAMMING EXPENDITURE DETAIL

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 1,571,500	\$ 1,687,300	\$ 917,800	\$ 1,706,800	\$ 19,500	1%
Professional Costs						
Legal Services	250,700	368,000	118,100	134,000	(234,000)	-64%
Professional Services - General	828,100	272,000	177,000	9,000	(263,000)	-97%
Total Professional Costs	1,078,800	640,000	295,100	143,000	(497,000)	-78%
Support Costs	476,300	117,500	63,800	57,900	(59,600)	-51%
Projects and Operations						
Program Operations	206,200	266,100	249,600	171,600	(94,500)	-36%
Engineering	501,900	866,000	1,013,000	234,000	(632,000)	-73%
Construction	–	2,206,000	140,000	9,525,000	7,319,000	332%
Right of Way	144,800	4,501,500	372,500	4,085,000	(416,500)	-9%
Special Studies	4,435,800	7,921,000	9,151,000	2,937,100	(4,983,900)	-63%
Operating and Capital Disbursements	1,976,300	2,325,000	2,403,400	1,887,000	(438,000)	-19%
Total Projects and Operations	7,265,000	18,085,600	13,329,500	18,839,700	754,100	4%
Capital Outlay	117,000	80,000	23,900	–	(80,000)	-100%
Transfers Out	564,500	3,120,900	1,433,900	2,474,200	(646,700)	-21%
TOTAL Planning and Programming	\$ 11,073,100	\$ 23,731,300	\$ 16,064,000	\$ 23,221,600	\$ (509,700)	-2%

PLANNING AND PROGRAMMING STAFFING SUMMARY

Position	FY 23/24 Actual	FY 24/25 Projected	FY 25/26 Budget
Administrative Services Director-Clerk of the Board	0.00	0.03	0.01
Capital Project Manager	0.48	0.33	0.31
Chief Financial Officer	0.16	0.05	0.05
Community Engagement Manager	0.32	0.00	0.00
Deputy Clerk of the Board	0.01	0.00	0.00
Deputy Director of Administrative Services	0.06	0.00	0.00
Deputy Executive Director	0.40	0.23	0.23
Executive Director	0.24	0.30	0.30
External Affairs Director	0.04	0.23	0.00
Legislative Affairs Manager	0.05	0.01	0.00
Management Analyst	0.01	1.02	0.02
Multimodal Services Director	0.12	0.20	0.20
Planning and Programming Director	0.99	1.00	0.89
Planning and Programming Manager	1.00	1.00	1.84
Procurement Analyst	0.00	0.08	0.01
Procurement Manager	0.00	0.00	0.02
Project Delivery Director	0.16	0.06	0.01
Public Affairs Manager	0.18	0.06	0.01
Right of Way Manager	0.01	0.03	0.03
Senior Administrative Assistant	0.05	0.01	0.02
Senior Capital Project Manager	0.00	0.26	0.21
Senior Management Analyst	1.36	1.35	2.07
Senior Procurement Analyst	0.00	0.12	0.03
Toll Project Delivery Director	0.16	0.04	0.00
FTE	5.80	6.41	6.26

DEPARTMENT OVERVIEW

TRANSPORTATION PLANNING AND PROGRAMMING

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

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

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

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

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

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

LOCAL SOURCES	STATE SOURCES	FEDERAL SOURCES
2009 Measure A, including MARA, new corridors, and local streets and roads	SB 821 for bicycle and pedestrian projects (TDA – Article 3)	STBG, formerly Surface Transportation Program
Western County TUMF regional arterial program and CETAP	STIP-RIP	CMAQ
	ATP MPO County share	Highway Infrastructure Program (HIP)
	SB 1 LPP Formula Share	Transportation Alternatives Program (TAP) ¹
	REAP 2.0 Grants	CRP
		Community Project Funding/ Congressionally Directed Spending (CPFCDs)

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

The high demand for reporting and monitoring the progress of projects is essential to prevent federal and state funds from lapsing. The Planning and Programming Department assists the Capital Project Development and Delivery Department, the Toll Department, and local agencies by participating in regular project delivery team meetings and preparing and submitting the request for authorization/allocation of federal and state funding for Commission-led projects. In addition, staff monitors allocation and award deadlines, expenditures, project closeouts, and inactive projects with federal and state funds to prevent loss of funding. Weekly team meetings facilitate communication between team members to centralize information which further ensures timely project advancement. Monthly meetings with Caltrans Local Assistance are also held to coordinate and address any issues with federal and state funding obligations. To streamline the monitoring and tracking of funds, the Planning and Programming Department utilizes a custom-built database system. This database system includes four modules that facilitate administration of the FTIP, Measure A Local Streets and Roads, LTF SB 821 bicycle and pedestrian programs, and Measure A Regional Arterials program.

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

FEDERAL FUNDING

STBG, CMAQ, CRP, CPF/CDS, and TAP/ATP: Until recently, The Commission was responsible for programming STBG, CMAQ, and CRP funds on transportation projects in the County. SCAG received a corrective action from FHWA regarding its procedures for programming STBG, CMAQ, and CRP funding and is now required to administer a call for projects to program the funds. In 2024, SCAG worked closely with the Commission and other county transportation commissions to update its project selection procedures in preparation for a 2025 SCAG Call for Project Nominations. The Commission will adopt a Project Prioritization Framework for scoring nominations submitted in the 2025 SCAG Call for Project Nominations. The Commission will continue to work with eligible Riverside County agencies to respond to future SCAG calls for project nominations.

Community Project Funding/Congressional Directed Funding (CPF/CDS) have been authorized in annual federal appropriations legislation since federal Fiscal Year 2022. Since then, each year stakeholders submit applications to their United States Senators and House Representatives to fund projects. The Commission and local agencies have been quite successful securing funds each year for transportation projects. Caltrans is responsible for ensuring the appropriate use of CPF/CDS funds and has implemented an application process for confirming eligibility and project readiness. In October 2023, the Commission provided virtual training for local agencies on how to apply for CPF/CDS funding and how to be strategic in developing funding requests. Many CPF/CDS funds have deadlines for obligation and expenditure. The Commission will continue to work with CPF/CDS recipients to maximize use of these federal funds.

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

STATE FUNDING

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

Each county transportation commission throughout the state is responsible for programming RIP funds, which represents 75% of the total STIP funding available statewide for capital enhancement projects. The 75% funding level is then further distributed with 60% of the funds allocated to southern California and 40% to northern California. A population formula is then applied to determine county funding levels called "county shares." The Commission is responsible for ensuring that projects funded with RIP funds are administered and implemented consistent with CTC and Caltrans policies. Typically, the Commission has set aside 2% of new programming capacity for staff support to carry out STIP PPM activities. In the 2024 STIP, this was increased to 3% to cover staff time on the Coachella Valley-San Geronio Pass Rail Corridor Service

project. The remaining RIP funds are further distributed geographically among Western County, Coachella Valley, and Palo Verde Valley per the Commission's intra-county STIP formula. The Commission may also consider a call for projects for RIP discretionary funds when sufficient programming capacity is available.

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

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

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

SB 821: Also known as TDA Article 3, is funded by 2% of LTF revenues; the expenditures under this program are included in the LTF special revenue fund and reflected in the Public and Specialized Transit Department since the LTF activities relate primarily to transit funding. SB 821 funds local bicycle and pedestrian projects. The Commission released a call for projects in February 2025, and is anticipated to award projects in June 2025. The next call for projects will be issued in February 2027.

REAP 2.0: SCAG was awarded REAP 2.0 funds through the California Department of Housing and Community Development (HCD). To enhance the focus on transportation and housing development initiatives, SCAG issued a call for applications for its County Transportation Commission Partnership Program to fund transformative planning activities aligned with strategies identified in Connect SoCal. SCAG awarded REAP 2.0 funding to five projects in Riverside County. The Planning and Programming Department is responsible for managing the REAP 2.0 funds allocated to these projects.

LOCAL FUNDING

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

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

WESTERN COUNTY TUMF REGIONAL ARTERIAL PROGRAM AND CETAP: WRCOG administers the Western County TUMF program and collects the fees from participating jurisdictions. WRCOG disburses to the Commission approximately 45.7% of the TUMF funds collected. The Commission further distributes these funds equally to the Commission's TUMF CETAP corridors and regional arterial programs. In September 2004, the Commission established a program and approved the programming of 23 regional arterial projects. Since then, the Commission has received and approved separate requests for funding. Most recently, the Commission released a regional arterials call for projects in February 2023, and awarded projects in June 2023, in which six projects were awarded TUMF funds. The expenditures for these regional arterial and

CETAP capital projects are included in the Capital Project Development and Delivery Department budget. Planning and Programming staff monitors TUMF regional arterial and CETAP projects based on the agreements between local agencies and the Commission. In addition, Commission staff works with local agencies regarding amendments to agreements and any issues regarding project delivery. Staff coordinates future programming of additional TUMF regional arterial and CETAP projects with WRCOG and local jurisdiction staff.

FUNDING PURSUIT

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

In November 2022, the Commission partnered with the County of Riverside and Metrolink to request approximately \$25 million in CTC-administered LPP funding to improve 8.6 miles of the MCP Ramona Expressway Project and \$15.5 million to improve 6.5 miles of the Metrolink Double Track Project: Moreno Valley to Perris. These two projects were combined and submitted to the CTC for \$60 million in SCCP funding and simultaneously the Metrolink Double Track Project - Moreno Valley to Perris was submitted to Caltrans for \$15.5 million in TIRCP funding. The MCP Ramona Expressway Project was awarded \$44.5M in SCCP funding and the Metrolink Double Track Project: Moreno Valley to Perris was awarded \$15.5M in TIRCP funding.

In November 2024, the Commission requested \$85 million in CTC-administered LPP and SCCP funding to construct Segment 1 of the 15 Express Lanes Project Southern Extension. The CTC is anticipated to release its funding recommendations in June 2025. In January 2025, the Commission requested \$25 million in 2025 federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funding from FHWA. With the changing federal administration, it is unknown if or when 2025 RAISE awards will be announced.

In FY 2026, the Planning and Programming Department will continue to collaborate with the Toll Delivery Department to seek state and federal funding for the 15 Express Lanes Project Southern Extension and other priority projects.

LONG RANGE PLANNING

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

- The passage of SB 1 created and funded the SCCP competitive grant program. SB 1 requires that SCCP funding be available for projects that make specific performance improvements and are part of a comprehensive multimodal corridor plan designed to reduce congestion in highly traveled corridors. In preparation of future SCCP pursuits, the Commission partnered with SBCTA, Caltrans District 8, and SCAG to develop the Inland Empire Comprehensive Multimodal Corridor Plan (IE CMCP), which the Commission adopted in October 2020, and updated in November 2024. The IE CMCP goes beyond traditional freeway planning and identifies potential multimodal infrastructure opportunities within Western Riverside County and the valley-area of San Bernardino County. The Commission would like to work with CVAG to develop a multimodal corridor plan for the Coachella Valley.
- The Commission commenced its first Countywide Long Range Transportation Study (LRTS) in 2017, which was completed in December 2019. The LRTS provides a vision of Riverside County's future integrated transportation system and serves as a document to advocate for changes to transportation policy, legislation, and funding. It also includes a comprehensive review of projects, including highways, arterials, grade separations, transit, and active transportation improvements.
- The RTP is a 25-year transportation plan developed by SCAG in conjunction with county transportation commissions, sub-regional agencies, local agencies, transit operators, and other interested parties within the SCAG six-county region. The SCAG 2024 RTP, which was adopted in June 2024, incorporates SCS as required under SB 375. The SCS component establishes goals for projects, programs, and land-use designed to reduce GHG emissions. SCAG initiated efforts on the 2024 RTP and Commission staff participated in the SCAG working groups that helped guide the development of the 2024 RTP.

- Through funding from FTA, the Commission developed the Transit-Oriented Communities Strategic Plan to establish a regional vision of transit-oriented development (TOD) that will support local economic development, increase Metrolink ridership, and decrease auto trips which improves local and regional traffic congestion. The study recommends strategies that incentivize TOD within the eight Metrolink stations along the Perris Valley Line. The Commission collaborated with community members, private developers, and staff from the cities of Perris, Moreno Valley, Riverside, and Corona, the March Joint Powers Authority, and the County of Riverside to develop the study. The plan is intended as a resource for these agencies as they consider TOD opportunities in their jurisdictions.
- Statewide planning efforts involve participation in the development of the California Transportation Plan, freight/goods movement, interregional highways, and air quality plans, to name a few.

REGIONAL ISSUES - FREIGHT

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

The Commission participates in the California Freight Advisory Committee (CFAC). CFAC is a chartered member advisory body representing public and private sector freight stakeholders, including representatives of ports, shippers, carriers, freight-related associations, the freight industry workforce, Caltrans, and RTPAs. CFAC meets on a quarterly basis to discuss freight-related priorities, issues, projects, and funding needs as they relate to the development and implementation of the California Freight Mobility Plan.

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

In 2017, a Companion Study was completed for the 2012 Grade Separation Priority Update Study. The 2012 study was completed to update information regarding improving each of the remaining 46 at-grade crossings. The 2017 study identified 11 grade crossings considered as high priorities for the local jurisdictions for the next 10 years. The Commission continues to work closely with the local jurisdictions to develop funding strategies and provide funding assistance to support projects that are vital for economic growth and reduction of conflicts between rail and road traffic. In 2025, the Grade Separation Priority Study will be updated with an evaluation of the technical criteria, surveys on each jurisdiction's at-grade crossings, and a funding strategy and action plan to support local jurisdictions.

In May 2019, the Commission approved the Logistics Mitigation Fee Nexus Study. The study was started in 2017, to evaluate a logistics-related regional fee on new warehousing facilities as a result of a settlement agreement between the Commission, the County of Riverside, the city of Moreno Valley, and Highland Fairview in response to litigation involving the World Logistics Center. Highland Fairview is the developer of the World Logistics Center, which is planned to encompass more than 40 million square feet of large-scale logistics operations in the eastern portion of the city of Moreno Valley. The study included an existing and future conditions analysis and funding and cost analysis of mitigation projects. At the time of approval of the Nexus Study, the Commission did not pursue the implementation of a fee program that would have been applied to new warehousing and logistics centers to offset the cost of highway improvements caused by the growth in truck trips originating or ending in the county.

OTHER AGENCY PROJECTS

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

SANTA ANA RIVER TRAIL EXTENSION (P007201 & P007202)

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

FY 2025/26 Cost	\$234,000	Engineering
	\$9,525,000	Construction
	\$4,085,000	Right of way
	\$517,800	Other project-related costs
Funding Impact	Costs will be funded by the District.	
Operating Budget Impact	N/A; operations are the responsibility of the District.	

DEPARTMENT GOALS

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

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

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

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

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

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

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

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

ID	Planning and Programming Performance Measures and Results	FY 23/24 Estimated	FY 23/24 Actual	FY 24/25 Estimated	FY 25/26 Projected
PP1	RTP/FTIP amended projects	40	145	300	150
PP2	SB 821 projects awarded and monitored for extensions and reimbursements	38	18	38	20
PP3	RTP/SCS update projects reviewed ¹	N/A	N/A	N/A	646
PP4	Biennial 2025 FTIP Project updates	330	343	N/A	350
PP1 PP5	STIP/SB 1/ATP programming, allocations, amendments, and extensions for Commission and local agency projects	40	32	14	17
PP5 PP6 PP7 PP8	Federal projects monitored for obligation authority delivery	25	15	3	4
PP5 PP7	State and federal grants pursued	1	3	4	3
PP6	TUMF regional arterial and CETAP projects monitored for implementation/expenditures	3	9	15	8
PP6	TUMF agreements/amendments	0	0	3	0
PP6	Measure A projects monitored for implementation/expenditures	5	18	16	14
PP6	MARA agreements/amendments	10	0	5	0
PP7	Measure A local streets and roads CIP projects	255	320	270	280
PP7	Measure A CIP project amendments and extension requests reviewed and processed	7	16	10	10

¹ FY 2023/24 and FY 2024/25 reflect N/A due to the RTP/SCS is updated every four year.

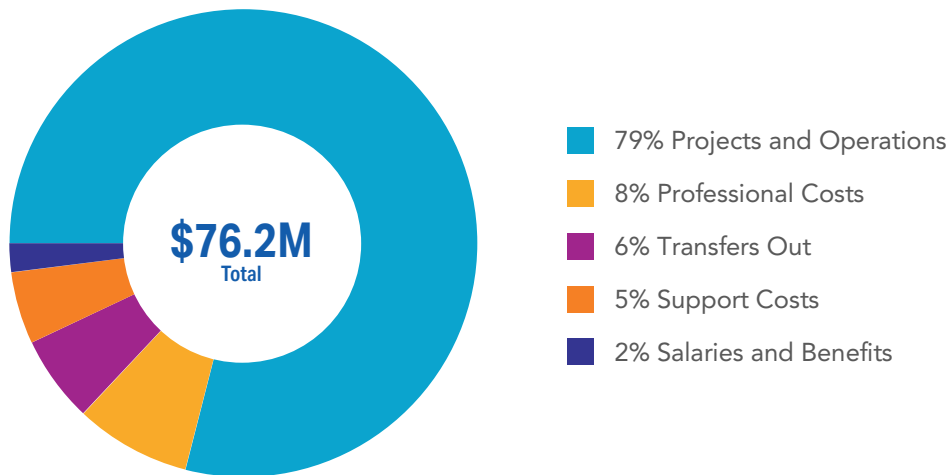


RAIL

MISSION STATEMENT:

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

CHART 31 – RAIL



EXPENDITURES

Rail expenditures of \$76,285,200 include Metrolink operations and capital support as well as maintenance and operations of the nine Commission-owned and operated commuter rail stations (Table 48). Salaries and benefits reflect an 10% increase due to the net change in FTE allocations and a 4% pool for performance merit-based salary increases. Professional costs, which include legal and consultant services, increased 561% due to Coachella Valley rail SDP. Support costs include station maintenance, media ads, printing services, and marketing incentives and increased 3% primarily due to anticipated station maintenance needs.

