



MEETING AGENDA

Budget and Implementation Committee

Time: 9:30 a.m.

Date: April 27, 2026

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

TELECONFERENCE SITES

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

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

COMMITTEE MEMBERS

Linda Molina, **Chair** / Eric Cundieff, City of Calimesa
Valerie Vandever, **Vice Chair** / Alonso Ledezma, City of San Jacinto
Jeremy Smith / Kasey Castillo, City of Canyon Lake
Raymond Gregory / To Be Appointed, City of Cathedral City
Bob Magee / Timothy Sheridan, City of Lake Elsinore
Kathleen Fitzpatrick / Deborah McGarrey, City of La Quinta
Bob Karwin / Dean Deines, City of Menifee
Ulises Cabrera / Edward Delgado, City of Moreno Valley

Cindy Warren / Lisa DeForest, City of Murrieta
Jan Harnik / Joe Pradetto, City of Palm Desert
David Ready / Grace Garner, City of Palm Springs
Steve Downs / Ted Weill, City of Rancho Mirage
James Stewart / Brenden Kalfus, City of Temecula
Chuck Washington, County of Riverside, District III
Yxstian Gutierrez, County of Riverside, District V

STAFF

Aaron Hake, Executive Director
David Knudsen, Deputy Executive Director

AREAS OF RESPONSIBILITY

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

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

www.rctc.org

AGENDA*

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

9:30 a.m.

Monday, April 27, 2026

BOARD ROOM

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

TELECONFERENCE SITES

COUNCIL CHAMBER CONFERENCE ROOM

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French Valley Airport

37600 Sky Canyon Drive, Murrieta, California

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

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

1. CALL TO ORDER

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

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

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

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

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

6A. APPROVAL OF MINUTES – MARCH 23, 2026

Page 1

6B. SINGLE SIGNATURE AUTHORITY REPORT

Page 12

Overview

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

- 1) Receive and file the Single Signature Authority report for the third quarter ended March 31, 2026.

6C. MONTHLY INVESTMENT REPORT

Page 14

Overview

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

- 1) Receive and file the Monthly Investment Report for the month ended March 31, 2026.

6D. FISCAL YEAR 2025/26 LOW CARBON TRANSIT OPERATIONS PROGRAM ALLOCATIONS

Page 17

Overview

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

- 1) Approve the allocation of \$4,872,489 related to Fiscal Year (FY) 2025/26 Low Carbon Transit Operations Program (LCTOP) funds to eligible Riverside County transit operators;
- 2) Authorize the Executive Director, or designee, to review the transit operators' projects to ensure consistency with the LCTOP guidelines and to execute and submit required documents to the California Department of Transportation (Caltrans) for LCTOP; and
- 3) Adopt Resolution No. 26-008 for "*Authorization for the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program for the Southern California Regional Rail Authority Service Optimization in Riverside County in the amount of \$900,000*".

7. PROPOSED BUDGET FOR FISCAL YEAR 2026/27

Page 33

Overview

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

- 1) Discuss, review, and provide guidance on the proposed Fiscal Year 2026/27 Executive Summary; and
- 2) Conduct a public hearing to receive input and comments on the proposed FY 2026/27 Proposed Budget on May 13 and June 10, 2026, and thereafter close the public hearing.

8. FISCAL YEAR 2025/26 SB 821 BICYCLE AND PEDESTRIAN FACILITIES PROGRAM ADDITIONAL FUNDING RECOMMENDATIONS

Page 68

Overview

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

- 1) Approve additional project awards for the Fiscal Year (FY) 2025/26 SB 821 Bicycle and Pedestrian Facilities (SB 821) program for an additional amount of \$491,000, and a total amount not to exceed \$7,770,863;
- 2) Direct staff to prepare and execute a memorandum of understanding (MOU) with the city of Eastvale and an amendment with the city of Jurupa Valley to outline the project schedules and local funding commitments; and

- 3) Authorize the Executive Director to execute the MOU and amendment with the local agencies, pursuant to legal counsel review.

9. AMENDMENT TO PALO VERDE VALLEY TRANSIT AGENCY'S FISCAL YEAR 2025/26 SHORT RANGE TRANSIT PLAN

Page 72

Overview

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

- 1) Approve a \$217,350 increase in the Fiscal Year 2025/26 Local Transportation Funding (LTF) allocation for the Palo Verde Valley Transit Agency (PVVTA) for a new allocation amount of \$1,693,971; and
- 2) Approve the amendment to PVVTA's FY 2025/26 Short-Range Transit Plan (SRTP) reflecting the funding adjustment.

10. AGREEMENT FOR PUBLIC AND SPECIALIZED TRANSIT PLANNING SERVICES

Page 79

Overview

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

- 1) Award Agreement No. 26-62-053-00 to AMMA Transit Planning, Inc., for Public and Specialized Transit Planning Services, for a three-year term and two one-year options to extend the agreement, in an amount not to exceed \$740,827; and
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission.

11. STATE AND FEDERAL LEGISLATIVE UPDATE

Page 108

Overview

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

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

12. ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA

13. EXECUTIVE DIRECTOR REPORT

14. COMMISSIONER COMMENTS

Overview

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

15. ADJOURNMENT

The next Budget and Implementation Committee meeting is scheduled to be held at **9:30 a.m., July 27, 2026.**

AGENDA ITEM 6A

MINUTES

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

BUDGET AND IMPLEMENTATION COMMITTEE

Monday, March 23, 2026

MINUTES

1. CALL TO ORDER

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

2. ROLL CALL

Members/Alternates Present

Edward Delgado
Steve Downs**
Kathleen Fitzpatrick**
Raymond Gregory**
Yxstian Gutierrez
Jan Harnik*****
Bob Karwin**
Bob Magee
Linda Molina
David Ready**
James Stewart*
Valerie Vandever
Cindy Warren*
Chuck Washington*

Members Absent

Jeremy Smith

*Joined the meeting at French Valley.

**Joined the meeting at Palm Desert.

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

3. PLEDGE OF ALLEGIANCE

Vice Chair Valerie Vandever led the Budget and Implementation Committee in a flag salute.

4. PUBLIC COMMENTS

There were no requests to speak from the public.

5. ADDITIONS / REVISIONS

There were no additions or revisions to the agenda.

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

M/S/C (Vandever/Gutierrez) to approve the following Consent Calendar item(s):

6A. APPROVAL OF MINUTES – FEBRUARY 23, 2026

6B. MONTHLY INVESTMENT REPORT

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

- 1) Receive and file the Monthly Investment Report for the month ended February 28, 2026.

6C. STATE AND FEDERAL LEGISLATIVE UPDATE

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

At this time, Commissioner Jan Harnik joined the meeting.

7. MASTER AGREEMENTS AND RESOLUTIONS WITH CALTRANS FOR STATE-FUNDED TRANSIT PROJECTS, TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM, AND STATE RAIL ASSISTANCE PROGRAM

Sheldon Peterson, Rail Manager, provided an overview for the master agreements and resolutions with Caltrans for state-funded transit projects, Transit and Intercity Rail Capital Program, and the State Rail Assistance Programs.

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

- 1) **Adopt Resolution No. 26-005, “Authorization for the Execution of a Master Agreement and Program Supplements for State-Funded Projects” with California Department of Transportation (Caltrans);**

- 2) **Approve Agreement No. 26-25-065-00 with Caltrans for state-funded transit projects;**
- 3) **Adopt Resolution No. 26-004, “Authorization for the Execution of a Master Agreement and Program Supplements for Transit and Intercity Rail Capital Program (TIRCP)- Funded Projects” with Caltrans;**
- 4) **Approve Agreement No. 26-25-064-00 with Caltrans for state-funded TIRCP projects;**
- 5) **Adopt the State Rail Assistance (SRA) program, Resolution No. 26-006, “Authorization for the Execution of the State Rail Assistance Project” with Caltrans, the Authorized Agent Form, and Certification Assurances; and**
- 6) **Authorize the Executive Director, pursuant to legal counsel review, to finalize and execute the agreement and future program supplements on behalf of the Commission.**

8. TRANSPORTATION DEMAND MANAGEMENT MODERNIZATION CONTRACTS

Brian Cunanan, Commuter & Motorist Assistance Manager, presented an update for expanding RCTC’s mobility impact through the Transportation Demand Management Modernization, highlighting the Next Generation Strategy, Implementation Resources, and funding:

- What is Transportation Demand Management (TDM)?
 - ✓ Cost-effective strategies that improve mobility by reducing congestion and maximizing use of existing infrastructure
- RCTC’s TDM Program Today
 - ✓ Strong foundation supporting mobility and commuter choice
 - ✓ These programs include IE Commuter, RCTC Vanclub, Park & Rides, and Experience Metrolink
- National and Regional Recognition
 - ✓ An Industry Impact Award in 2025 from the Association for Commuter Transportation for IE Commuter
 - ✓ SCAG’s Transportation Innovation Award in 2026 for Experience Metrolink
- TDM Advances RCTC Strategic Goals
 - ✓ Mobility & Environmental Stewardship
 - ✓ Quality of Life and Access
 - ✓ System Performance & Infrastructure
- Strategic TDM Plan
 - ✓ Roadmap to expand RCTC’s mobility impact
 - Expand TDM’s strategic role
 - Modernize Program approach
 - Strengthen Transit integration
- Strategic TDM Plan Procurement
- Why On-Call TDM Services

- ✓ Establish implementation capacity for Strategic TDM Plan recommendations
- ✓ Advance near-term priority initiatives (e.g., Transit Trainer Pilot)
- ✓ Position RCTC to quickly leverage potential funding opportunities
- On-Call TDM Services Procurement
- Leveraging external funding to expand TDM impact
 - ✓ Mobile Source Air Pollution Reduction Review Committee (MSRC) County Transportation Commission TDM Partnership Program
 - ✓ Approved RCTC funding allocation:
 - \$500,000 – Strategic TDM Planning
 - \$3 million – TDM Program Implementation
 - \$500,000 – Enhanced FSP Olympic readiness
- Staff recommendation summary – Positioning RCTC To expand TDM Impact
 - ✓ Strategy – Award contract for Strategic TDM Study
 - ✓ Resources – Establish the On-Call TDM Services Bench
 - ✓ Funding – Approve MSRC funding agreement