Projects and operations expenditures of \$60,088,500 increased 1%, primarily due to Coachella Valley Rail corridor project engineering. Program operations comprise rail state of good repair and a \$43,600,000 operating contribution for SCRRA Metrolink operations including the PVL service. A future rail study is included in special studies and is budgeted at \$1,000,000. The Commission's commuter rail program intends to utilize existing mechanisms within Metrolink to assess and monitor operations and budget performance. Program operations relate primarily to station operations. Capital outlay of \$10,000 reflects an 83% decrease and is due to a series of station-related improvement projects completed in the prior year. Transfers out of \$3,000,000 and \$1,929,800 relate to the Metrolink Perris Valley Line operations and administrative costs to the General fund, respectively.

TABLE 48 – RAIL EXPENDITURE DETAIL

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 877,400	\$ 1,128,800	\$ 916,200	\$ 1,244,600	\$ 115,800	10%
Professional Costs						
Legal Services	73,000	257,600	120,000	196,000	(61,600)	-24%
Audit Services	–	50,000	10,000	50,000	–	–%
Professional Services - General	355,600	619,000	526,200	5,877,500	5,258,500	850%
Total Professional Costs	428,600	926,600	656,200	6,123,500	5,196,900	561%
Support Costs	2,624,000	3,771,100	3,343,900	3,888,800	117,700	3%
Projects and Operations						
Program Operations	4,410,200	5,052,500	4,938,100	5,238,500	186,000	4%
Engineering	–	3,250,000	25,000	10,250,000	7,000,000	215%
Special Studies	–	1,000,000	20,000	1,000,000	–	–%
Operating and Capital Disbursements	23,622,700	50,100,000	39,400,000	43,600,000	(6,500,000)	-13%
Total Projects and Operations	28,032,900	59,402,500	44,383,100	60,088,500	686,000	1%
Capital Outlay	30,800	60,000	8,000	10,000	(50,000)	-83%
Transfers Out	552,000	1,646,300	725,400	4,929,800	3,283,500	199%
TOTAL Rail Maintenance and Operations	\$ 32,545,700	\$66,935,300	\$50,032,800	\$76,285,200	\$ 9,349,900	14%

RAIL STAFFING SUMMARY

Position	FY 23/24 Actual	FY 24/25 Projected	FY 25/26 Budget
Capital Project Manager	0.16	0.30	0.20
Chief Financial Officer	0.00	0.00	0.00
Community Engagement Manager	0.00	0.00	0.00
Deputy Director of Administrative Services	0.03	0.00	0.13
Deputy Executive Director	0.00	0.01	0.01
Executive Director	0.01	0.02	0.04
External Affairs Director	0.00	0.01	0.01
Facilities Administrator	0.84	0.70	0.89
IT Administrator	0.00	0.00	0.00
Legislative Affairs Manager	0.00	0.01	0.01
Management Analyst	0.90	0.78	0.78
Multimodal Services Director	0.41	0.40	0.40
Procurement Analyst	0.05	0.22	0.25
Procurement Manager	0.07	0.16	0.16
Project Delivery Director	0.23	0.40	0.53
Public Affairs Manager	0.06	0.08	0.04
Rail Manager	1.00	1.00	1.00
Senior Administrative Assistant	0.02	0.02	0.03
Senior Management Analyst	0.06	0.16	0.12
Senior Procurement Analyst	0.03	0.21	0.08
FTE	3.87	4.48	4.68

DEPARTMENT OVERVIEW—RAIL OPERATIONS

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

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

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

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

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

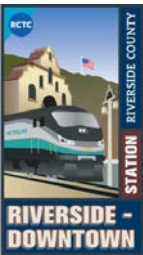
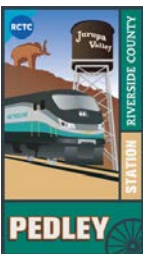


CHART 32 – RIVERSIDE COUNTY METROLINK STATION LOCATIONS


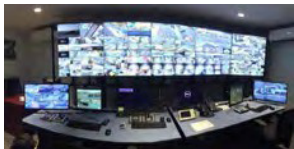


A general description of each of the Commission-owned rail station facilities is presented in Chart 33.

CHART 33 – COMMISSION-OWNED RAIL STATION FACILITIES

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

Location	In Service Date	Size	Transit Services	Primary Features
 <p>10901 Indiana Avenue, Riverside</p>	October 1995	24.69 acres	Rail: 91/PVL IEOC Line Bus: RTA	Platform with 2 boarding tracks Parking lot (1,065 spaces) Enclosed pedestrian bridge, elevators, stairwells
 <p>155 South Auto Center Drive, Corona</p>	October 1995	5.49 acres	Rail: 91/PVL IEOC Line Bus: RTA	Platform with 2 boarding tracks Parking lot (564 spaces) Enclosed pedestrian bridge, elevators, stairwells
 <p>250 East Blaine Street, Corona</p>	November 2002	6.72 acres	Rail: 91/PVL IEOC Line Bus: RTA Corona Cruiser	Platform with 2 boarding tracks Parking lot (579 spaces) Parking structure (1,000 spaces) Enclosed pedestrian bridge, elevators, stairwells
 <p>121 South C Street, Perris</p>	June 2016 (bus transit center opened 2010)	5.5 acres	Rail: 91/PVL Bus: RTA	Platform with boarding track Parking lot (444 spaces)
 <p>1101 Marlborough Avenue, Riverside</p>	June 2016	9.35 acres	Rail: 91/PVL Bus: RTA	Platform with boarding track Parking lot (528 spaces)
 <p>14160 Meridian Parkway, Riverside</p>	June 2016	14.47 acres	Rail: 91/PVL Bus: RTA Amtrak	Platform with boarding track Parking lot (476 spaces) Stairwell

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

Station maintenance includes property management, utilities, grounds maintenance, repairs, cleaning, and security services at the Commission-owned rail stations, including the RDOCC. LTF allocations are generally used for Metrolink operating contributions and 2009 Measure A Western County rail funds are used for station maintenance. Table 49 summarizes the rail station maintenance costs.

TABLE 49 - RAIL STATION MAINTENANCE SUMMARY

	FY 23/24 Actual	FY 24/25 Budget	FY 24/25 Projected	FY 25/26 Budget
Equipment and Grounds Maintenance and Repairs	\$ 1,650,300	\$ 1,915,400	\$ 2,022,900	\$ 2,289,900
Utilities and Support	505,100	679,000	672,000	748,200
Property Management and Operations	933,100	1,201,100	1,061,300	1,148,100
Security	3,909,000	4,285,800	4,174,000	4,380,000
Improvements	30,800	60,000	8,000	10,000
TOTAL Expenditures	\$ 7,028,300	\$ 8,141,300	\$ 7,938,200	\$ 8,576,200

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

CHART 34 – SOUTHERN CALIFORNIA PASSENGER RAIL SYSTEM MAP



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

DEPARTMENT GOALS—RAIL OPERATIONS

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

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

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

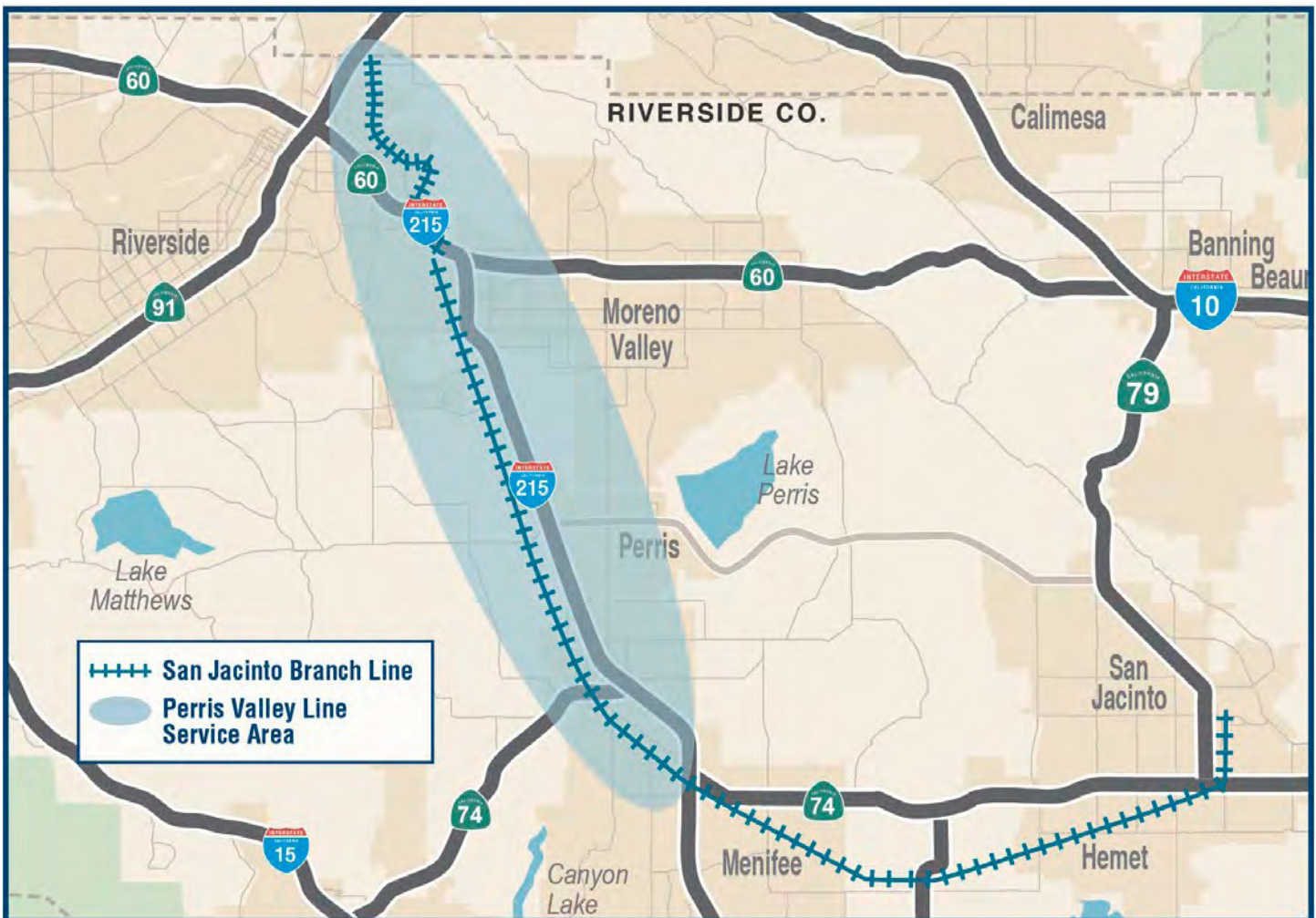
DEPARTMENT OVERVIEW — RAIL DEVELOPMENT

In order to expand passenger rail options throughout the County, the Commission conducts feasibility and planning studies to assess the viability of commuter rail expansion. In 2019, the Commission engaged a consultant to perform a “next generation” rail feasibility study based on findings from the RCTC Strategic Assessment completed in January 2016. The study provided a high-level analysis of future ridership and cost data to help make future decisions on how to proceed with rail transit expansions in the County.

SAN JACINTO BRANCH LINE (SJBL)

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

CHART 35 – SAN JACINTO BRANCH LINE



PERRIS VALLEY LINE PROJECT

The Commission completed the PVL in September 2016, and operations commenced in June 2016. The construction project was a 24-mile extension of the 512-mile Metrolink commuter rail system. It extended the existing Metrolink 91 Line, which provides service between Riverside and Downtown Los Angeles via Fullerton. There are timed connections to the other routes out of the Riverside Downtown station. The project included the construction of four passenger stations at Riverside – Hunter Park/UCR, Moreno Valley – March Field, Perris – Downtown, and Perris – South; construction of a park-and-ride lot at each of the four new stations, totaling approximately 2,250 parking spaces; and a layover facility at Perris – South for vehicle storage and servicing. The hours of operation are from 4:30 a.m. to 8:00 p.m. on weekdays. In October 2024, added service provided for seven daily round trips to Los Angeles and regular weekend service.

COACHELLA VALLEY RAIL PROJECT



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

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

In the July 2010 Federal Register notice on High-Speed Intercity Passenger Rail (HSIPR) program, it clearly outlines the planning process needed to be eligible for HSIPR funds. This process identifies the need for a SDP. Working under these requirements, the Commission partnered with Caltrans and successfully applied for and was awarded a \$2,900,000 FRA grant to complete the corridor study's SDP and Tier 1 Environmental Documents. Staff worked closely with Caltrans and FRA over a period of several years to complete all the required technical studies and modeling to develop the appropriate draft plans that were circulated for review and public comments. In July 2022, the Tier 1 Program-Level environmental document was approved. Staff has identified various state funds to continue the project development and initiate the Tier 2 Project-Level Environmental effort. At the January 2024 Commission Workshop, the Commission unanimously affirmed their support for advancing the project.

The preferred approach is to pursue the project using state-supported intercity trains with operating funds coming from the State Public Transit Accounts funds. The 144-mile trip between Los Angeles and the Coachella Valley would cross four counties (Chart 36). There are currently nine proposed station stops yet, the exact locations are yet to be determined. The approved Alternative Analysis recommended a preferred alignment through Fullerton and Riverside on the way to the Coachella Valley. This route would need to operate over Union Pacific Railroad and BNSF freight owned tracks and shared use agreements will need to be developed. The initial service plan anticipates two to five daily round trips along the corridor.

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



HIGH SPEED RAIL

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

DEPARTMENT GOALS–RAIL DEVELOPMENT

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

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

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

ID	Rail Performance Measures and Results	FY 23/24 Estimated	FY 23/24 Actual	FY 24/25 Estimated	FY 25/26 Projected
RO1	Weekday trains in Riverside County	37	37	42	42
RD1	Marketing/outreach meetings	50	40	50	50
RD1	Strategic plans and studies	1	1	1	1
RD2	Monitoring of discretionary grant opportunities	6	6	6	6

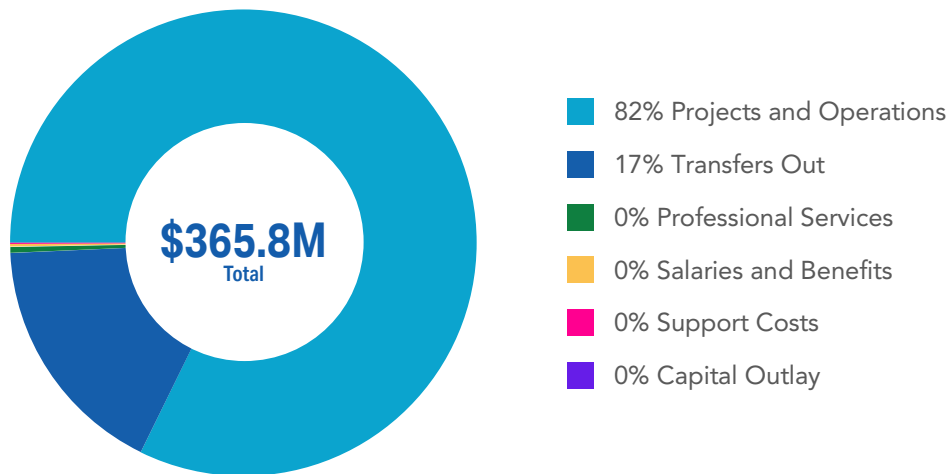


PUBLIC AND SPECIALIZED TRANSIT

MISSION STATEMENT:

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

CHART 37 – PUBLIC AND SPECIALIZED TRANSIT



EXPENDITURES

Public and specialized transit uses are budgeted at \$365,881,900 for FY 2025/26, as presented in Table 50, and consist primarily of capital projects and operations costs as well as transfers out to Commission funds for administration, planning, and rail purposes. The 12% increase in salaries and benefits reflects the net change in FTE allocations and a 4% pool for performance merit-based salary increases. Professional services decreased \$1,739,500 or 54% due to grade separation studies for the SB 125 TIRCP and ZETCP in the previous year. Support costs remained comparable to the prior year. Program operations, engineering, construction, and right of way totaling \$67,126,500 are predominantly related to the SB 125 TIRCP and ZETCP projects, with \$2,126,500 of the total intended for PVVTA facilities improvement project.

Operating and capital disbursements decreased 14% primarily as a result of SB 125 TIRCP and ZETCP capital allocations needs to transit operators.

LTF disbursements consist of transit operating and capital allocations to public transit operators of \$137,920,000; bicycle and pedestrian facilities allocations to cities and the County of \$9,150,600; and planning and administration allocations to other agencies of \$1,122,000. STA, SGR, and SB 125 disbursements of \$69,551,300 are primarily for bus capital purposes in Western County, Coachella Valley, and Palo Verde Valley.

Measure A disbursements include \$4,000,000 for Western County specialized transit funding of the second year of the 2025-2027 Call for Projects. The majority of other Measure A disbursements relates to other Measure A public transit programs:

- \$1,500,000 for Western County Consolidated Transportation Service Agency allocations;
- \$3,250,000 for Western County intercity bus services; and
- \$7,000,000 for Coachella Valley public and specialized transit.

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

LTF, STA, SGR, and SB 125 transfers out comprise:

- \$31,000,000 for rail operations;
- \$9,996,300 for rail station rehabilitation;
- \$4,440,000 for planning;
- \$3,512,200 for administration; and
- \$11,292,900 for Coachella Valley rail operations and capital.

Transfers out of \$2,295,700 relate to administrative costs to the General fund.