Commissioner Bob Karwin stated he is a little bit confused as to the relationship of all these consultants. Staff is saying they need the deep bench because of the varying technical aspects, some have more skills in one area than others. He asked what all the planning and design is going to do, why not just add them to the bench and assign it to which ever one the Commission needs. He does not understand why they must award them separately and then have this bench in case they cannot handle it.

Brian Cunanan replied that Alta Planning + Design, Inc. is working on the TDM Study that is their primary focus. After they complete the Strategic TDM Plan there will be recommendations that come forward and that is where the bench comes in 18 months from now. In the near term they also have some projects identified to complete in the meantime.

In response to Commissioner Karwin's question the bench is for implementing the program that is coming up with Alta Planning + Design, Inc., Brian Cunanan replied that is correct.

In response to Commissioner Chuck Washington's question what pot of money the \$4 million is coming from, Brian Cunanan replied that the \$4 million is coming from the MSRC it is a committee of the South Coast Air Quality Management District (AQMD), RCTC was approved for \$4 million for this type of work.

Commissioner Washington asked if the possible extension not to exceed \$7 million was a similar source of funding.

Brian Cunanan replied the \$7 million for the bench would be funded by a variety of sources including the MSRC. RCTC partners with San Bernardino County Transportation

Authority (SBCTA) so they would reimburse RCTC for their share of the work would be the two primary sources.

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

- 1) **Award Agreement No. 26-41-034-00 with Alta Planning + Design, Inc. for Next Generation Strategic Transportation Demand Management Plan services, for an eighteen-month term, in an amount not to exceed \$385,895;**
- 2) **Award the following agreements to provide on-call transportation demand management services for three-year base period with two, one-year options to extend the agreements for a total period of performance of up to five years in an amount not to exceed an aggregate value of \$7,000,000;**
 - a) **Agreement No. 26-41-035-00 with AECOM Technical Services;**
 - b) **Agreement No. 26-41-056-00 with Alta Planning + Design;**
 - c) **Agreement No. 26-41-057-00 with HNTB Corporation;**
 - d) **Agreement No. 26-41-058-00 with ICF Consulting;**
 - e) **Agreement No. 26-41-059-00 with Media Beef;**
 - f) **Agreement No. 26-41-060-00 with Nelson\Nygaard Consulting Associates;**
 - g) **Agreement No. 26-41-061-00 with Steer Davies & Gleave;**
- 3) **Approve Agreement No. 26-41-067-00 with the Mobile Source Air Pollution Reduction Review Committee (MSRC) funding agreement as part of its Transportation Demand Management CTC Partnership Program in an amount not to exceed \$4,000,000; and**
- 4) **Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreement, on behalf of the Commission.**

9. AMENDMENT NO. 1 WITH LOS ANGELES COUNTY SERVICE AUTHORITY FOR FREEWAY EMERGENCIES, FOR REGIONAL SOCAL 511 TRAVELER INFORMATION SERVICES

Hanan Sawalha, Senior Management Analyst, provided some background information and an overview for the amendment with Los Angeles County Service Authority for Freeway Emergencies for Regional SoCal 511 traveler information services.

Vice Chair Vandever asked how many calls they are getting on 511 as compared to last year.

Hanan Sawalha replied that typically the Inland Empire receives around 5,000 calls monthly to the phone line.

Vice Chair Vandever asked where the call center is located.

Hanan Sawalha replied that she believes it is in Los Angeles.

Vice Chair Vandever asked if 511 is just for emergencies mainly in lieu of 911.

Hanan Sawalha stated that it is a traffic information line, but they can also get transit options. This is a phone line so people would call and press whichever option they want. Depending on the option they could either be transferred to a transit operator or in certain areas if they are looking for motorist assistance they would be connected to a call center.

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

- 1) Approve Amendment No. 1 to Agreement No. 21-45-022-00, between the Los Angeles County Service Authority for Freeway Emergencies (LA SAFE), San Bernardino County Transportation Authority (SBCTA), and the Commission for continued Southern California’s 511 traveler information system services, for a sixty-two month term, for an additional amount of \$940,731, and a total amount not to exceed \$1,831,237; and**
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements on behalf of the Commission.**

10. MOBILITY SERVICES UPDATE (JULY–DECEMBER 2025)

Hanan Sawalha presented a Mobility Services update for July – December 2025, highlighting the following areas:

- RCTC Mobility Services – Supporting everyday travel in Riverside County
 - ✓ Freeway Service Patrol
 - ✓ SoCal 511
 - ✓ Park & Ride
 - ✓ IE Commuter
 - ✓ RCTC VanClub
 - ✓ Experience Metrolink
- IE Commuter
 - ✓ Connecting employers and residents to better commute options
 - ✓ 2,692 employer worksites and 140,076 Commuter accounts
 - 1,765,199 vehicle trips reduced
 - 32,290,155 Vehicle Miles Traveled (VMT) reduced
 - 13,102 tons of greenhouse gas (GHG) emissions

- VanClub
 - ✓ Supporting regional workforce mobility through vanpooling
 - ✓ 60 active vanpools
 - 58,693 vehicle trips reduced
 - 3,032,047 VMTs reduced
 - 1,146 tons of GHG reduced
- Experience Metrolink
 - ✓ Expanding access to Regional Rail
 - ✓ 3,371 participants
 - 38,300 vehicle trips reduced
 - 3,448,096 VMTs reduced
 - 1,407 tons of GHG reduced
- Park & Ride
 - ✓ Supporting Multimodal access to transit and ridesharing
 - ✓ 2,821 Park & Ride spaces in Riverside County
 - 534 spaces across eight leased locations
 - 510 spaces at RCTC train stations
 - 1,777 spaces at locations provided by Caltrans/cities
- Freeway Service Patrol
 - ✓ Keeping Riverside County freeways moving safely
 - ✓ 31,411 total assists
 - 30,043 general purpose lanes
 - 1,368 Express Lanes
 - ✓ 242 survey responses received
- SoCal 511
 - ✓ Real-time travel resources for smarter trips
 - 327,020 Points of Services across the various platforms
- Looking ahead
 - ✓ Next Generation Motorist Aid Study
 - ✓ Next Generation Strategic TDM Plan
 - ✓ Transit Trainer Program Pilot
 - ✓ SoCal 511 Modernization
- Some of the customer experiences and feedback samples for this reporting period

Commissioner David Ready stated regarding the Park & Ride and the Metrolink stations if there is some way to get over the challenge of the parking restrictions. For example, whether you wanted to go from the desert to Redlands or San Bernardino you cannot leave your car there overnight. Is there any way to address that maybe with special permitting.

Aaron Hake asked Sheldon Peterson, Rail Manager, to talk about RCTC's parking policies at the Metrolink stations.

Sheldon Peterson stated at the Riverside County Metrolink stations they do allow overnight parking. They do have long-distance Amtrak trains that leave out of Riverside Downtown and staff encourages people to notify the guards just so they are aware of that.

Commissioner Ready asked about Redlands and San Bernardino station parking.

Sheldon Peterson replied that those are operated by the local cities and SBCTA so staff can do some research and confirm what their policies are and get back to Commissioner Ready on that.

Commissioner Ready appreciates that it would be important because in many cases those two options are easier than going to Riverside if you are in the desert.

Aaron Hake understood and stated staff will contact SBCTA and get what those policies are at those stations and report back.

Commissioner Jan Harnik stated that recently they brought this up with Darren Kettle Chief Executive Officer of Metrolink, at Southern California Association of Governments (SCAG) understanding that they do not own the parking structures. During the summertime in the Coachella Valley there are many people who would feel comfortable if they had a place to leave their car overnight and then take a trip to the coast or to Los Angeles, but they do not really have that option that they feel comfortable with. Darren Kettle mentioned that they do not own the parking spaces and the Commissioners know that, but he would look into it. If the awareness is raised in more than one place, then they could take a look at that.

Commissioner Karwin stated this is the first time he heard about the SoCal 511 Program and he is looking at the website right now. He asked if they have any communication about the operation of that because on the website and on their app, there is no place to request roadside assistance. It is only by calling them that it operates that way.

Hanan Sawalha stated currently the Riverside area does not have roadside assistance that is only in Los Angeles and Orange County Transportation Authority (OCTA) area. She explained RCTC is conducting their Motorist Assistance Study they are going to look at the best options for Riverside County and that may include in the future a Motorist Assistance option, but they are waiting to complete the study before launching that option for our region.

Commissioner Karwin stated the website and app do not even have the option for people in Los Angeles. There is no information that says request roadside assistance, it is all travel information about traffic conditions, lane closures, and things like that.

Hanan Sawalha replied that she believes in the Los Angeles and Orange County areas the motorist assistance option is only through the phone line, so it would not appear on the app or their website. As mentioned, they are going through a modernization effort so that interface may change and that option may change after the Request for Proposal (RFP) period is over.

Commissioner Karwin clarified that it should not be promoting 511 for constituents yet.

Hanan Sawalha replied that there is other information available on there they can find traffic incident information, transit options, and there is a variety of other information available it just would not be motorist assistance.

In response to Aaron Hake question that they can still call 511, Hanan Sawalha stated that was correct.

Aaron Hake asked if they can request motorist assistance by calling 511 in Los Angeles and Orange County.

Hanan Sawalha replied they can in Los Angeles and Orange County over the phone line.

Chair Molina stated that Caltrans has an assist app and road conditions called QuickMap which is also helpful for people.