TABLE 50 – PUBLIC AND SPECIALIZED TRANSIT EXPENDITURE DETAIL

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 552,200	\$ 696,500	\$ 619,300	\$ 779,100	\$ 82,600	12%
Professional Costs						
Legal Services	5,200	62,500	40,000	54,000	(8,500)	-14%
Financial Advisory	15,100	16,400	17,100	19,200	2,800	17%
Professional Services - General	198,000	3,143,200	779,500	1,409,400	(1,733,800)	-55%
Total Professional Costs	218,300	3,222,100	836,600	1,482,600	(1,739,500)	-54%
Support Costs	121,300	254,200	163,500	245,500	(8,700)	-3%
Projects and Operations						
Program Operations	22,600	50,000	50,000	95,500	45,500	91%
Engineering	–	21,200,000	723,500	21,800,000	600,000	3%
Construction	–	35,000,000	–	45,000,000	10,000,000	29%
Right of Way	–	2,000	92,000	231,000	229,000	11450%
Special Studies	–	–	–	–	–	N/A
Operating and Capital Disbursements	136,105,400	271,421,900	177,085,100	233,493,900	(37,928,000)	-14%
Total Projects and Operations	136,128,000	327,673,900	177,950,600	300,620,400	(27,053,500)	-8%
Capital Outlay	84,000	150,000	65,000	217,200	67,200	45%
Transfers Out	35,718,000	56,796,400	46,050,500	62,537,100	5,740,700	10%
TOTAL Public and Specialized Transit	\$ 172,821,800	\$ 388,793,100	\$ 225,685,500	\$ 365,881,900	\$ (22,911,200)	-6%

PUBLIC AND SPECIALIZED TRANSIT STAFFING SUMMARY

Position	FY 23/24 Actual	FY 24/25 Projected	FY 25/26 Budget
Accounting Supervisor	0.02	0.01	0.02
Chief Financial Officer	0.02	0.00	0.00
Deputy Clerk of the Board	0.00	0.01	0.00
Deputy Executive Director	0.00	0.02	0.02
Executive Director	0.01	0.00	0.00
Financial Administration Manager	0.02	0.03	0.02
Legislative Affairs Manager	0.00	0.01	0.01
Management Analyst	0.08	0.20	0.20
Multimodal Services Director	0.47	0.40	0.40
Procurement Analyst	0.00	0.07	0.00
Project Delivery Director	0.00	0.00	0.01
Public Affairs Manager	0.00	0.03	0.03
Senior Administrative Assistant	0.03	0.02	0.24
Senior Capital Project Manager	0.00	0.00	0.15
Senior Management Analyst	1.04	1.11	1.18
Senior Procurement Analyst	0.08	0.10	0.00
Transit Manager	1.00	1.00	1.00
FTE	2.77	3.01	3.28

DEPARTMENT OVERVIEW

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

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

PUBLIC TRANSIT

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

- The cities of Banning, Beaumont, Corona, and Riverside;
- Commission's Commuter Rail and Commuter Assistance Vanpool Programs;
- PVVTA;
- RTA; and
- SunLine

Public Transit is within the Multimodal Department and coordinates the annual development, review, and approval of the operator SRTPs as well as allocates transit funding resources to public transit operators. The Commission oversees and allocates the following funding resources: Measure A, LTF, STA, SGR, FTA, LCTOP, and SB 125 funds for public transit. Commission staff works closely with each transit operator to ensure that funds are properly programmed and included in the SRTP for inclusion into the FTIP and/or other major planning documents as necessary for allocation or obligation of funds.

With the passage of SB 1, STA revenues were stabilized and SGR was created to provide support for preventative maintenance and capital rehabilitation projects. Public Transit coordinates with transit operators for the preparation and submission of transit projects to Caltrans for the program of projects required for the SGR program. This also includes a board resolution for each program of projects and annual reporting on funding used and distributed to the transit operators.

Public Transit also coordinates with transit operators for the preparation and submission of transit projects to Caltrans for award of LCTOP funds under the California Air Resources Board's (CARB) Cap and Trade Program. The LCTOP program provides funding for operating and capital transit projects that reduce GHG emissions and improve mobility with a priority of serving disadvantaged communities. The State Controller's Office annually appropriates the LCTOP funds. Riverside County's share has supported projects such as the Commission's PVL service expansions, improvements into the Commission's commuter rail stations that encourage active transportation and energy efficiency; free transit ride campaigns; and expansion of zero-emission fueling operations for transit operators. Funds may also be used to increase service frequency on selected rail and bus lines that operate in disadvantaged communities. The County's share of the annual allocations has fluctuated based on state appropriations.

SB 125 was approved through an amendment to the Budget Act of 2023, which provided formula TIRCP and ZETCP to funding agencies such as the Commission. TIRCP funds are eligible for transit operations and capital improvements as well as other grade separations. ZETCP funds are only available to public transit operators eligible to receive STA funds. SB 125 guidelines allows the Commission to suballocate or distribute funds within Riverside County based on local needs, existing priorities, policies, and procedures, as long as the program requirements and goals are met. The Commission aligned projects from the TRP, Grade Separation Priority Study, and the Zero-Emission Bus (ZEB) Rollout Plans adopted by each of the transit operators.

The Innovative Clean Transit (ICT) regulation was adopted in 2018 by CARB, requiring public transit operators to transition to zero-emission propulsion technology by 2040. As part of the ICT purchasing rule, each public transit operator was to prepare a plan demonstrating how it would transition its fleet from the current technology to zero-emission by the required 2040 timeline. The Commission assisted the small transit operators in Riverside County in preparing the required ICT ZEB plans in FY 2022/23. The Commission also utilized the efforts of SunLine and RTA's ICT ZEB rollout plans to develop a countywide fiscal impact, which was completed in December 2023. To assist all of the transit operators in paying for the implementation of the ICT ZEB plans, the Commission approved the use SB 125 funds to partially pay for the initial implementation of zero-emission technology. The Commission will update the countywide fiscal impact of zero-emission technology again in FY 2025/26.

SPECIALIZED TRANSIT

The 2009 Measure A Western County specialized transit program provides a valuable service to the community by serving the needs of residents, mainly seniors and persons with disabilities, whose transportation needs are not met by traditional services. Social service and nonprofit agencies typically administer specialized transit operations. The Commission awards 2009 Measure A Western County funds for specialized transit through a competitive call for projects. The 2024/25 - 2026/27 (2025) Call for Projects provided funding for 17 operators over a three-year term through June 30, 2027. The 2025 Call for Projects was opened in February 2024 and recipients were awarded funding in June 2024 and amended in September 2024, totaling \$10.9 million.

DEPARTMENT GOALS

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

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

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

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

ID	Public and Specialized Transit Performance Measures and Results	FY 23/24 Estimated	FY 23/24 Actual	FY 24/25 Estimated	FY 25/26 Projected
PST1	Specialized Transit brochures distributed	1,000	12,050	12,000	12,000
PST2	Specialized Transit grants awarded/ monitored	16	16	18	17
PST2	Specialized Transit site visits ¹	N/A	N/A	N/A	17
PST3	Transit operator quarterly coordination meetings	16	16	16	16
PST3	SRTPs submitted by operators and reviewed	8	8	8	8
PST3	SRTP amendments	20	23	20	20
PST4	Social service/partnering agencies monitored in database	543	543	550	550
PST4	Workshops and meetings attended with regional partners (i.e. Board meetings, CSTAC, SCAG working groups, workshops)	25	25	25	25

¹Site visits are conducted in the second year of the three-year call for projects

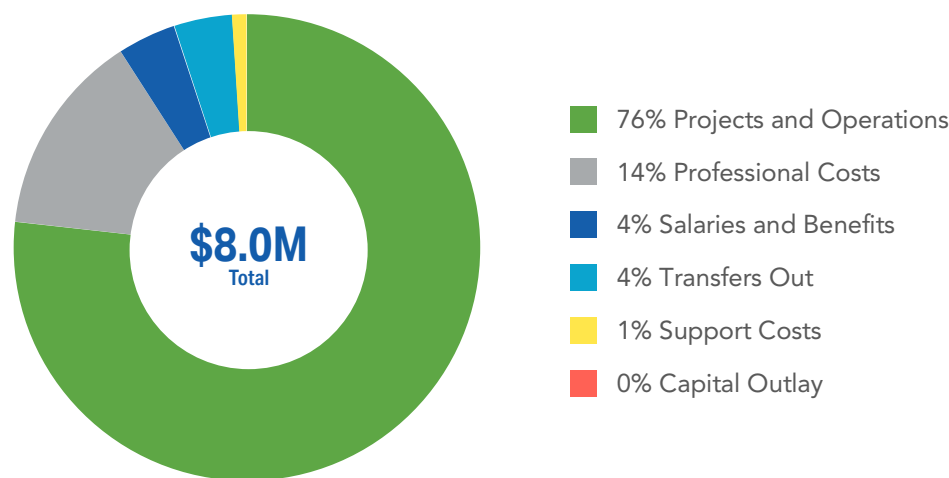


COMMUTER ASSISTANCE

MISSION STATEMENT:

Commuter Assistance helps constituents discover their best commute through meaningful employer and community engagement, rideshare incentives, and advancing technology in order to decrease drive alone trips, alleviate regional congestion, and reduce vehicle emissions, fostering a more sustainable and efficient transportation network.

CHART 38 – COMMUTER ASSISTANCE



EXPENDITURES

Commuter Assistance expenditures total \$8,017,600, which represents a 2% increase from last year’s budget (Table 51) due to the anticipated launch of new programs, including the free rail pass program and transit trainer program. Salaries and benefits of \$338,600 reflects a 7% increase due to the net change in FTE allocations and a 4% pool for performance merit-based salary increases. Professional costs of \$1,096,400 increased 69% over the prior year due to development of a new transit trainer program and potential TDM Plan. Support costs of \$106,400 increased \$800, or 1% due to subscription based information technology arrangement services.

Projects and operations expenditures of \$6,106,100 consist of regional transportation consultant services to manage and implement a rideshare and vanpool program for Riverside and San Bernardino counties; Vanpool subsidies and commuter incentives; and Park and ride lease payments. Reimbursements from SBCTA for rideshare and vanpool services provided by the Commission are included in local revenues to offset a portion of these expenditures.

Transfers out include \$360,100 for administrative costs to the General fund.

TABLE 51 – COMMUTER ASSISTANCE USES DETAIL

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 301,400	\$ 317,200	\$ 316,100	\$ 338,600	\$ 21,400	7%
Professional Costs						
Legal Services	12,400	32,500	13,100	35,000	2,500	8%
Financial Advisory	7,600	8,200	8,600	9,600	1,400	17%
Professional Services - General	138,300	607,300	108,600	1,051,800	444,500	73%
Total Professional Costs	158,300	648,000	130,300	1,096,400	448,400	69%
Support Costs	33,900	105,600	25,900	106,400	800	1%
Projects and Operations						
Program Operations	2,951,500	6,432,100	3,955,000	6,106,100	(326,000)	-5%
Capital Outlay	—	—	—	10,000	10,000	N/A
Transfers Out	177,800	343,300	275,900	360,100	16,800	5%
TOTAL Commuter Assistance	\$ 3,622,900	\$ 7,846,200	\$ 4,703,200	\$ 8,017,600	\$ 171,400	2%

COMMUTER ASSISTANCE STAFFING SUMMARY

Position	FY 23/24 Actual	FY 24/25 Projected	FY 25/26 Budget
Administrative Assistant	0.01	0.01	0.01
Chief Financial Officer	0.00	0.00	0.00
Community Engagement Manager	0.00	0.00	0.00
Commuter and Motorist Assistance Manager	0.92	0.80	0.90
Deputy Executive Director	0.01	0.01	0.00
External Affairs Director	0.00	0.01	0.01
Management Analyst	0.00	0.25	0.00
Public Affairs Manager	0.01	0.01	0.01
Senior Administrative Assistant	0.08	0.10	0.07
Senior Management Analyst	0.37	0.04	0.42
FTE	1.40	1.23	1.42

DEPARTMENT OVERVIEW

The Commission's CAP enhances the quality of life for constituents by providing time and cost-saving transportation options. CAP achieves this through a comprehensive employer and commuter program (IE Commuter), vanpool subsidies (VanClub), and Park & Ride facilities. These effective TDM strategies work together to reduce congestion from work commutes by promoting sustainable transportation options such as bus and rail transit, vanpools, carpools, active transportation (walking and bicycling), and telework.

Initially focused on Western Riverside County under the Measure A program, CAP expanded to Eastern Riverside County with support from SAFE funds, ensuring consistent rideshare assistance to residents and employers countywide. Together, these programs provide employers with robust commute solutions while helping residents find their ideal transportation options—ultimately reducing vehicle trips, emissions, and VMT.

IE Commuter: A Regional Rideshare Program

Since 1993, the CAP has been administered and funded as a bi-county rideshare program, IE Commuter, in partnership with the SBCTA, and implemented through consultant services. IE Commuter provides a suite of programs and services to Riverside and San Bernardino County residents and regional employers to encourage a shift away from SOV commuting:

- Program Outreach – Engages employer partners to establish rideshare programs at worksites and provides turnkey commuter incentives and marketing campaigns. Outreach includes online advertising, social media, events, and commuter engagement campaigns.
- Employer Services – Support employers of all sizes and across all industries with ridematching services, marketing campaigns, promotions, and commuter incentives. Large employers (250 or more employees) requiring compliance with South Coast Air Quality Management District Rule 2202 receive specialized assistance, including Average Vehicle Rideshare (AVR) transportation surveys, calculations, marketing workshops, and on-site support.
- Ridematching Services - Provides account holders with personalized transportation options, including transit itineraries and carpool/vanpool matching.
- Information Services – Offers commuters and employers access to online tools, resources, and live customer support via the call center (866-RIDESHARE), email, and live chat services during business hours for ridematching support, transit assistance, or general rideshare inquiries.
- Rideshare Incentives – Encourages alternative commuting behaviors through:
 - \$5/Day Rideshare Incentive – Rewards commuters switching to alternative transportation to get to work for a three-month period with \$5/Day (up to \$125)
 - Monthly Rideshare & Telework Spotlight – Encourages continued participation by offering monthly prize opportunities for logging rideshare or telework activity.
- Guaranteed Ride Home – Provides reimbursable transportation for employees who rideshare but need an emergency ride home or must stay for unexpected overtime. Reimbursements cover Transportation Network Company (TNC) services (e.g., Uber/Lyft), transit, or taxi rides (maximum two per year).

IE Commuter FY24 Impact (Employer Partners)



VanClub: A Vanpool Subsidy Program

VanClub enhances accessibility and affordability by subsidizing leased vanpools traveling to worksites in Riverside County, up to \$600 per month. Additionally, as a member of Caltrans, RCTC supports vanpool transportation for farm/agriculture workers throughout the county with safe, affordable transportation options that meet all state and federal requirements for farm labor transportation. In Fiscal Year 2024, VanClub subsidized nearly 40 vanpools reduced 62K+ vehicle trips, 2.3 million vehicle miles traveled, and 897 tons of emissions.

Park & Rides: Multi-Modal Facilities

Park & Ride (P&R) lots provide parking spaces for commuters to park and meet their carpool or vanpools as well as for commuters making transit connections. RCTC leases excess parking spaces from retail centers, churches, and others to help expand Park & Ride capacity in Riverside County. The lease, a three-party agreement between the property owner, Caltrans, and RCTC, allows flexibility in meeting the dynamic needs of commuters.

Future CAP Initiatives

Since the pandemic, CAP has adapted to the evolving transportation landscape by introducing new programs, incentives and expanding regional collaboration. To support the growing demand for remote work solutions, CAP introduced Telework Employer Assistance (TEA), offering resources and support for businesses with employees working from home. Additionally, the \$5/Day Rideshare Incentive was introduced to stimulate a shift from SOV use to alternative modes of transportation. Recognizing the need for greater regional connectivity, CAP integrated its rideshare platform – serving Riverside and San Bernardino counties - with Los Angeles, Orange, and Ventura counties, significantly enhancing ridematching capabilities and making it easier for intercounty commuters to find viable transportation options. To further improve affordability, CAP also increased the VanClub vanpool subsidy, making shared transportation options cheaper for participants.

Looking ahead, CAP will continue enhancing its suite of programs and services with the following key initiatives:

- **Expanding Regional Footprint** – In 2023, the CAP transitioned from an Inland Empire-based rideshare database to a centralized, regional database platform, merging commuter and employer data across Southern California. This enhancement significantly improved ridematching potential for those with longer and more impactful commutes. The CAP will continue to partner with regional stakeholders in an effort to connect databases with additional neighboring counties, including San Diego and Imperial County, to further enhance commuter support.
- **Free Rail Pass Program** – Launched in 2025, this LCTOP funded program provides free Metrolink passes to Riverside and San Bernardino County residents, encouraging them to “Experience Metrolink” and explore transit as a viable option. Unlike traditional CAP programs primarily focused on work commutes, this initiative will target a broader audience, including leisure travelers and students, helping shift more trips towards public transit.
- **Transit Training Program** – CAP will pilot a Transit Training Program to assist new or inexperienced public transit users by pairing them with seasoned commuters at a worksite (i.e., coworkers or employees at nearby worksites) or consultant led ride-a-longs for discretionary trips for leisure or recreation. If the program proves to be an efficient and sustainable strategy for increasing transit adoption, it will transition to a permanent offering to further enhance public transit accessibility and ridership.
- **Next Generation CAP** – CAP will explore options to assess the evolving TDM landscape and develop a Strategic TDM Plan to guide the next generation commuter and traveler programs and inform the next procurement for CAP administration and outreach consultant services.

Through IE Commuter, VanClub, and Park & Ride facilities, the program has demonstrated significant success in decreasing vehicle trips, emissions, and miles traveled, benefiting both commuters and employers. With the introduction of new initiatives such as the Free Rail Pass Program and Transit Training Program, the Commission is proactively shaping the future of regional mobility. By embracing innovation, expanding engagement, and strengthening intercounty collaboration, CAP will continue to provide effective, sustainable, and accessible transportation solutions, ensuring a higher quality of life for all residents while supporting the region’s long-term environmental and economic goals.

DEPARTMENT GOALS

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

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

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

ID	Commuter Assistance Performance Measures and Results	FY 23/24 Estimated	FY 23/24 Actual	FY 24/25 Estimated	FY 25/26 Projected
CA1	Incentive participation:				
CA1	• Rideshare Incentive	1,500	1,028	1,300	1,450
CA1	• Rideshare/Telework Spotlight	4,200	2,554	3,450	3,600
CA1	Rideshare Week Pledges	1,400	1,452	1,500	1,580
CA1	Number of one-way single occupant vehicle trips reduced from incentive participation and subsidized VanClub vanpools	447,000	324,069	291,000	323,100
CA2	Number of employer partners	310	310	320	340
CA2	Park & ride spaces	3,302	2,937	2,821	2,821
CA2	VanClub Vanpools	35	37	51	64
CA2	VanClub participants cumulative reduction of VMT	2,300,000	2,373,051	4,062,600	5,078,200
CA3	Number of Employee Transportation Surveys	91,700	87,420	116,000	122,000
CA3	RideGuides produced	5,600	5,333	5,800	5,900

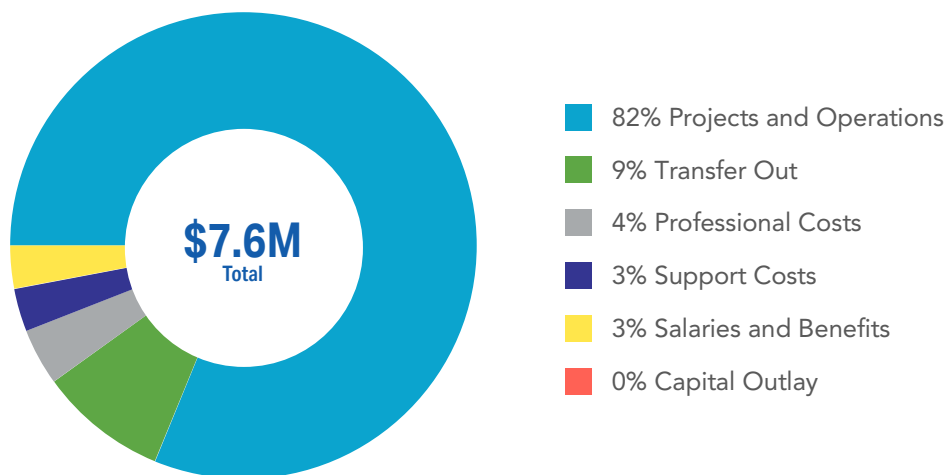


MOTORIST ASSISTANCE

MISSION STATEMENT:

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

CHART 39 – MOTORIST ASSISTANCE



EXPENDITURES

Motorist Assistance expenditures and uses are budgeted at \$7,648,500, a increase of 15% compared to the prior year budget (Table 52). Salaries and benefits reflect a decrease of 2% due to net FTE allocations, offset by a 4% pool for performance merit-based salary increases. Professional costs of 305,000, reflects an increase of \$37,000 or 14% due to transition to a regional 511 platform. Support costs of \$196,700 reflects a decrease of 8% due to regional marketing campaign efforts in the previous year.

Program operations include \$5,009,000 in towing contract costs for the FSP program. Projects and operations costs increased 19% due to anticipated increases in FSP rates. Capital outlay remained unchanged from the previous year and include replacement of FSP truck radios and tablets. Transfers out represent a \$325,000 for the Coachella Valley TDM and a \$347,600 allocation for administrative costs.

TABLE 52 – MOTORIST ASSISTANCE USES DETAIL

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 105,700	\$ 196,100	\$ 122,600	\$ 191,900	\$ (4,200)	-2%
Professional Costs						
Legal Services	4,400	31,000	4,200	26,000	(5,000)	-16%
Professional Services - General	160,600	237,000	168,300	279,000	42,000	18%
Total Professional Costs	165,000	268,000	172,500	305,000	37,000	14%
Support Costs	107,100	213,500	106,100	196,700	(16,800)	-8%
Projects and Operations						
Program Operations	4,329,100	5,291,500	4,547,200	6,272,300	980,800	19%
Capital Outlay	400	10,000	6,500	10,000	–	0%
Transfers Out	235,100	676,400	330,900	672,600	(3,800)	-1%
TOTAL Motorist Assistance	\$ 4,942,400	\$ 6,655,500	\$ 5,285,800	\$ 7,648,500	\$ 993,000	15%

MOTORIST ASSISTANCE STAFFING SUMMARY

Position	FY 23/24 Actual	FY 24/25 Projected	FY 25/26 Budget
Administrative Assistant	0.00	0.01	0.01
Commuter and Motorist Assistance Manager	0.08	0.20	0.10
Deputy Director of Administrative Services	0.00	0.00	0.01
Management Analyst	0.00	0.75	0.00
Procurement Analyst	0.00	0.11	0.07
Procurement Manager	0.00	0.04	0.03
Public Affairs Manager	0.00	0.02	0.01
Senior Administrative Assistant	0.02	0.04	0.02
Senior Management Analyst	0.70	0.04	0.68
Senior Procurement Analyst	0.00	0.02	0.03
FTE	0.80	1.23	0.96

DEPARTMENT OVERVIEW

As the regional SAFE, the Commission is responsible for providing a motorist aid system designed to reduce congestion, improve mobility, and enhance safety. This system consists of two primary programs: FSP and 511 Traveler Information Services.

Freeway Service Patrol (FSP)

The FSP operates a fleet of tow trucks that continuously patrol approximately 130 centerline miles of the county's most congested highways during peak periods. These trucks proactively seek out and assist stranded motorists by providing services such as jump starts, tire changes, towing, or a gallon of gas—at no cost to the motorist. By swiftly clearing disabled vehicles and highway debris, FSP helps reduce secondary accidents and maintain traffic flow.

FSP services are also extended through special agreements to construction zones, where funding is provided by Caltrans or Commission-funded constructions projects. Additionally, FSP assistance is deployed during major events, such as Coachella and Stagecoach, to mitigate congestion and improve mobility.

511 Traveler Information Services (SoCal 511)

SoCal 511 provides motorists traveling through Riverside County with real-time traffic speeds, transit, and commuter service information across multiple platforms. Users can access 511 services for free and in multiple languages by visiting SoCal511.com, calling 511 (English and Spanish) or through the SoCal 511 mobile app. The Commission partners with Metro, OCTA, SBCTA, and VCTC to offer this cost-effective, region-wide service that enhances travel information accessibility.

Beyond these core programs, Motorist Assistance allocates a small portion of SAFE funding to expand access to CAP services and incentives for residents and employers in eastern Riverside County. This initiative enhances mobility and provides additional congestion reduction and air quality improvements by promoting TDM strategies in the Coachella Valley.

Looking ahead, the Motorist Assistance Program plans to conduct a Motorist Aid Strategic Study in Fiscal Year 2025/26 to explore new technologies and innovative service delivery options and potentially pilot new programs or technology to more efficiently deliver additional services to motorists in need of assistance.

DEPARTMENT GOALS

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

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

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

MA4 – Improve motorist safety on the highway system by conducting a motorist aid study that defines the most effective solutions and potentially piloting programs to replace the call box system. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

ID	Motorist Assistance Performance Measures and Results	FY 23/24 Estimated	FY 23/24 Actual	FY 24/25 Estimated	FY 25/26 Projected
MA1 MA2	Number of 511 phone calls	70,000	55,184	60,000	56,000
MA1 MA2	Number of 511 web visits	300,000	446,983	450,000	550,000
MA1 MA3	Number of FSP assists	60,000	58,801	57,000	60,000
MA1 MA4	Number of call boxes*	158	158	158	—
MA1 MA4	Number of call box calls*	900	346	750	—

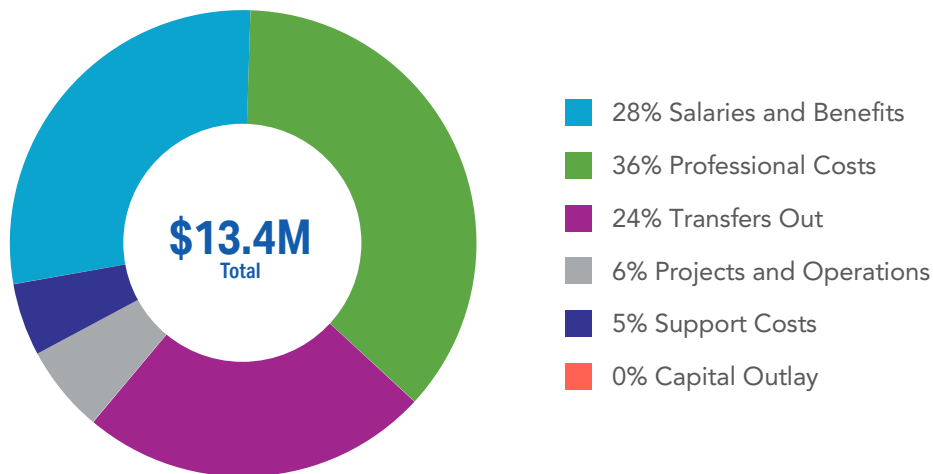
*The Riverside County Call Box System was decommissioned as of June 30, 2025

REGIONAL CONSERVATION

MISSION STATEMENT:

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

CHART 40 – REGIONAL CONSERVATION



EXPENDITURES

The Regional Conservation Department has a total budget of \$13,441,500 (Table 53). The Implementation and Management Services Agreement between the Commission and the RCA became effective on January 1, 2021. RCA will reimburse the Commission 100% of the costs incurred to manage the RCA. The 4% decrease in salaries and benefits reflects the net change in FTE allocations, offset by a 4% pool for performance merit-based salary increases. Professional costs of \$4,877,300 reflects a decrease of \$174,100 or 3% due to monitoring and management contracts. Professional services include general legal, legislative advocacy, public outreach, monitoring and management contracts, various other contracts, and website updates. Support costs of \$712,000 reflects an increase of 14% primarily due to an increase in insurance costs. Support costs include advertising, various membership dues, seminars and conferences, office equipment and furniture, office maintenance, and insurance. Program operations of \$98,400 includes program management oversight by Bechtel. Right of way costs of \$760,000 relate to professional services costs for RCA habitat acquisition. Capital outlay of \$5,000 includes office equipment and furniture. Transfers out of \$3,163,500 relate to the administration cost allocation.

TABLE 53 – REGIONAL CONSERVATION EXPENDITURE DETAIL

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 3,152,200	\$ 3,994,100	\$ 2,988,800	\$ 3,825,300	\$ (168,800)	-4%
Professional Costs						
Commissioner Per Diem	15,700	30,000	20,000	30,000	–	—%
Legal Services	459,200	750,000	416,700	750,000	–	—%
Audit Services	109,900	107,500	105,200	109,000	1,500	1%
Professional Services - General	2,727,700	4,163,900	3,421,300	3,988,300	(175,600)	-4%
Total Professional Costs	3,312,500	5,051,400	3,963,200	4,877,300	(174,100)	-3%
Support Costs	393,300	624,300	553,400	712,000	87,700	14%
Projects and Operations						
Program Operations	53,800	157,900	87,800	98,400	(59,500)	-38%
Right of Way	786,200	1,200,000	900,000	760,000	(440,000)	-37%
Total Projects and Operations	840,000	1,357,900	987,800	858,400	(499,500)	-37%
Capital Outlay	–	5,000	–	5,000	–	—%
Transfers Out	1,165,200	3,181,000	2,414,100	3,163,500	(17,500)	-1%
TOTAL Regional Conservation	\$ 8,863,200	\$ 14,213,700	\$ 10,907,300	\$ 13,441,500	\$ (772,200)	-5%

REGIONAL CONSERVATION STAFFING SUMMARY

Position	FY 23/24 Actual	FY 24/25 Projected	FY 25/26 Budget
Accountant	1.00	1.00	0.98
Accounting Supervisor	1.00	1.04	0.94
Accounting Technician	1.00	1.00	0.99
Administrative Assistant	0.04	0.16	0.04
Administrative Services Director- Clerk of the Board	0.12	0.16	0.10
Administrative Supervisor/Executive Assistant	0.00	0.00	0.02
Chief Financial Officer	0.14	0.15	0.07
Community Engagement Manager	0.15	0.25	0.25
Deputy Clerk of the Board	0.91	0.91	0.90
Deputy Director of Administrative Services	0.25	0.30	0.01
Deputy Executive Director	0.07	0.08	0.07
Executive Director	0.07	0.12	0.11
External Affairs Director	0.00	0.10	0.10
Financial Administration Manager	0.93	0.92	0.82
Financial Budget Manager	0.00	0.00	0.01
Legislative Affairs Manager	0.20	0.25	0.25
Management Analyst	0.97	0.98	1.00
Procurement Analyst	0.04	0.04	0.15
Procurement Manager	0.02	0.04	0.04
Project Delivery Director	0.03	0.07	0.04
Public Affairs Manager	0.09	0.15	0.23
Records Technician	0.00	0.00	0.00
Regional Conservation Deputy Director	1.00	1.00	1.00
Regional Conservation Director	1.00	1.00	1.00
Reserve Management and Monitoring Manager	1.00	1.00	1.00
Right of Way Manager	0.45	0.50	0.45
Senior Administrative Assistant	0.11	0.08	0.08
Senior Management Analyst	6.15	6.12	6.01
Senior Office Assistant	0.13	0.14	0.01
Senior Procurement Analyst	0.00	0.04	0.04
FTE	16.87	17.6	16.71

DEPARTMENT OVERVIEW

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

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

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

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

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

The Regional Conservation Department has four key priorities for FY 2025/26:

- Continue Phase III of the Managing Agency Transition Plan;
- Continue organizational excellence related to integrity, consistency, and sustainability in implementation of the MSHCP; and
- Improve partnerships, communication, and engagement with Member Agencies, state and federal agencies, tribes, and other key stakeholders.

DEPARTMENT OVERVIEW

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

RC2 – Facilitate and support Member Agency implementation of the MSHCP to improve efficient, effective, and sustainable implementation. *(Policy Goals: Quality of Life, Responsible Partner)*

RC3 – Build upon relationships with state and federal agencies to maximize funding opportunities to achieve the state and federal commitment to contribute 50,000 acres to the MSHCP reserve. *(Policy Goals: Operational Excellence, Connecting the Economy, Responsible Partner)*

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

Regional Conservation Performance Measures and Results	FY 23/24 Estimated	FY 23/24 Actual	FY 24/25 Estimated	FY 25/26 Projected
Acres purchased	1,500	2,875	1,100	500
Acres donated	200	222	200	300
Joint project reviews completed	20	29	30	25



SECTION 3.3

CAPITAL PROJECTS



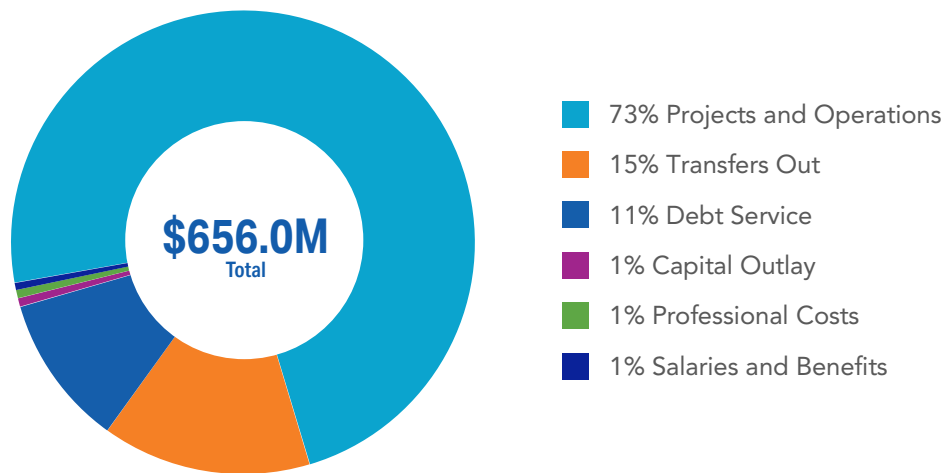
91 Eastbound Corridor Operations Project

CAPITAL PROJECT DEVELOPMENT AND DELIVERY

MISSION STATEMENT:

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

CHART 41 – CAPITAL PROJECT DEVELOPMENT AND DELIVERY



EXPENDITURES

The budgeted expenditures and transfers out total \$656,038,400 to cover all of the Commission's major capital projects (Table 54). Salaries and benefits expenditures represent less than 1% of the budgeted uses and reflects a decrease of \$478,800 or 13% from the prior year. The decrease is due to a change in the net change in FTE allocations, offset by a 4% pool for performance merit-based salary increases. Professional costs of \$3,888,200 primarily relate to general legal costs, specialized legal, advisory services, public communications, and property management services. Support costs of \$1,344,100 consist primarily of services needed to maintain the Commission's real properties in a condition that complies with all local codes and regulations governing property maintenance. The 30% increase includes a subscription software addition providing comprehensive traffic and population movement data.

General project costs of \$8,517,700 comprise program management provided by Bechtel and permits for highway and rail capital projects.

Significant projects included in engineering expenditures of \$30,670,500 relate to the Perris Mead Valley Station; MCP projects; SR-79 realignment projects; Perris Valley Line double track in Moreno Valley to Perris projects; various commuter rail improvement and rehabilitation; and various Western County Measure A highway and TUMF regional arterial projects.

Construction expenditures of \$237,993,400 primarily relate to the MCP projects; 71/91 Interchange project; Smart Freeways project; Perris Valley Line station layover facility; Riverside Downtown station grade crossing; various Western County Measure A and TUMF regional arterial projects; and rail improvement and rehabilitation projects.

Design-build costs of \$280,100 pertain primarily to the I-15 Express Lanes – Northern Extension project.

Right of way expenditures of \$60,065,000 on significant projects include the MCP projects; SR-79 realignment project; SR-60/Potrero Boulevard interchange phase II project; various Western County TUMF regional arterial projects; and station improvement projects.

Local turn-back payments to jurisdictions and the County for local streets and roads repair, maintenance, and construction amount to \$78,891,900. Disbursements of \$60,000,000 to CVAG for the 2009 Measure A Coachella Valley highway and regional arterial program comprise all of the regional arterial expenditures. The Planning and Programming Department monitors the eligibility for local streets and roads funding and reviews reimbursement claims for Coachella Valley highway and regional arterial program expenditures.