Vice Chair Vandever asked what the security issues are if you leave your car overnight and if there is someone manning that 24 hours. She would like to use it and leave the car there but have there been any incidents.

Sheldon Peterson replied that in general RCTC does post park at your own risk there is only so much they can do, but they do have 24-hour guards, extensive security cameras, and they have security carts and are patrolling the stations overnight. They do everything in their power to try to minimize incidents but obviously there are incidents.

Vice Chair Vandever stated regarding the Vanpool Program if there is a minimum to request to them for their city.

Hanan Sawalha replied there are requirements to start a vanpool, so vanpools are specifically for traveling to worksites within Riverside County. To form a vanpool, you need to have a minimum of five riders, and they need to have a vanpool secured from an approved vanpool provider that RCTC has an RFP for and they must commute more than 30 miles roundtrip each day and commute more than 12 days per month.

Vice Chair Vandever asked for example, if you can pick up in the city of San Jacinto, then pick up at the city of Hemet, then come to the city of Calimesa, and the city of Banning and pick up or does it have to be a one stop everybody gets on.

Hanan Sawalha replied that it does not necessarily have to be a one stop overall it has to be 30 miles round trip.

Vice Chair Vandever stated that with gas prices going up it would be more sufficient to keep all those cars off the road and to cut down on emissions. She asked who drives the van.

Hanan Sawalha shared that typically it is agreed upon with the vanpool, so they all form a vanpool and there is one established coordinator who is responsible for the lease of the vehicle and among the vanpool group they can decide who is the driver.

Vice Chair Vandever clarified that they do not provide a driver.

Hanan Sawalha replied one of the vanpoolers would be a driver.

Vice Chair Vandever stated that she has never done this stuff and she wants to get on an RTA bus, Metrolink train, and a van.

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

- 1) Receive and file the Mobility Services Update for July through December 2025.**

11. ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA

There were no items pulled from the Consent Calendar.

12. EXECUTIVE DIRECTOR REPORT

Aaron Hake:

- Stated that they heard a lot today about their TDM Program and SoCal 511 Program it is a lot of unsung work that touches the public daily almost more than anything else that they do at the Commission. It is managed by Brian Cunanan and Hanan Sawalha who the Commissioners saw today they are two people in RCTC's External Affairs Department. It is collaborative, they work with RCTC's Rail team, the Capital Projects team on security and infrastructure at the stations to make sure they provide great customer service, and their finance team. It is a modeled collaborative governance across the region this program connects all the transportation commissions in Southern California and Caltrans, CHP, Metrolink, their transit operators, and their employers in the region participate with RCTC. It is a huge program run by a very lean very capable staff that has a huge impact, and it probably has the smallest budgets of any of RCTC programs they work on.

Any chance the Commissioners get to promote these programs in their cities in their districts, staff is happy provide the promotional materials to the public to try to get them to be safe on the road but also find alternatives to driving.

Chair Molina wanted to thank all the staff here today and the staff who prepared their staff reports. She thanked all the Commissioners who are here in person and at the satellite locations who are keeping their commitment to this committee, it is very well appreciated.

13. COMMISSIONER COMMENTS

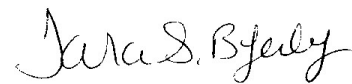
- 13A.** Vice Chair Vandever asked if either Hanan Sawalha or Sheldon Peterson would come to city council and give a small version of this at a council meeting. At San Jacinto it takes about 30 minutes to get to any freeway, and they would love to hear that there is an alternative way once they get to a freeway.

Aaron Hake replied that they will go wherever they are invited. Also, he wanted to remind everybody the April Commission meeting will be held at the DoubleTree in Cathedral City where the January Commission Workshop was held. On Commission day do not come to Riverside, please go to the DoubleTree in Cathedral City.

14. ADJOURNMENT

There being no further business for consideration by the Budget and Implementation Committee, the meeting was adjourned at 10:15 a.m.

Respectfully submitted,



Tara S. Byerly
Deputy Clerk of the Board

AGENDA ITEM 6B

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	April 27, 2026
TO:	Budget and Implementation Committee
FROM:	Linda Fakhouri, Senior Procurement Analyst
THROUGH:	Jose Mendoza, Procurement Manager
SUBJECT:	Single Signature Authority Report

STAFF RECOMMENDATION:

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

- 1) Receive and file the Single Signature Authority report for the third quarter ended March 31, 2026.

BACKGROUND INFORMATION:

Certain contracts are executed under single signature authority as permitted in the Commission’s Procurement Policy Manual adopted in December 2025. The Executive Director is authorized to sign services contracts that are less than \$250,000 individually and in an aggregate amount not to exceed \$2 million in any given fiscal year. Additionally, in accordance with Public Utilities Code Section 130323(c), the Executive Director is authorized to sign contracts for supplies, equipment, materials, and construction of all facilities and works under \$50,000 individually.

The attached report details all contracts that have been executed for the third quarter ended March 31, 2026, under the single signature authority granted to the Executive Director. The unused capacity of single signature authority for services and goods as of March 31, 2026, is \$452,130.

Attachment: Single Signature Authority Report as of March 31, 2026.

**SINGLE SIGNATURE AUTHORITY
AS OF March 31, 2026**

CONTRACT #	CONSULTANT	DESCRIPTION OF SERVICES	ORIGINAL CONTRACT AMOUNT	PAID AMOUNT	REMAINING CONTRACT AMOUNT
	AMOUNT AVAILABLE July 1, 2025		\$ 2,000,000.00		
25-31-070-00	BNSF	PVL Double Track Project- Reimbursement Agreement	\$ 45,000.00	\$ 23,740.00	\$ 21,260.00
09-31-081-17	Parsons	91 Express Lanes Three Lane Study	\$ 200,000.00	\$ 200,000.00	\$ 114,576.17
10-31-099-18	Stantec	91 Express Lanes Three Lane Study	\$ 200,000.00	\$ 200,000.00	\$ 134,234.88
23-31-024-01	City of Temecula Coop	I-15 Smart Freeway Project RCTC/City of Temecula Coop-RSO Reimbursement	\$ 250,000.00	\$ 31,449.04	\$ 218,550.96
25-18-068-01	Eagle Leadership Group	Eagle Leadership Group -Training Academy	\$ 60,000.00	\$ 56,400.00	\$ 3,600.00
19-31-066-02	Glenn Lukos Associates Inc	Mitigation and Monitoring Implementation Services	\$ 72,000.00	\$ 19,100.00	\$ 52,900.00
26-18-008-00	Gallagher Benefit Services, INC.	Compensation, Classification and Benefits Studies.	\$ 57,000.00	\$ 17,730.00	\$ 39,270.00
25-67-121-01	Fairbank, Maslin, Maullin, Metz & Associates (FM3),	Public survey services	\$ 52,500.00	\$ 52,500.00	\$ -
PO 3444	Empire Inc.'s	Station and facilities HVAC services	\$ 25,000.00	\$ 5,304.00	\$ 19,696.00
10-31-099-19	Stantec	71/91 IC Project	\$ 50,000.00	\$ 18,686.10	\$ 31,313.90
26-18-030-00	ACA Compliance Solution Services, INC	The Affordable Care Act (ACA) compliance services	\$ 2,500.00	\$ 2,500.00	\$ -
25-67-121-02	Fairbank, Maslin, Maullin, Metz & Associates (FM3),	Public survey services	\$ 71,500.00	\$ -	\$ 71,500.00
25-18-068-02	Eagle Leadership Group	Eagle Leadership Group -Training Academy	\$ 24,000.00	\$ 10,250.00	\$ 13,750.00
18-31-164-08	CHA	SR-60 Truck Climbing Lanes- CM Services	\$ 20,000.00	\$ -	\$ 20,000.00
25-33-001-02	SCRRA	Cooperative Agreement -Riverside-Downtown Station (Station) At-Grade Crossings (PS&E) Development	\$ 64,380.00	\$ -	\$ 64,380.00
26-19-051-00	MS Excel Solutions	Microsoft Excel programming and consulting Services	\$ 50,000.00	\$ -	\$ 50,000.00
26-31-039-00	Union Pacific Railroad Company	Union Pacific Railroad Reimbursement Agreement - RCTC San Timoteo Property.	\$ 25,000.00	\$ -	\$ 25,000.00
21-31-012-05	CHA	CM FOR 71/91 INTERCHANGE PROJECT	\$ 195,000.00	\$ 129,299.90	\$ 65,700.10
23-31-024-01	City of Temecula Coop	I-15 Smart Freeway Project -Revised memo to return unused balance	\$ (200,000.00)	N/A	N/A
21-66-020-03	Netkinetix	CLOUD BASED DATABASE SYSTEM CUSTOMIZATION AND LICENSE AGREEMENT	\$ 96,000.00	\$ -	\$ 96,000.00
25-67-121-03	Fairbank, Maslin, Maullin, Metz & Associates (FM3),	Public survey services	\$ 97,990.00	\$ -	\$ 97,990.00
26-19-075-00	Workiva	Financial reporting module and upgraded budget module	\$ 90,000.00	\$ -	\$ 90,000.00
	AMOUNT USED		1,547,870.00		
	AMOUNT REMAINING through June 30, 2026		\$452,130.00		
<u>Agreements that fall under Public Utilities Code 130323 (C)</u>					
	None	N/A	\$-	\$-	\$-
Linda Fakhouri	Jose Mendoza				
Prepared by	Reviewed by				
Note: Shaded area represents new contracts listed in the 3rd quarter.					

AGENDA ITEM 6C

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	April 27, 2026
TO:	Budget and Implementation Committee
FROM:	Amy Weston, Accounting Supervisor Jennifer Fuller, Deputy Director of Finance
THROUGH:	Sergio Vidal, Chief Financial Officer
SUBJECT:	Monthly Investment Report

STAFF RECOMMENDATION:

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

- 1) Receive and file the Monthly Investment Report for the month ended March 31, 2026.