Special studies in FY 2025/26 of \$2,353,700 includes the Next Generation Toll Feasibility Study and I-15 Express Lanes ingress/egress analysis. Operating and capital disbursements is \$0 in FY 2025/26. The prior year operating and capital disbursement amounts were related to Metrolink working capital .

Interest payments on outstanding sales tax revenue bonds (2010B Bonds, 2013 Sales Tax Bonds, 2016 Refunding Bonds, 2017A Bonds, 2017B Refunding Bonds, and 2018 Refunding Bonds) are \$33,370,200. The Commission will make principal payments of \$35,815,000 for the outstanding sales tax revenue bonds.

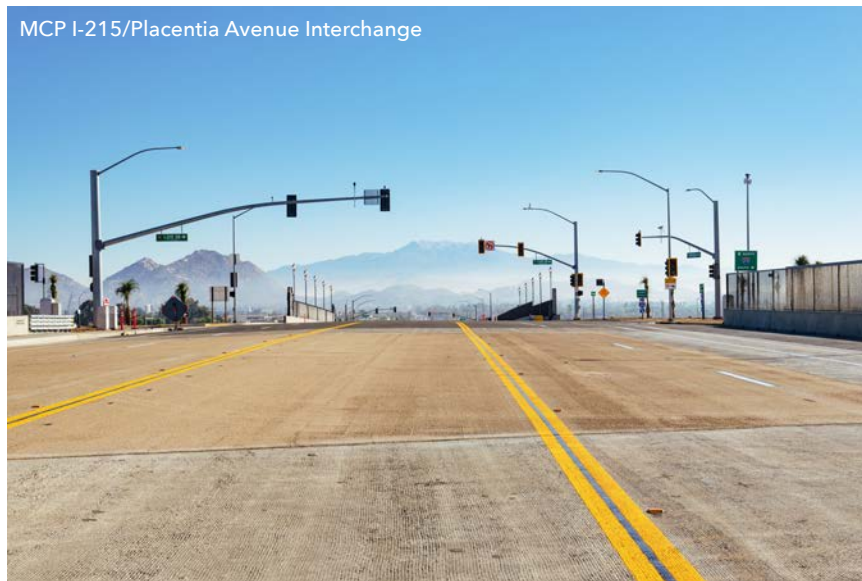
Significant transfers out consist of the following:

- \$69,185,200 from 2009 Measure A Western County highway fund to the Debt Service fund for sales tax revenue bonds debt service;
- \$8,216,200 from the 2009 Measure A Western County new corridor fund to the 2009 Measure A Western County highway fund for its share of the MSHCP debt service contribution;
- \$3,521,200 from the TUMF CETAP fund to the 2009 Measure A Western County highway fund for its share of the MSHCP debt service contribution;
- \$7,508,500 from Measure A and TUMF funds for the allocation of administrative costs to the General fund;
- \$4,000,000 from the TUMF CETAP fund to the 2009 Measure A Western County new corridor fund for the MCP projects;
- \$75,000 from the 2009 Measure A Western County highway fund to the TUMF Regional Arterials fund for the SR-79 realignment project; and
- \$2,812,100 from the Debt Service fund to the 2009 Measure A Western County highway and Coachella Valley highway funds for BABs subsidy reimbursements.
- \$224,500 from the 2009 Measure A Western County economic development fund to the RCTC 91 Express Lanes for the 91 Improvements east of I-15 project.

TABLE 54 – CAPITAL PROJECT DEVELOPMENT AND DELIVERY USES DETAIL

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 2,830,000	\$ 3,809,700	\$ 3,021,600	\$ 3,330,900	\$ (478,800)	-13%
Professional Costs						
Legal Services	1,214,600	3,958,000	3,078,900	1,554,000	(2,404,000)	-61%
Audit Services	47,700	69,000	140,800	70,000	1,000	1%
Financial Advisory	85,700	167,700	175,400	72,600	(95,100)	-57%
Professional Services - General	1,728,700	2,094,100	1,436,400	2,191,600	97,500	5%
Total Professional Costs	3,076,700	6,288,800	4,831,500	3,888,200	(2,400,600)	-38%
Support Costs	639,300	1,032,200	864,500	1,344,100	311,900	30%
Projects and Operations						
Program Operations	11,192,200	18,453,800	21,367,900	8,517,700	(9,936,100)	-54%
Engineering	15,581,700	33,804,700	25,369,300	30,670,500	(3,134,200)	-9%
Construction	107,782,500	214,986,900	115,355,700	237,993,400	23,006,500	11%
Design Build	22,338,800	19,143,000	4,134,400	280,100	(18,862,900)	-99%
Right of Way and Land	22,167,800	75,998,000	20,533,300	60,065,000	(15,933,000)	-21%
Local Streets and Roads	85,026,800	79,969,200	80,117,000	78,891,900	(1,077,300)	-1%
Regional Arterials	61,603,700	30,000,000	30,000,000	60,000,000	30,000,000	100%
Special Studies	–	500,000	247,000	2,353,700	1,853,700	371%
Operating and Capital Disbursements	–	5,000,000	–	–	(5,000,000)	-100%
Total Projects and Operations	325,693,500	477,855,600	297,124,600	478,772,300	916,700	0%
Capital Outlay	5,456,100	9,107,000	8,311,100	3,975,000	(5,132,000)	-56%
Debt Service	69,215,000	69,158,300	69,158,300	69,185,200	26,900	0%
Transfers Out	109,932,300	138,835,900	125,265,300	95,542,700	(43,293,200)	-31%
TOTAL Capital Project Development and Delivery	\$ 516,842,900	\$ 706,087,500	\$ 508,576,900	\$ 656,038,400	\$ (50,049,100)	-7%

MCP I-215/Placentia Avenue Interchange



CAPITAL PROJECT DEVELOPMENT AND DELIVERY STAFFING SUMMARY

Position	FY 23/24 Actual	FY 24/25 Projected	FY 25/26 Budget
Administrative Assistant	0.00	0.01	0.00
Capital Project Manager	2.36	2.37	1.69
Chief Financial Officer	0.04	0.20	0.12
Deputy Director of Administrative Services	0.01	0.00	0.32
Deputy Executive Director	0.03	0.06	0.04
Executive Director	0.04	0.08	0.06
External Affairs Director	0.00	0.10	0.07
Facilities Administrator	0.10	0.17	0.10
Legislative Affairs Manager	0.00	0.02	0.01
Management Analyst	0.05	0.00	0.00
Planning and Programming Director	0.00	0.00	0.07
Planning and Programming Manager	0.00	0.00	0.09
Procurement Analyst	0.05	0.16	0.21
Procurement Manager	0.14	0.21	0.40
Project Delivery Director	0.58	0.48	0.43
Public Affairs Manager	0.34	0.29	0.25
Right of Way Manager	0.54	0.48	0.47
Senior Administrative Assistant	0.56	0.56	0.55
Senior Capital Project Manager	2.83	2.54	2.64
Senior Management Analyst	3.61	4.76	3.71
Senior Procurement Analyst	0.13	0.24	0.40
Toll Operations Director	0.06	0.10	0.05
Toll Project Delivery Director	0.72	0.76	0.34
Toll Systems Engineer	0.09	0.00	0.02
Toll Technology Manager	0.11	0.07	0.05
FTE	12.39	13.66	12.09

DEPARTMENT OVERVIEW

The primary responsibility of Capital Projects is the development and delivery of major highway, express lanes and rail capital projects where the Commission is identified as the lead agency. The delivery of a capital project can include tasks such as feasibility studies, preliminary engineering, environmental clearance, final design, right of way acquisition, utility relocation, construction, construction management, and design-build in addition to the management of various types of agreements. Capital Projects also develops and delivers a limited number of highway, regional arterial, and regional trail projects on behalf of local jurisdictions; these efforts are funded by the local jurisdictions through funding agreements with the Commission. Approximately 47% of the Commission's FY 2025/26 budgeted expenditures originates in this department managed by the Toll Project Delivery and Project Delivery Directors responsible for the capital program.

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

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

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

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

Given the support required to oversee and participate in the project development work, costs for Commission staff and related support are included in this department budget. The projects identified in the FY 2025/26 budget funded by Measure A, TUMF, state, or federal funds as well as existing and future toll revenues require the continued support of the Bechtel project management team which includes program managers, project engineers, construction engineers, inspectors, contracts administration, and support staff.

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

RIGHT OF WAY ACQUISITION, UTILITY COORDINATION, AND SUPPORT SERVICES

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

PROPERTY MANAGEMENT

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

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

Since 1990, the Commission has acquired property assets in the course of rail and highway project implementation. The Commission acquires and transfers to Caltrans most of these parcels upon project completion. Upon project completion,

all remaining portions of properties within every project are reassessed and deemed surplus, when it has been determined that the continued retention of the property no longer supports the Commission's policy goals and objectives.

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

LONG-TERM STRATEGIC PLANNING

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

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

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

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

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

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

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

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

Detailed descriptions of the capital projects, including local streets and roads funding, that are included in the FY 2025/26 budget follow the Department Goals.

DEPARTMENT GOALS

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

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

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

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

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

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

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

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

CAP9 – Identify innovative technologies that can be used to improve congestion while complying with State climate action plan. *(Policy Goal: Operational Excellence)*

CAP10 – Identify methods to implement the necessary highway projects while complying with the State climate action plan. *(Policy Goals: Quality of Life, Operational Excellence)*

CAPITAL PROJECTS SUMMARY

The following is a summary of the capital projects included in the FY 2025/26 budget with costs generally categorized by engineering, right of way, construction, and design-build phases in addition to other project-related costs such as salaries and benefits, Bechtel project management, and legal fees.



HIGHWAY AND REGIONAL ARTERIAL PROJECTS

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

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

FY 2025/26 Cost	\$128,000	Engineering
	\$753,000	Construction
	\$30,000	Right of way
	\$67,000	Other project-related costs

Funding Impact Costs funded with CMAQ, STIP/RIP, SHOPP, and 2009 Measure A highway funds. Caltrans is the lead agency for preliminary engineering and design. The Commission is the lead agency for right of way acquisition, construction, and mitigation.

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

SR-79 REALIGNMENT (P003003, P005127, P005146, P005147, P005148)

Complete post-environmental phase work for realignment from Gilman Springs Road to Domenigoni Parkway. The total estimated project cost is \$1.2 billion. A Corridor Analysis Study was performed in 2023, which identified options on how to reduce the project cost including conversion to a county expressway, RCTC assuming CEQA lead, and segmentation with logical termini. Design for the southerly Segment 3 from Simpson Road to Newport Road is estimated to begin February 2025. ROW acquisition for critical parcels within this segment are also in progress.

FY 2025/26 Cost	\$4,119,000	Engineering
	\$39,008,000	Right of way
	\$1,256,600	Other project-related costs

Funding Impact Costs funded using TUMF regional arterial, TUMF CETAP, and federal funds.

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

91 PROJECT (P003028)

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

FY 2025/26 Cost	\$2,020,000	Right of way
	\$10,000	Design-build
	\$174,800	Other project-related costs

Funding Impact Costs funded using 2009 Measure A highway, new corridor, and economic development funds including sales tax revenue bonds and commercial paper, toll revenue bonds, a federal TIFIA loan, STIP and State LPP funds, and 1989 Measure A contribution.

Operating Budget Impact Operation and maintenance of the tolled express lanes facilities are the responsibility of the Commission, while all other state highway operations are the responsibility of Caltrans. Annual operating and maintenance costs are paid from the collection of RCTC 91 Express Lanes toll revenues. Toll operating costs are included in Toll Operations Department budget.

71/91 INTERCHANGE PROJECT AND HABITAT MITIGATION & MONITORING (P003021 & P003061)

Continued construction of improvements to the new 71/91 upper level connector with an anticipated completion date in 2025. The total estimated project cost is \$128 million. The 71/91 Interchange habitat mitigation and monitoring project will be established for a minimum of five years to comply with required environmental conditions required by other resource agencies.

FY 2025/26 Cost	\$1,868,000	Engineering
	\$7,650,000	Construction
	\$150,000	Right of way
	\$227,100	Other project-related costs

Funding Impact Costs for right of way acquisition and utility relocation work primarily funded using Congressionally designated federal funding remaining from previous area projects; construction costs to be primarily funded with STIP-RIP and SB 1 TCEP funds. Other costs funded with 2009 Measure A highway funds and SB 1 LPP funds.

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

I-15 EXPRESS LANES PROJECT (P003027)

Project development activities began in April 2008, and lanes were opened to traffic in April 2021. The estimated total project cost is \$472 million, including financing costs. Habitat restoration within the Santa Ana River continues in FY 2025/26.

FY 2025/26 Cost	\$133,000	Engineering
	\$101,800	Other project-related costs

Funding Impact Project development costs funded using 2009 Measure A highway funds. Federal CMAQ and STBG funds were used to fund interagency support and a portion of design-build costs. A federal TIFIA loan secured by the Commission funded a portion of design-build and toll system costs. Additional funding includes Surface Transportation Block Grant and Highway Infrastructure Programs. Proceeds from sales tax revenues debt completed the project financing.

Operating Budget Impact Operation and maintenance of future tolled express lanes facilities are the responsibility of the Commission, while all other federal and state highway operations are the responsibility of Caltrans. Annual operating and maintenance costs are paid from the collection of 15 Express Lanes toll revenues.



I-15 EXPRESS LANES – NORTHERN EXTENSION (P003050)

In Spring 2020, the Commission approved work with SBCTA to help facilitate delivery of the Riverside County portion of the SBCTA I-15 Freight Corridor Project. The scope of the larger SBCTA project is to add express lanes in each direction from Foothill Boulevard in San Bernardino County to Cantu-Galleano Ranch Road in Riverside County. This project will connect seamlessly with the Riverside 15 Express Lanes. The project started construction in January 2024 and is expected to open to traffic in 2028. Currently, the Commission is working with SBCTA providing construction oversight of the express lanes in Riverside County and defining the responsibility and terms of operations for the new toll segment. Although this cross-county project is not identified in Measure A, the delivery of the project would add to and enhance the planned regional express lanes network. The Commission will need to continue staff and consultant effort in the coming years to provide oversight of the construction and manage implementation of the toll operations system of this new segment. In FY 2025/26, staff will work with SBCTA to continue development of the operations agreement and continue construction oversight reviews. The Commission will review and ensure all construction, and operational activities for the I-15 Express Lanes – Northern Extension segment do not harm the Riverside 15 Express Lanes operations.

FY 2025/26 Cost	\$270,100	Design-build
	\$279,300	Other project-related costs
Funding Impact	All project development costs for the Riverside 15 Express Lanes improvements, currently estimated at \$67.2 million, will be funded by SBCTA through SB-1 TCEP grant funds and federal CMAQ funds.	
Operating Budget Impact	Discussions with SBCTA are continuing regarding the responsibility of operation and maintenance of the future tolled express lanes segment. All other federal and state highway operations are the responsibility of Caltrans. Commission costs, if required, will be paid from the collection of toll revenues.	

I-15/FRANKLIN STREET INTERCHANGE (P005138)

The project proposes to design and build a new freeway connection interchange north of the existing Franklin Street overcrossing. The Project is Phase II of the overall I-15 improvement projects in the city of Lake Elsinore, with Phase I being the I-15 Railroad Canyon Road Interchange Project. The construction of Phase 1 for the city of Lake Elsinore was substantially completed in 2022. Design began in 2024 and is estimated to be completed 2028. The estimated total project cost is \$48 million.

FY 2025/26 Cost	\$2,548,000	Engineering
	\$137,800	Other project-related costs
Funding Impact	Costs funded using TUMF, SB 1 LPP, and STIP.	
Operating Budget Impact	N/A; federal highway operations are the responsibility of Caltrans.	

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

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

FY 2025/26 Cost	\$1,010,000	Engineering
	\$67,030,000	Construction
	\$8,156,000	Right of way
	\$1,107,700	Other project-related costs
Funding Impact	Costs for the construction packages funded with TUMF CETAP, 2009 Measure A new corridor, SB 1 LPP, SB1 SCCP, and STBG funds.	
Operating Budget Impact	The County of Riverside will be responsibility for highway operations on construction package 3.	

I-10/HIGHLAND SPRINGS INTERCHANGE (P005135)

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

FY 2025/26 Cost	\$600,000	Engineering
	\$35,000	Right of way
	\$145,000	Other project-related costs

Funding Impact Costs funded using TUMF regional arterial.

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

SMART FREEWAYS (P003051)

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

FY 2025/26 Cost	\$8,477,000	Construction
	\$923,800	Other project-related costs

Funding Impact Costs funded using federal CMAQ, congressional earmarks, Caltrans SHOPP funding, and Measure A new corridor funds.

Operating Budget Impact Operations costs during the pilot period of two years will be included in the construction contract costs.

I-10 TOLL COORDINATED ADAPTIVE RAMP METERING AND FEASIBILITY STUDY (P682330 & P682331)

The I-10 Express Lanes Feasibility Study examined the feasibility of implementing a tolled express lane system along I-10 from SR-60 in Beaumont through SR-111 in Palm Springs in Riverside County. The study examined the traffic operations, capital improvement engineering scope, environmental constraints, and high-level financial feasibility of adding express lanes to the mainline median. Several alternatives were examined including: 1) a single express lane in each direction; 2) two express lanes in each direction; 3) a moveable median barrier to allow for a reversible 2+1 express lanes in each direction, adjustable in response to peak directional traffic; and 4) two express lanes in each direction implemented by converting the general purpose #1 lane to an express lane and adding an additional median express lane. In FY 2024/25, the Commission approved moving forward with the I-10 Express Lanes project initiation document also known as a Project Study Report – Project Development Support (PSR-PDS). The I-10 Express Lanes PSR-PDS will be initiated in FY 2025/26.