BACKGROUND INFORMATION:

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

The Commission engaged Payden & Rygel Investment Management to make specific investments for Commission operating funds. The Commission approved an initial agreement with Payden & Rygel in May 2013 following a competitive procurement and has extended the agreement through the annual recurring contracts process.

The monthly investment report for March 2026, as required by state law and Commission policy, reflects the investment activities resulting from the 91 Project 2021 Financing and available operating cash. As of March 31, 2026, total cash and investments in the Commission’s portfolio totaled approximately \$2.01 billion and were comprised of the following:

CASH AND INVESTMENTS PORTFOLIO	AMOUNTS ¹
Operating	\$ 1,419,357,484
Trust	391,818,331
Commission-managed	265,966,834
Total	\$ 2,077,142,649
Note: ¹ Unreconciled and unaudited	

As of March 31, 2026, the Commission’s cash and investments adhere to both the Commission’s investment policy adopted on December 10, 2025, and permitted investments described in the indenture for the Commission’s sales tax revenue bonds and the master indenture for the

Commission's toll revenue bonds. Additionally, the Commission has adequate cash flows for the next six months.

FISCAL IMPACT:

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

Attachment: Investment Portfolio Report for March 31, 2026

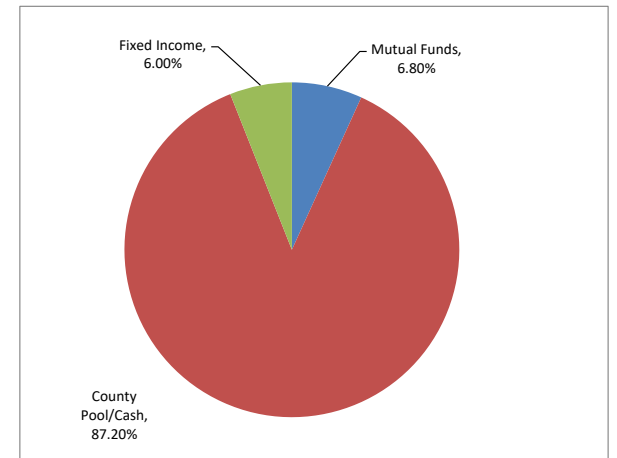
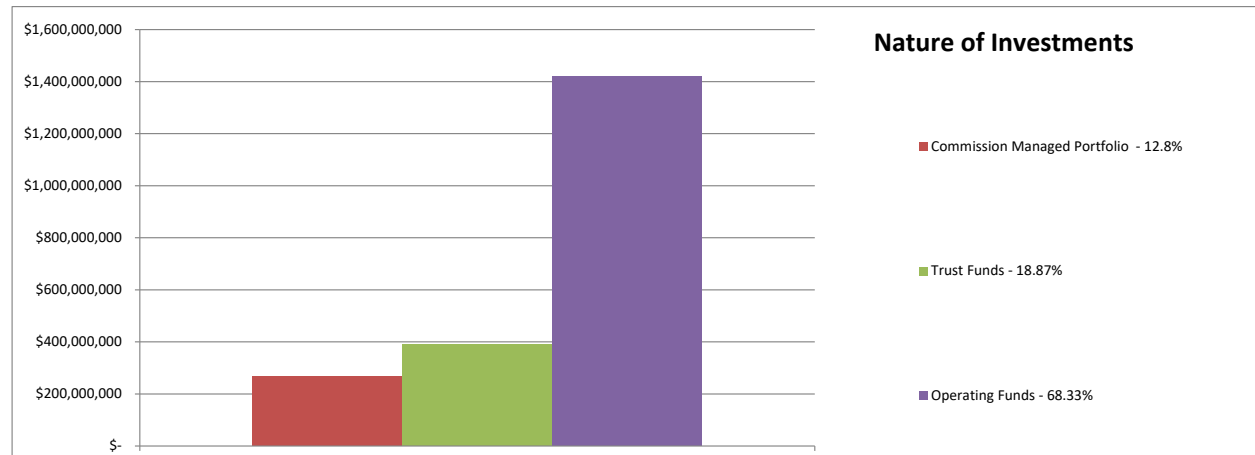
Riverside County Transportation Commission
Investment Portfolio Report
Period Ended: March 31, 2026