The I-10 Coordinated Adaptive Ramp Metering (CARM) Feasibility Study examined the feasibility of implementing a Smart Road system along I-10 through the cities of Beaumont and Banning in Riverside County. CARM is an advanced traffic management system that controls mainline traffic flows through balancing entering traffic and on-ramp queues in response to real-time traffic conditions. The purpose of CARM is to control freeway access in a way that prevents mainline flow breakdown while also ensuring ramp queues are equitably distributed along the corridor. In FY 2024/25, the Commission approved moving forward with the I-10 Ramp Metering project initiation document combined with environmental studies also known as a Design Engineering Evaluation Report (DEER). The I-10 Ramp Metering DEER will be initiated in FY 2025/26.

FY 2025/26 Cost	\$3,000,000	Engineering
	\$513,600	Other project-related costs

Funding Impact Costs funded with 2009 Measure A economic development funds.

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

VARIOUS WESTERN COUNTY HIGHWAY PROJECTS (P003005, P003017, P003023, P003037, P003056, P003057, P005136, P223999, P613999, P615133, P622402, P623994, P623999, P683045 & P735000)

Provide funding and support to various Western County highway projects, including the I-15 smart corridor; SR-91 HOV lanes from Adams Street to the 60/91/215 interchange, the 60/215 East Junction HOV lane connectors; and Temecula I-15 Auxiliary Lane project.

FY 2025/26 Cost	\$155,000	Engineering
	\$4,883,700	Construction
	\$10,000	Right of way
	\$7,787,900	Other project-related costs

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

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

VARIOUS WESTERN COUNTY MEASURE A AND TUMF REGIONAL ARTERIAL PROJECTS (P005104, P005116, P005137, P005139, P005140, P005141, P005142, P005143, P005144, P005145, P005200, P005213, P005214, P005215, P005216, P005217, P005218, P005219, P005220, P005221, P005222, P005223, P005224, P005225 P663041, P663042, 665140, 665142 & P725000)

Provide Western County Measure A and TUMF funding and support through the Planning and Programming Department for the engineering, right of way, and construction activities related to various Western County Measure A and TUMF regional arterial projects approved by the Commission.

FY 2025/26 Cost	\$10,220,000	Engineering
	\$133,104,700	Construction
	\$10,179,000	Right of way
	\$904,000	Other project-related costs

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

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



RAIL PROJECTS

RIVERSIDE-DOWNTOWN STATION IMPROVEMENTS & GRADE CROSSING PROJECTS (P003838 & P004027)

Continue PS&E design for updating the existing at-grade crossing to address concerns raised by Public Utility Commission (PUC) and bring the crossings up to current Metrolink standards.

FY 2025/26 Cost	\$200,000	Engineering
	\$1,400,000	Construction
	\$134,800	Other project-related costs

Funding Impact Costs funded using FTA Section 5307 grant funds.

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

MEAD VALLEY STATION (P003839)

Commence PS&E design for a new commuter rail station located on Commission owned property which will include two passenger loading platforms, realigned station track, at-grade pedestrian crossing to the second platform, provide necessary signalization for the pedestrian crossing, parking lot, bus drop off loop, shade canopies, and ticket vending machines. The proposed passenger loading platform will be designed and constructed with all necessary platform amenities including lighting, canopies, benches, trash cans, signage and changeable message signs. The conceptual design and environmental clearance were completed as part of the Perris Valley line project. The total project cost is estimated at \$51 million.

FY 2025/26 Cost	\$4,403,000	Engineering
	\$129,000	Right of way
	\$319,700	Other project-related costs

Funding Impact Costs funded using 2009 Measure A Western County rail and State Transit Assistance funds.

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

SOUTH PERRIS STATION AND LAYOVER EXPANSION PROJECT (P003837)

Commence construction of the project to add an additional platform, second station track, fourth layover track, and a new signal system. The total project costs is estimated at \$40 million.

FY 2025/26 Cost	\$242,300	Engineering
	\$14,520,000	Construction
	\$324,800	Other project-related costs

Funding Impact Costs funded using FTA Section 5307, SB 125 TIRCP grant funds, and State Transit Assistance funds.

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

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

Continue engineering and design to rehabilitate and replace an existing second track for 6.7 miles and add a new signal system. Engineering is anticipated to be completed by late 2025. The total project cost is estimated at \$80 million.

FY 2025/26 Cost	\$2,044,200	Engineering
	\$175,000	Construction
	\$91,000	Right of way
	\$313,100	Other project-related costs

Funding Impact Costs funded using FTA Section 5307 grant and State Transit Assistance funds.

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

STATION REHABILITATION AND SECURITY (P004011)

Provide funding and support for station upgrades, improvements to reduce operating costs and security at the Riverside Downtown, Riverside – La Sierra, Corona – North Main, West Corona, Moreno Valley – March Field, and Perris - South stations. Improvements include solar panel installation, parking lot repaving and restriping, elevator modernization, high-definition camera replacement, fencing, ATP passenger access, passenger amenities, signage, station painting, and walkway improvements. This is an ongoing project.

FY 2025/26 Cost	\$3,275,000	Property improvements (capital outlay)
	\$30,500	Other project-related costs

Funding Impact Costs funded using FTA, Mobile Source Air Pollution Reduction Review Committee, LCTOP, SB 1, and 2009 Measure A Western County rail funds.

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

VARIOUS WESTERN COUNTY RAIL PROJECTS (P003840, P004026, P652402, P654199 & P654301)

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

FY 2025/26 Cost	\$257,000	Right of way
	\$5,374,400	Other project-related costs

Funding Impact Costs funded using 2009 Measure A Western County rail funds.

Operating Budget Impact N/A; these rail projects may be improvements beyond the rail station boundaries that benefit local jurisdictions that are responsible for operations in those areas.

LOCAL STREETS AND ROADS

WESTERN COUNTY AREA

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

FY 2025/26 Cost	\$	841,000	Banning
		885,000	Beaumont
		304,000	Calimesa
		265,000	Canyon Lake
		5,460,000	Corona
		3,370,000	Eastvale
		2,572,000	Hemet
		3,113,000	Jurupa Valley
		2,117,000	Lake Elsinore
		3,117,000	Menifee
		5,967,000	Moreno Valley
		3,329,000	Murrieta
		897,000	Norco
		2,701,000	Perris
		10,072,000	Riverside
		1,394,000	San Jacinto
		3,944,000	Temecula
		939,000	Wildomar
		8,782,000	Riverside County
		1,328,000	WRCOG (60% of Beaumont's share)
		61,397,000	Total Western County
		(127,600)	Less: Allocation of administrative costs
	\$	61,269,400	Total Western County, net

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

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



COACHELLA VALLEY AREA

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

FY 2025/26 Cost	\$	1,747,000	Cathedral City
		740,000	Coachella
		587,000	Desert Hot Springs
		315,000	Indian Wells
		2,481,000	Indio
		1,773,000	La Quinta
		3,129,000	Palm Desert
		2,776,000	Palm Springs
		1,067,000	Rancho Mirage
		2,334,000	Riverside County
		<u>16,949,000</u>	Total Coachella Valley
		(127,600)	Less: Allocation of administrative costs
	\$	<u>16,821,400</u>	Total Coachella Valley, net

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

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

PALO VERDE VALLEY AREA

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

FY 2025/26 Cost	\$	711,000	Blythe
		189,000	Riverside County
		<u>900,000</u>	Total Palo Verde Valley
		(98,900)	Less: Allocation of administrative costs
	\$	<u>801,100</u>	Total Palo Verde Valley, net

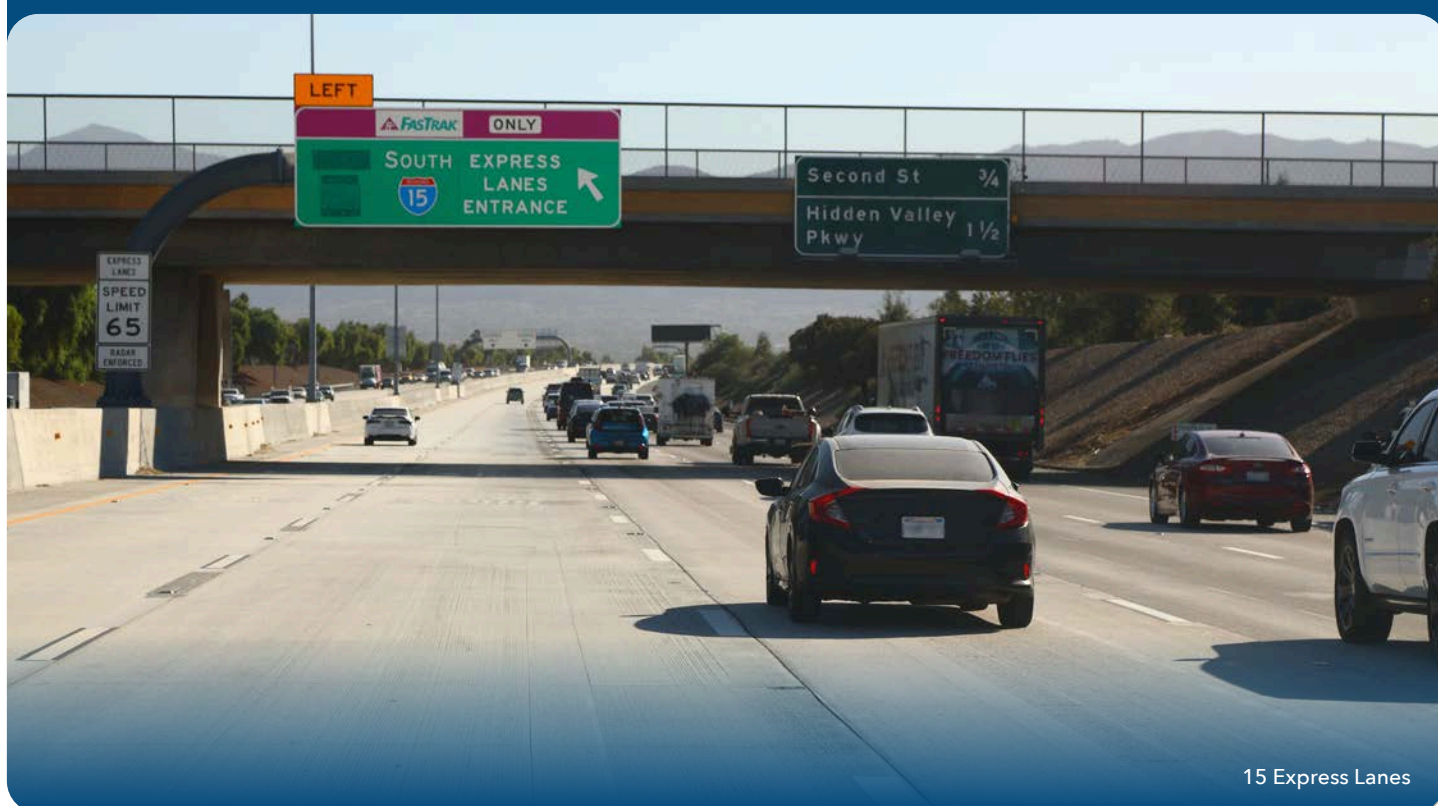
Funding Impact All costs distributed in accordance with 2009 Measure A local streets and roads funds.

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



SECTION 3.4

TOLL OPERATIONS

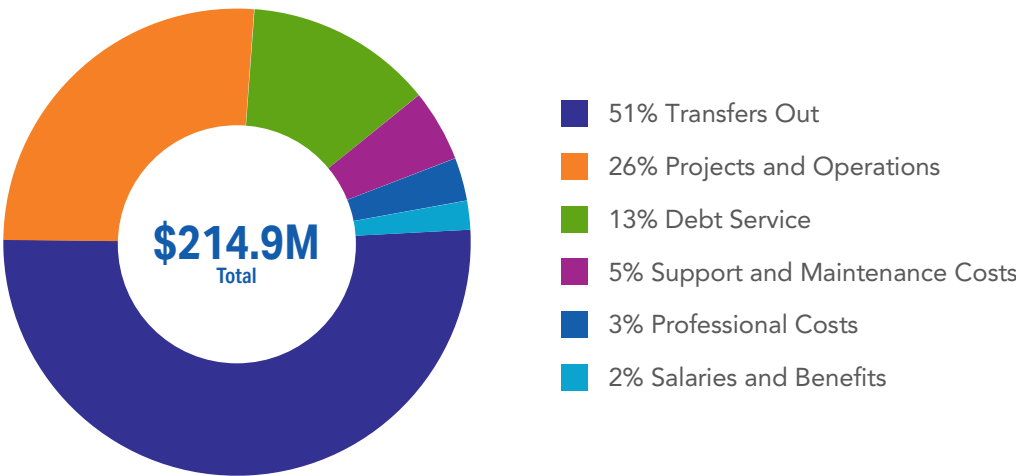


TOLL OPERATIONS

MISSION STATEMENT:

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

CHART 42 – TOLL OPERATIONS



EXPENDITURES

Toll operations expenses of \$214,950,600 represent the ninth year of operating expenses and debt service for the RCTC 91 Express Lanes and the fifth year of operating expenses and debt service for the 15 Express Lanes. (Table 55).

Approximately 37% of the expenses and other uses are comprised of operations, maintenance, and support costs, when excluding debt service and transfers out. Salaries and benefits reflect an increase of 50% due to a net change in FTE allocations and a 4% pool for performance merit-based salary increases. Professional costs of \$6,785,100 consist of toll services consultants, traffic and revenue consultants, financial advisors, general and specialized legal counsel, audit and financial services, and rating agency servicing fees. Support and maintenance costs of \$11,272,800 include road and systems maintenance, insurance, credit card processing fees, violations enforcement, transponder costs, marketing, lease, travel, and other support costs. Program operations costs of \$26,766,700 primarily includes the Commission’s share of the toll contractor cost to operate the 91 Express Lanes, toll services provider cost for the 15 Express, and FSP services. Engineering costs of \$10,841,200, construction costs of \$4,254,500, and design-build costs of \$12,439,000 are related to the 15 Express Lanes Project - Southern Extension, 15/91 Express Lanes Transit Connector, 91 ECOP, and the 91 Repair and Rehabilitation projects. Capital outlay of \$1,550,000 consists of office improvements.

Debt service of \$27,736,000 is related to principal and interest payments for the 2013 CABs and 2021 Toll Refunding Bonds on the RCTC 91 Express Lanes.

Transfers out relate to \$105,000,000 of toll operations surplus revenues to fund the scheduled repayment of Measure A sales tax funds for the TIFIA Loan pay off, surplus funding for capital projects and repair and rehabilitation, and \$3,613,500 for the administrative cost allocation.

TABLE 55 – TOLL OPERATIONS USES DETAIL

	FY 23/24 Actual	FY 24/25 Revised Budget	FY 24/25 Projected	FY 25/26 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 1,757,900	\$ 2,414,600	\$ 2,019,600	\$ 3,613,800	\$ 1,199,200	50%
Professional Costs						
Legal Services	60,000	550,000	163,600	1,199,000	649,000	118%
Audit Services	62,400	70,200	79,800	71,000	800	1%
Financial Advisory	79,300	167,000	195,600	420,000	253,000	151%
Professional Services - General	1,138,800	1,869,400	1,369,900	5,095,100	3,225,700	173%
Total Professional Costs	1,340,500	2,656,600	1,808,900	6,785,100	4,128,500	155%
Support and Maintenance Costs	8,000,100	10,164,300	8,403,800	11,272,800	1,108,500	11%
Projects and Operations						
Program Operations	16,026,300	19,521,600	15,424,800	26,766,700	7,245,100	37%
Engineering	–	1,000,000	325,600	10,841,200	9,841,200	984%
Construction	3,090,700	6,007,100	3,436,400	4,254,500	(1,752,600)	-29%
Right of way	–	–	–	270,000	270,000	N/A
Design Build	1,529,900	–	80,000	12,439,000	12,439,000	N/A
Special Studies	–	110,000	110,000	808,000	698,000	635%
Total Projects and Operations	20,646,900	26,638,700	19,376,800	55,379,400	28,740,700	108%
Capital Outlay	52,700	368,000	86,000	1,550,000	1,182,000	321%
Debt Service	22,201,000	203,528,500	203,515,100	27,736,000	(175,792,500)	-86%
Transfers Out	33,916,000	9,735,300	7,987,800	108,613,500	98,878,200	1016%
TOTAL Toll Operations	\$ 87,915,100	\$ 255,506,000	\$ 243,198,000	\$ 214,950,600	\$ (40,555,400)	-16%

TOLL OPERATIONS STAFFING SUMMARY

Position	FY 23/24 Actual	FY 24/25 Projected	FY 25/26 Budget
Accountant	1.00	1.00	1.00
Accounting Supervisor	0.27	0.00	0.00
Capital Project Manager	0.00	0.00	0.80
Chief Financial Officer	0.21	0.15	0.35
Deputy Director of Finance	0.02	0.02	0.02
Deputy Director of Administrative Services	0.00	0.00	0.32
Deputy Executive Director	0.00	0.11	0.15
Executive Director	0.04	0.04	0.10
External Affairs Director	0.00	0.00	0.03
Facilities Administrator	0.01	0.06	0.00
Legislative Affairs Manager	0.00	0.00	0.03
Planning and Programming Director	0.00	0.00	0.04
Planning and Programming Manager	0.00	0.00	0.07
Procurement Analyst	0.04	0.09	0.08
Procurement Manager	0.03	0.14	0.11
Public Affairs Manager	0.01	0.03	0.09
Right of Way Manager	0.00	0.00	0.05
Senior Administrative Assistant	0.01	0.01	0.00
Senior Capital Project Manager	0.17	0.20	1.00
Senior Financial Analyst	0.00	0.00	0.00
Senior Management Analyst	2.00	2.05	2.19
Senior Procurement Analyst	0.02	0.09	0.23
Toll Customer Service Manager	1.00	1.00	1.00
Toll Finance Manager	0.00	1.00	1.00
Toll Operations Director	0.94	0.90	0.95
Toll Project Delivery Director	0.12	0.20	0.66
Toll Systems Engineer	0.91	1.00	0.98
Toll Technology Manager	0.89	0.93	0.95
FTE	7.69	9.02	12.20

DEPARTMENT OVERVIEW

EXPRESS LANES PLANNING HISTORY

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

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

EXPRESS LANES OPERATIONS

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

The Toll Operations Department is responsible for complying with Commission adopted toll policies and recommending changes to those policies.

Monitoring and reporting on actual toll transactions and related toll revenues is a primary responsibility for Toll Operations. Staff compares actual transactions and revenue to investment grade study projections adopted by the Commission. In addition to monitoring toll revenues, Toll Operations monitors and analyzes operation and maintenance costs during the fiscal year.

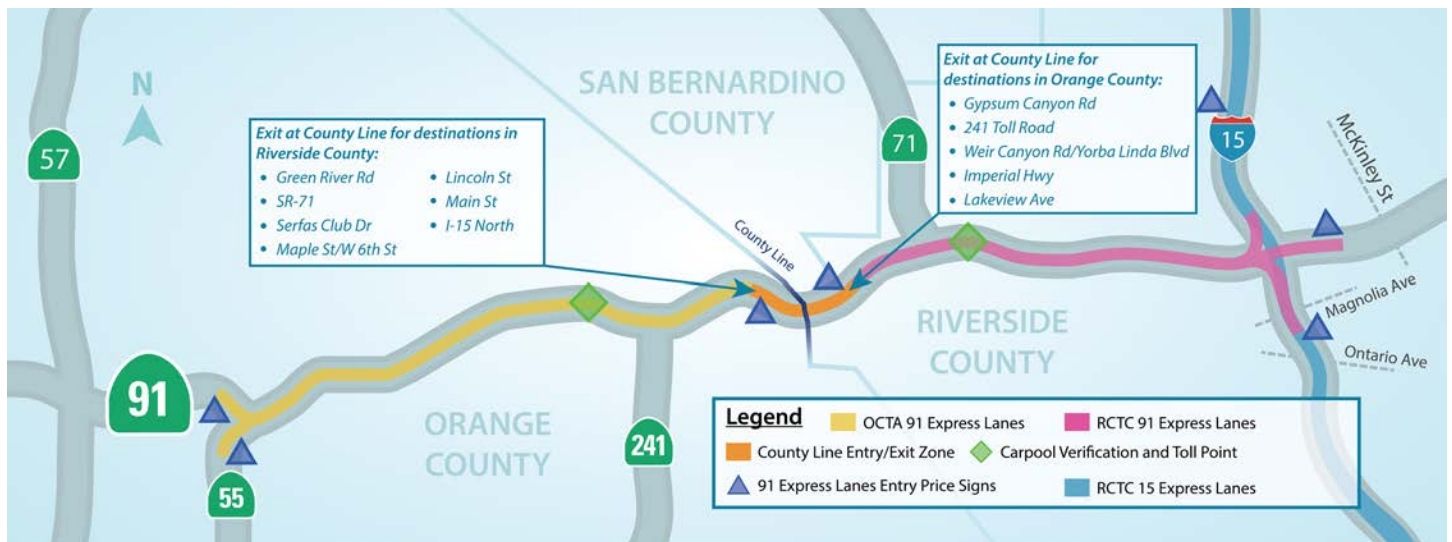
Toll Operations manages the operations and maintenance activities for the new Regional Operations Center and the Facilities and Maintenance Building in Corona, as the the Commission purchased these facilities for express lanes operations.

Toll Operations supports project development by providing comprehensive input to the tolling concept of operations, contractor procurements, agency agreements, public outreach, Regional Operations Center development, and toll policies and business rules.

RCTC 91 EXPRESS LANES

In March 2025, the Commission completed its eighth full year of operation of the RCTC 91 Express Lanes. The completed 91 Project connects the OCTA 91 Express Lanes with the RCTC 91 Express Lanes using a two-mile long mixing area, allowing vehicles to use either or both sections of the 91 Express Lanes (Chart 43). The RCTC 91 Express Lanes continue approximately eight miles to the I-15 interchange in Riverside County. Two-lane (one lane in each direction) direct tolled connectors provide the RCTC 91 Express Lanes with access/egress to I-15 south and north of the SR-91/I-15 interchange. The Commission has the authority to charge tolls on the RCTC 91 Express Lanes for 50 years through March 2067, based on a toll facility agreement between the Commission and Caltrans.

CHART 43 – RCTC 91 EXPRESS LANES



OCTA owns and operates the Orange County portion of the 91 Express Lanes. Under a cooperative agreement, the Commission and OCTA use the same operator for the back office and customer service center operations of the 91 Express Lanes. The Toll Operations Center and administrative offices are located in Anaheim and the Customer Service Center in Corona. The joint operation of the 91 Express Lanes provides for cost sharing and a seamless customer experience. Staff coordinates ongoing joint 91 Express Lanes marketing efforts with OCTA.

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



15 EXPRESS LANES

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

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

CHART 44 – 15 EXPRESS LANES



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

FUTURE EXPRESS LANES FACILITIES

The Commission is in project development for the I-15 Express Lanes – Southern Extension. The proposed project is to add two express lanes in each direction on the I-15 between SR-74 and Cajalco Road. The project proposes to extend express lanes south of the 15 Express Lanes. Public scoping of the project was completed in November 2019, circulation of the draft environmental document in November 2024 and an Environmental Impact Report/Environmental Assessment is the environmental document. The Final Environmental Document is expected to be completed in Fall, 2025. Project development activities began in September 2017 when the Board approved STIP funds for the next phase of project development. Preliminary engineering and environmental studies commenced in May 2019 with execution of a consultant contract. The Toll Project Delivery Department manages the project.

The Commission is jointly developing with OCTA, Caltrans, and the Transportation Corridor Agencies (TCA) the 241/91 Express Lanes Connector. This future facility will provide a direct connection to and from the median of the 91 Express Lanes to the SR-241 toll road. In 2019, the agencies approved a term sheet that set forth key areas of agreement for this facility. Currently, Commission staff is actively involved in the project as part of a multi-agency project development effort led by TCA with a focus on the future operations of the connector. This facility is expected to open in late 2028.

In December 2020, SBCTA received notification of significant SB 1 grant funding that will partially fund additional express lanes on the I-15 corridor from Cantu-Galleano Ranch Road in Riverside County to Foothill Boulevard in San Bernardino County. This project will result in approximately two additional miles of two express lanes in each direction in Riverside County from Cantu-Galleano Ranch Road to the county line with an additional five miles extending into San Bernardino County. This SBCTA-led project will effectively become a northern extension of the Commission's existing 15 Express Lanes. The project began construction in January 2025 and is expected to open in late 2028. The daily operations and maintenance of this northern extension are under discussion with SBCTA.

At its workshop in February 2025, the Commission directed staff to proceed with a Project Study Report - Project Development Support document for Express Lanes on I-10 from SR 60 to SR 111. At the same workshop, the Commission also directed staff to proceed with an update to the Next Generation Toll Feasibility Study to consider potential Express Lanes on SR 91, I-215, and SR 60 in Western Riverside County.

STATE AND REGIONAL TOLL EFFORTS

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

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

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

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

TOLL PROJECTS SUMMARY

The following is a summary of the toll projects included in the FY 2025/26 budget with costs generally categorized by engineering, right of way, construction, and design-build phases in addition to other project-related costs such as salaries and benefits, Bechtel project management, and legal fees.

RCTC 91 EXPRESS LANES ROADSIDE AND SYSTEM REPAIR AND REHABILITATION (P009103, P009104 & P009106)

The Commission will perform work related to the occupancy detection system and pavement slab replacement. In February 2025 the Commission approved a contract to prepare a Project Study Report - Project Development Support document for the replacement of the pavement in the 91 Express Lanes. This is the first phase in the project development process targeting completion by 2035 or when sufficient funding is available.

FY 2025/26 Cost	\$1,416,200	Engineering
	3,849,500	Construction
	440,000	Design-build
	3,213,300	Other project-related costs

Funding Impact Costs funded with RCTC 91 Express Lanes repair and rehabilitation funds.

Operating Budget Impact Daily operations and maintenance are the responsibility of the RCTC 91 Express Lanes.

RCTC 91 EXPRESS LANES EASTBOUND CORRIDOR OPERATIONS PROJECT (P913055)

Continue project development for an eastbound operational lane on SR-91 from SR-241 in Orange County to SR-71. This project was previously approved with the 91 Corridor Improvement Project Environmental Impact Report/Environmental Impact Study (EIR/EIS) as a future phase. Environmental revalidation is expected to be completed and the Plans, Specifications, and Estimate phase is expected to be initiated in FY 2025/26.

FY 2025/26 Cost	\$5,506,000	Engineering
	250,000	Right of way
	387,800	Other project-related costs

Funding Impact Costs funded with RCTC 91 Express Lanes surplus toll revenues.

Operating Budget Impact Daily operations and maintenance are the responsibility of the RCTC 91 Express Lanes.

15/91 EXPRESS TRANSIT CONNECTOR (P912332)

This project proposes to add direct access ramps from the 91 Express Lanes for transit and HOV access to the North Main Transit Center in Corona. The project is currently in the PSR-PDS phase which is the first phase in the project development process. Depending on funding availability and project approval, the project could be constructed by 2035.

FY 2025/26 Cost	\$2,269,000	Engineering
	889,500	Other project-related costs

Funding Impact Costs funded with RCTC 91 Express Lanes surplus toll revenues.

Operating Budget Impact Daily operations and maintenance are the responsibility of the RCTC 91 Express Lanes.

15/91 EXPRESS LANES CONNECTOR (P913039)

Project development activities began in May 2017, and lanes were opened to traffic in November 2023. The estimated total project cost is \$270 million. Plant establish work will continue in FY 2025/26.

FY 2025/26 Cost	\$5,000	Construction
	20,000	Right of way
	220,000	Design-build
	89,900	Other project-related costs
Funding Impact	Costs funded primarily by state SB 132 funds with RCTC 91 Express Lanes surplus toll revenues for the balance.	
Operating Budget Impact	Operation and maintenance of future tolled express lanes facilities are the responsibility of the Commission. Such costs will be paid from the collection of 15 Express Lanes toll revenues.	

15 EXPRESS LANES SOUTHERN EXTENSION (P153044)

The proposed project is to add two express lanes in each direction on the I-15 between SR-74 and Cajalco Road. The project proposes to extend express lanes south of the RCTC 15 Express Lanes. Project development activities began in September 2017 when the Board approved STIP funds for the next phase of project development. Public scoping of the project was completed in November 2019 and an EIR/EA is the expected environmental document. The draft environmental document was circulated for public review in October/November 2024. Environmental studies efforts are expected to be completed in FY 2025/26. The Commission is currently proceeding with a progressive design-build (PDB) delivery for the project. The Commission expects to procure the PDB contractor in FY 2025/26.

FY 2025/26 Cost	\$1,650,000	Engineering
	400,000	Construction
	11,779,000	Design-build
	3,160,800	Other project-related costs
Funding Impact	All project development costs funded by federal CMAQ, Measure A highway and 15 Express Lanes surplus funds. Federal CMAQ funds subsequently replaced STIP funds.	
Operating Budget Impact	Development of future tolled express lanes can be funded by federal and state sources, in addition to toll revenue surplus and Measure A highway funds. Operation and maintenance of future tolled express lanes facilities are the responsibility of the Commission, while all other federal and state highway operations are the responsibility of Caltrans. Commission costs will be paid from the collection of toll revenues.	

15 EXPRESS LANES SYSTEM REPAIR AND REHABILITATION (P001504)

The Commission has not planned repair and rehabilitation work, but has budgeted \$800k for unplanned toll system and facility needs.

FY 2025/26 Cost	\$800,000	Toll services
Funding Impact	Costs funded with RCTC 15 Express Lanes repair and rehabilitation funds.	
Operating Budget Impact	Daily operations and maintenance are the responsibility of the 15 Express Lanes.	

RCTC 91 EXPRESS LANES AND 15 EXPRESS LANES PROJECTED CASH FLOWS

The Commission pledged toll revenues as security for the toll-supported debt for the RCTC 91 Express Lanes and 15 Express Lanes. Information regarding toll debt is included in Section 2 – Fund Budgets - Enterprise Fund discussion.

For FY 2025/26, the Commission will deposit approximately \$20 million, to the extent available, to the RCTC 91 Express Lanes repair and rehabilitation fund. Toll Operations expenditures for both the 91 and 15 Express Lanes include \$9.7 million for major repair and rehabilitation expenses permitted under the master indenture.

The projected cash flows for the RCTC 91 Express Lanes and the 15 Express Lanes for the year ending June 30, 2026 are presented in Table 56. The cash balances at June 30, 2026 include surplus toll revenues.

TABLE 56 – RCTC 91 EXPRESS LANES AND 15 EXPRESS LANES PROJECTED CASH FLOWS FY 2025/26

	RCTC 91 Express Lanes	15 Express Lanes
Operating cash balance at July 1, 2025, as projected	\$ 70,500,800	\$ 56,324,000
Cash flows from operating activities:		
Sources of operating funds:		
Toll revenue	85,185,000	44,195,000
Non-toll revenue	9,566,000	8,911,700
Reimbursements	–	106,300
Interest on investments	3,899,500	715,400
Total sources of operating funds	98,650,500	53,928,400
Uses of operating funds:		
Salaries and benefits	(1,300,100)	(1,037,700)
Professional costs	(1,084,400)	(811,000)
Support and maintenance costs	(7,340,500)	(3,907,800)
Projects and operations	(16,902,200)	(7,005,500)
Capital outlay	(800,000)	(750,000)
Administrative allocation to General fund	(1,898,700)	(1,714,800)
Total uses of operating funds	(29,325,900)	(15,226,800)
Cash flows from sources (uses) of capital and related financing activities:		
Interest paid on 2013 Toll Bonds and 2021 Toll Refunding Bonds	(22,201,000)	–
Principal paid on 2013 Toll Bonds capital appreciation bonds	(4,875,000)	–
Interest paid on 15 TIFIA pay off interfund loan	–	(660,000)
Principal paid on 15 TIFIA pay off interfund loan	–	(31,000,000)
Repair and rehabilitation transfer	(20,000,000)	–
Net sources (uses) of capital and related financing activities	(47,076,000)	(31,660,000)
Surplus toll revenue transfer ¹	(50,000,000)	(4,000,000)
Operating cash balance at June 30, 2026, as projected	\$ 42,749,400	\$ 59,365,600
Repair and rehabilitation cash balance at July 1, 2025, as projected	\$ 34,967,700	\$ 22,283,900
Cash flows from sources (uses) of repair and rehabilitation:		
Repair and rehabilitation transfer	20,000,000	–
Repair and rehabilitation costs	(8,919,000)	(800,000)
Net sources (uses) of repair and rehabilitation	11,081,000	(800,000)
Repair and rehabilitation cash balance at June 30, 2026, as projected	\$ 46,048,700	\$ 21,483,900
Surplus cash balance at July 1, 2025, as projected	\$ 61,094,200	\$ –
Cash flows from sources (uses) of surplus funds:		
Surplus toll revenue transfer	50,000,000	4,000,000
15/91 Express Lanes Connector	(334,900)	–
91 Corridor Operations Project	–	–
91/241 Connector agreement development	(112,000)	–
91 Express Lanes eastbound Lane to McKinley Avenue	7,300,000	–
91 Eastbound Corridor Operations Project	(671,800)	–
91 Express Lanes Transit Connector	(2,920,000)	–
91 Improvements east of I-15	(224,400)	–
91 Feasibility	(750,000)	–
15 Express Lanes Southern Extension	–	(3,560,800)
Net sources (use) of surplus funds	52,286,900	439,200
Surplus cash balance at June 30, 2026, as projected	\$ 113,381,100	\$ 439,200

¹Surplus toll revenue transfer is based on prior fiscal year estimated excess toll revenue.

DEPARTMENT GOALS

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

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

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

ID	Toll Operations Performance Measures and Results	FY 23/24 Estimated	FY 23/24 Actual	FY 24/25 Estimated	FY 24/25 Estimated Actual	FY 25/26 Projected
TO1	Toll transactions					
	RCTC 91 Express Lanes	15,054,300	18,996,000	14,420,500	20,744,700	20,783,700
	15 Express Lanes	28,085,500	29,718,900	26,417,900	33,790,500	33,831,100
TO1	Toll revenues					
	RCTC 91 Express Lanes	\$ 76,475,700	\$ 82,877,006	\$ 73,256,000	\$ 90,189,900	\$ 85,185,000
	15 Express Lanes	\$ 32,860,000	\$ 34,784,867	\$ 30,909,000	\$ 44,141,900	\$ 44,195,000
TO1	Non-toll revenues, excluding investment income					
	RCTC 91 Express Lanes	\$ 7,181,800	\$ 9,043,171	\$ 7,438,000	\$ 9,558,400	\$ 9,566,000
	15 Express Lanes	\$ 8,377,400	\$ 8,333,382	\$ 7,770,000	\$ 8,886,500	\$ 8,911,700



SECTION 4

APPENDICES



Riverside-Downtown Metrolink Station

APPENDIX A — GLOSSARY OF ACRONYMS

AB	– Assembly Bill
ATP	– Active Transportation Program
BABs	– Build America Bonds
Bechtel	– Bechtel Infrastructure
BNSF	– BNSF Railway
Board	– Board of Commissioners for the Riverside County Transportation Commission
CAB	– Capital Appreciation Bonds
California	– State of California
CalPERS	– California Public Employees Retirement System
CalSTA	– California State Transportation Agency
Caltrans	– California Department of Transportation
CAP	– Commuter Assistance Program
Capital Projects	– Capital Projects Development and Delivery, a RCTC department
CARB	– California Air Resources Board
CARM	– Coordinated Adaptive Ramp Metering
CCTV	– Closed-Circuit Television
CDTFA	– California Department of Tax and Fee Administration
CEQA	– California Environmental Quality Act
CETAP	– Community Environmental Transportation Acceptability Process
CFAC	– California Freight Advisory Committee
CHSRA	– California High Speed Rail Authority
CIB	– Current Interest Bonds
CIP	– Capital Improvement Plan
CMA	– Congestion Management Agency
CMAQ	– Congestion Mitigation and Air Quality
CMP	– Congestion Management Program
COLA	– Cost of Living Adjustment
Commission	– Riverside County Transportation Commission
County	– County of Riverside
COVID-19	– An infectious disease caused by a newly discovered coronavirus that created a worldwide pandemic
CPI	– Consumer Price Index
CRP	– Carbon Reduction Program
CSTAC	– Citizens and Specialized Transit Advisory Committee
CTC	– California Transportation Commission
CTOC	– California Toll Operators Committee
CVAG	– Coachella Valley Association of Governments
DBE	– Disadvantaged Business Enterprise
DEER	– Design Engineering Evaluation Report
District	– Riverside County Regional Park and Open Space District
EIR/EIS	– Environmental Impact Report/Environmental Impact Study
ERP	– Enterprise Resource Planning
FHWA	– Federal Highway Administration

Fitch	– Fitch Ratings
FRA	– Federal Railroad Administration
FSP	– Freeway Service Patrol
FTA	– Federal Transit Administration
FTE	– Full-time Equivalent
FTIP	– Federal Transportation Improvement Program
FY	– Fiscal Year
Gann	– Gann Initiative approved by California voters in 1979
GASB	– Governmental Accounting Standards Board
GFOA	– Government Finance Officers Association
GHG	– Greenhouse Gas
HCP	– Habitat Conservation Plans
HIP	– Highway Infrastructure Program
HOV	– High Occupancy Vehicle (Carpool Lane)
HSIPR	– High Speed Intercity Passenger Rail
I	– Interstate
ICT	– Innovative Clean Transit
IE Commuter	– Inland Empire Commuter rideshare system
IE CMCP	– Inland Empire Comprehensive Multimodal Corridor Plan
Inland Empire	– Region covering Riverside and San Bernardino counties
LCTOP	– Low Carbon Transit Operations Programs
LDMF	– Local Development Mitigation Fee
LOSSAN	– Los Angeles-San Diego-San Luis Obispo, a rail corridor
LPP	– Local Partnership Program, an SB 1 funding category
LRTS	– Long Range Transportation Study
LTF	– Local Transportation Fund
MAAC	– Member Agency Advisory Committee
MARA	– 2009 Measure A Regional Arterial funding for Western County
MCP	– Mid County Parkway
Measure K	– Increase of sales tax revenue bonds debt limit to \$975 million approved by voters in November 2010
Metro	– Los Angeles Metropolitan Authority
Metrolink	– Operating Name for SCRRA (see SCRRA)
MOE	– Maintenance of Effort
Moody's	– Moody's Investors Service
MOU	– Memorandum of Understanding
MPO	– Metropolitan Planning Organization
MSHCP	– Multiple Species Habitat Conservation Plan
NEPA	– National Environmental Policy Act
OCTA	– Orange County Transportation Authority
PA&ED	– Project Approval and Environmental Document
PPM	– Planning, Programming, and Monitoring
PS&E	– Plans, Specs, and Estimates

PVL	– Perris Valley Line
PVTA	– Palo Verde Valley Transit Agency
R&R	– Repair and Rehabilitation
RCA	– Western Riverside County Regional Conservation Authority
RCTC	– Riverside County Transportation Commission
RCTC 91 Express Lanes	– Express lanes on SR-91 from the Orange County line to I-15 owned and operated by the Commission
RDOCC	– Riverside Downtown Operations Control Center
REAP 2.0	– Regional Early Action Plan 2.0
RIP	– Regional Improvement Program
RTA	– Riverside Transit Agency
RTP	– Regional Transportation Plan
RTPA	– Regional Transportation Planning Agencies
RZEDBs	– Recovery Zone Economic Development Bonds
S&P	– Standard & Poor's Rating Service
SAFE	– Service Authority for Freeway Emergencies
Sales tax	– Reference including transaction and use tax such as Measure A
SB	– Senate Bill
SB 1	– Road and Repair Accountability Act of 2017, state legislation that increased state gas tax for transportation purposes and was signed by the Governor in April 2017
SB 125	– Chapter 54, Statutes of 2023, guides the distribution of \$4 billion in General Fund through the TIRCP on a population-based formula to regional transportation planning agencies to fund transit operations or capital improvements. The transportation budget trailer bill also establishes the \$1.1 billion ZETCP to be allocated to regional transportation planning agencies on a population-based formula and another formula based on revenues to fund zero-emission transit equipment and operations.
SB 132	– State appropriation approved in April 2017 that provides \$427 million in funding for five Riverside County Transportation Efficiency Corridor projects
SB 743	– State legislation that created a process that changes how transportation impacts are analyzed under CEQA
SB 821	– State legislation that provides funding for bicycle and pedestrian projects through the TDA
SBCTA	– San Bernardino County Transportation Authority
SBE	– Small Business Enterprise
SCAG	– Southern California Association of Governments
SCCP	– Solutions for Congested Corridors Program
SCRRA	– Southern California Regional Rail Authority
SCS	– Sustainable Communities Strategy
SDP	– Service Development Plan
SGR	– State of Good Repair (SB 1 Program)
SHOPP	– State Highway Operations and Protection Program
SJBL	– San Jacinto Branch Line
SOV	– Single-Occupant Vehicle
SR	– State Route
SRTP	– Short Range Transit Plan
STA	– State Transit Assistance

State	– State of California
STBG	– Surface Transportation Block Grant
STIP	– State Transportation Improvement Program
SunLine	– SunLine Transit Agency
TAP	– Transportation Alternatives Program
TCA	– Transportation Corridor Agencies
TCEP	– Trade Corridor Enhancement Program
TDA	– Transportation Development Act
TDM	– Transportation Demand Management
TEA	– Telework Employer Assistance Program
TIFIA	– Transportation Infrastructure Finance and Innovation Act
TIP	– Transportation Improvement Program
TIRCP	– Transit and Intercity Capital Program
TOD	– Transit-Oriented Development
TRP	– Traffic Relief Plan
TUMF	– Transportation/Traffic Uniform Mitigation Fee (Western County/Coachella Valley)
U.S. DOT	– United States Department of Transportation
UAL	– Unfunded Actuarial Liability
UCR	– University of California at Riverside
VanClub	– RCTC's vanpool subsidy program
VCTC	– Ventura County Transportation Commission
VMT	– Vehicle Miles Traveled
Western County	– Western area of Riverside County
WRCOG	– Western Riverside Council of Governments
ZEB	– Zero-Emission Bus
ZETCP	– Zero-Emission Transit Capital Program
15 COP	– 15 Corridor Operations Project
15 Express Lanes	– Express lanes on I-15 in Riverside County from SR-60 to Cajalco Road in Corona owned and operated by the Commission; also referred to as Riverside Express
91 COP	– 91 Corridor Operations Project
91 ECOP	– 91 Eastbound Corridor Operations Project
91 Express Lanes	– Tolled express lanes on SR-91 in Orange County operated by OCTA (OCTA 91 Express Lanes) and in Riverside County by the Commission (RCTC 91 Express Lanes)
91 Project	– SR-91 corridor improvement project consisting of two tolled express lanes in each direction of SR-91 between the Orange County line and I-15, the addition of a general purpose lane between SR-71 and I-15, and other improvements
1989 Measure A	– Original 1/2 cent transportation sales tax measure approved by voters in November 1988 that expired in June 2009
2009 Measure A	– Extension of sales tax measure approved by voters in November 2002 which became effective upon expiration of original sales tax measure on July 1, 2009 for a 30-year period
2010B Bonds	– Sales Tax Revenue Bonds, Series B Taxable issued in November 2010
2013 Sales Tax Bonds	– Sales Tax Revenue Bonds issued in July 2013 for the 91 Project
2013 TIFIA Loan	– TIFIA Loan executed in July 2013 for the 91 Project

2013 Toll Bonds	– Toll Revenue Bonds issued in July 2013 for the 91 Project as two series (current interest bonds and capital appreciation bonds)
2016 Refunding Bonds	– Sales Tax Revenue Refunding Bonds issued in September 2016 to refund the Series A portion of bonds issued in 2009
2017 TIFIA Loan	– TIFIA Loan executed in July 2017 for the I-15 Express Lanes project
2017A Bonds	– Sales Tax Revenue Bonds issued in July 2017 for the I-15 Express Lanes project and completion of the 91 Project
2017B Refunding Bonds	– Sales Tax Revenue Refunding Bonds issued in December 2017 to refund all of the outstanding 2010A Bonds and a portion of the 2013 Sales Tax Bonds
2018 Refunding Bonds	– Sales Tax Revenue Refunding Bonds issued in April 2018 to refund all of the Series B and Series C bonds issued in 2009
2021 Toll Refunding Bonds	– RCTC 91 Express Lanes senior and second lien toll revenue bonds approved by the Commission in March 2020 to refund 2013 Toll Bonds (current interest bonds) and 2013 TIFIA Loan; the marketing and sale of the bonds was suspended due to the COVID-19 crisis and related market disruption but is anticipated to be completed in fall 202

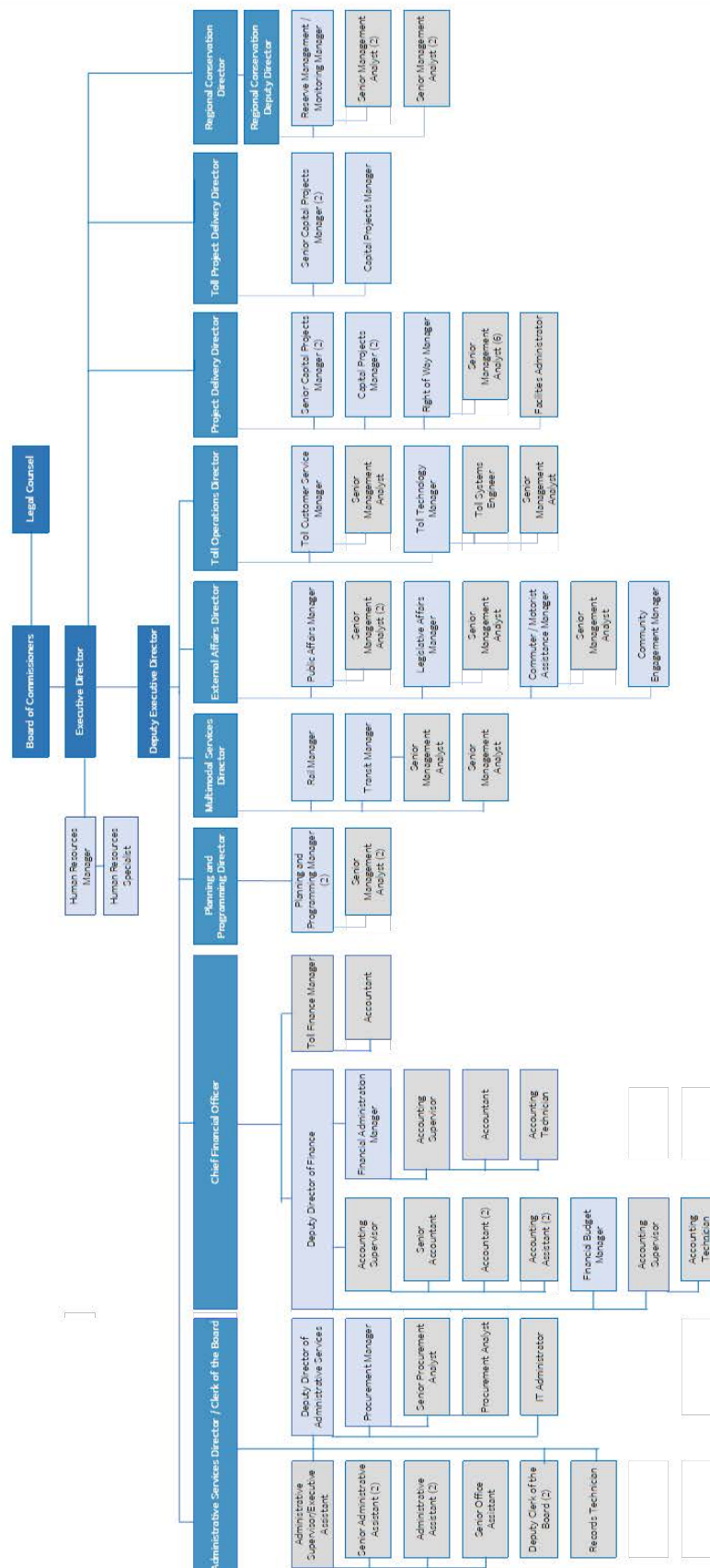
APPENDIX B – SALARY SCHEDULE EFFECTIVE 7/10/2025

Department	FTE	Range No.	Monthly Minimum	Monthly Maximum	Exempt/ Non-Exempt
ADMINISTRATION					
Administrative Assistant	1	17	\$5,045	\$6,811	NE
Administrative Services Director/Clerk of the Board	1	63	\$15,711	\$21,210	E
Administrative Supervisor/Executive Assistant	1	33	\$7,490	\$10,112	NE
Deputy Clerk of the Board	1	33	\$7,490	\$10,112	NE
Deputy Director of Administrative Services	1	57	\$13,547	\$18,289	E
Human Resources Specialist	1	28	\$6,620	\$8,937	NE
Human Resources Manager	1	53	\$12,273	\$16,569	E
IT Administrator	1	45	\$10,073	\$13,599	E
Procurement Analyst	1	35	\$7,869	\$10,623	E
Procurement Manager	1	53	\$12,273	\$16,569	E
Records Technician	1	17	\$5,045	\$6,811	NE
Senior Administrative Assistant	2	25	\$6,147	\$8,299	NE
Senior Office Assistant	1	13	\$4,571	\$6,171	NE
Senior Procurement Analyst	1	43	\$9,588	\$12,944	E
Administration Subtotal	15				
CAPITAL PROJECT DEVELOPMENT AND DELIVERY					
Capital Projects Manager	2	55	\$12,895	\$17,408	E
Facilities Administrator	1	45	\$10,073	\$13,599	E
Project Delivery Director	1	71	\$19,142	\$25,842	E
Right of Way Manager	1	57	\$13,547	\$18,289	E
Senior Capital Projects Manager	2	65	\$16,506	\$22,283	E
Senior Management Analyst	3	43	\$9,588	\$12,944	E
Capital Project Development and Delivery Subtotal	10				
EXECUTIVE MANAGEMENT					
Deputy Executive Director	1	75	\$21,129	\$28,525	E
Executive Director	1	83	\$25,744	\$34,754	E
Executive Management Subtotal	2				
FINANCE					
Accountant	4	35	\$7,869	\$10,623	E
Accounting Assistant	2	17	\$5,045	\$6,811	NE
Accounting Supervisor	3	45	\$10,073	\$13,599	E
Accounting Technician	2	25	\$6,147	\$8,299	NE
Chief Financial Officer	1	67	\$17,342	\$23,411	E
Deputy Director of Finance	1	57	\$13,547	\$18,289	E
Financial Administration Manager	1	53	\$12,273	\$16,569	E
Financial Budget Manager	1	51	\$11,682	\$15,770	E
Senior Accountant	1	39	\$8,686	\$11,726	E
Toll Finance Manager	1	51	\$11,682	\$15,770	E
Finance Subtotal	17				
EXTERNAL AFFAIRS					
Community Engagement Manager	1	51	\$11,682	\$15,770	E
Commuter/Motorist Assistance Manager	1	51	\$11,682	\$15,770	E
External Affairs Director	1	63	\$15,711	\$21,210	E
Legislative Affairs Manager	1	51	\$11,682	\$15,770	E
Public Affairs Manager	1	51	\$11,682	\$15,770	E
Senior Management Analyst	4	43	\$9,588	\$12,944	E
External Affairs Subtotal	9				

Department	FTE	Range No.	Monthly Minimum	Monthly Maximum	Exempt/ Non-Exempt
MULTIMODAL SERVICES					
Management Analyst	1	35	\$7,869	\$10,623	E
Multimodal Services Director	1	63	\$15,711	\$21,210	E
Rail Manager	1	51	\$11,682	\$15,770	E
Senior Management Analyst	1	43	\$9,588	\$12,944	E
Transit Manager	1	51	\$11,682	\$15,770	E
Multimodal Services Subtotal	5				
PLANNING AND PROGRAMMING SERVICES					
Planning and Programming Director	1	63	\$15,711	\$21,210	E
Planning and Programming Manager	2	51	\$11,682	\$15,770	E
Senior Management Analyst	2	43	\$9,588	\$12,944	E
Planning and Programming Services Subtotal	5				
REGIONAL CONSERVATION					
Administrative Assistant	1	17	\$5,045	\$6,811	NE
Deputy Clerk of the Board	1	33	\$7,490	\$10,112	NE
Regional Conservation Deputy Director	1	57	\$13,547	\$18,289	E
Regional Conservation Director	1	67	\$17,342	\$23,411	E
Reserve Management/Monitoring Manager	1	53	\$12,273	\$16,569	E
Senior Management Analyst	7	43	\$9,588	\$12,944	E
Regional Conservation Subtotal	12				
TOLL OPERATIONS AND PROJECT DELIVERY					
Capital Projects Manager	1	55	\$12,895	\$17,408	E
Senior Capital Projects Manager	2	65	\$16,506	\$22,283	E
Senior Management Analyst	2	43	\$9,588	\$12,944	E
Toll Customer Service Manager	1	53	\$12,273	\$16,569	E
Toll Operations Director	1	67	\$17,342	\$23,411	E
Toll Project Delivery Director	1	71	\$19,142	\$25,842	E
Toll Systems Engineer	1	45	\$10,073	\$13,599	E
Toll Technology Manager	1	53	\$12,273	\$16,569	E
Toll Operations and Project Delivery Subtotal	10				

Total Authorized Positions	
Administration	15
Capital Project Development and Delivery	10
Executive Management	2
Finance	17
External Affairs	9
Multimodal Services	5
Planning and Programming Services	5
Regional Conservation	12
Toll Operations and Project Delivery	10
Total Authorized Positions	85

APPENDIX B – FY 2025/26 ORGANIZATION CHART





**RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION**

**Riverside County
Transportation Commission**

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