	STATEMENT BALANCE ¹	FINANCIAL INSTUTION	STATEMENTS	RATING Fitch ²	COUPON RATE	PAR VALUE	PURCHASE DATE	MATURITY DATE	YIELD TO MATURITY	PURCHASE COST	MARKET VALUE	UNREALIZED GAIN (LOSS)
OPERATING FUNDS												
City National Bank Deposits	36,537,201	City National Bank	Available upon request	AA-	N/A				N/A			
County Treasurer's Pooled Investment Fund	<u>1,382,820,283</u>	County Treasurer	Available upon request	AAAf/S1								
Subtotal Operating Funds	<u>1,419,357,484</u>											
FUNDS HELD IN TRUST												
County Treasurer's Pooled Investment Fund: Local Transportation Fund	<u>391,818,331</u>	County Treasurer	Available upon request					Available upon request				
Subtotal Funds Held in Trust	<u>391,818,331</u>											
COMMISSION MANAGED PORTFOLIO												
US Bank Payden & Rygel Operating	62,069,615	US Bank	Available upon request					Available upon request				
2013 Series A & Series B Reserve Fund	13,349,524	US Bank	Available upon request					Available upon request				
2021 Series B Reserve Fund	41,057,317	US Bank	Available upon request					Available upon request				
2021 Series C Reserve Fund	8,179,278	US Bank	Available upon request					Available upon request				
First American Government Obligation Fund	<u>141,311,101</u>	US Bank	Available upon request	N/A	N/A				N/A			
Subtotal Commission Managed Portfolio	<u>265,966,834</u>											
TOTAL All Cash and Investments	<u>2,077,142,649</u>											

Notes:

¹ Unreconciled and unaudited

² As of latest available information



AGENDA ITEM 6D

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	April 27, 2026
TO:	Budget and Implementation Committee
FROM:	Eric DeHate, Transit Manager
THROUGH:	Lorelle Moe-Luna, Multimodal Services Director
SUBJECT:	Fiscal Year 2025/26 Low Carbon Transit Operations Program Allocations

STAFF RECOMMENDATION:

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

- 1) Approve the allocation of \$4,872,489 related to Fiscal Year (FY) 2025/26 Low Carbon Transit Operations Program (LCTOP) funds to eligible Riverside County transit operators;
- 2) Authorize the Executive Director, or designee, to review the transit operators’ projects to ensure consistency with the LCTOP guidelines and to execute and submit required documents to the California Department of Transportation (Caltrans) for LCTOP; and
- 3) Adopt Resolution No. 26-008 for *“Authorization for the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program for the Southern California Regional Rail Authority Service Optimization in Riverside County in the amount of \$900,000”*.

BACKGROUND INFORMATION:

The LCTOP program was established through Senate Bill (SB) 862 in 2014 with a sunset date of 2030. LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities (DACs). LCTOP supports new or expanded transit services and expansion of intermodal transit facilities, with each project reducing greenhouse gas emissions. For agencies whose service areas include DACs, at least 50 percent of the total money received is to be expended on projects that will benefit these communities. In September 2025, the governor signed Assembly Bill 1207 and SB 840 extending the LCTOP program through 2045.

LCTOP is administered by Caltrans in coordination with the California Air Resource Board and the State Controller's Office (SCO). Caltrans is responsible for ensuring that the statutory requirements of the program are met in terms of project eligibility, emissions reduction, disadvantaged community benefit, and other requirements of the law.

Funds are apportioned similar to the State Transit Assistance program formula, utilizing two categories for funding: population and transit operator revenues. Apportionments by population are directed to regional transportation planning agencies (RTPAs) such as RCTC to distribute

under Public Utilities Code (PUC) 99313, and apportionments based on transit operator revenues under PUC 99314 are specified for each transit operator. Apportionments for both PUC 99313 and 99314 are determined by the SCO.

DISCUSSION:

The total estimated amount of formula LCTOP funds available to Riverside County for the first cycle in FY 2025/26 is \$4,872,489 (Attachment 1). Of this amount, \$4,196,536 is apportioned by population under PUC 99313, and are to be sub-allocated by the Commission. PUC 99314 provides \$675,953 directly to the transit operators as determined by the SCO. There will be a second cycle for FY 2025/26 that will be brought back to the Commission at a later date. Transit operators apply for the LCTOP funds directly to Caltrans and funds are not required to flow through RCTC.

As the RTPA, the Commission has the following responsibilities related to LCTOP:

- Allocate PUC 99313 population based LCTOP amounts as published by the SCO to eligible projects within Riverside County;
- Provide a contributing sponsor letter to Caltrans for the PUC 99313 funds with a list of LCTOP projects that will be submitted by the public transit operators;
- Verify and approve amendments to a transit operator's project that requires the RTPA signature; and
- Coordinate with all transit operators to ensure that all funds identified for Riverside County are accounted for in eligible projects.

The SCO released the estimate for the first cycle of LCTOP funds on February 27, 2026, and project applications are due to Caltrans on April 28, 2026, with the RTPA contributing sponsor letter for PUC 99313 funds.

The Commission's policy to allocate LCTOP PUC 99313 funds to transit operators is based on local needs as requested by the transit operators. This process includes staff facilitated discussions with each transit operator and a review their priority projects to ensure that they are LCTOP-eligible. Staff also works towards identifying projects that are more regional and consistent across the county such as free fares for youth or other free/discounted programs. In addition, operating projects and capital projects that are under construction and/or construction ready that need additional funds are prioritized over other long-term capital projects.

Staff recommends approval of the FY 2025/26 LCTOP allocations as shown in Table 1. The city of Riverside has opted out of their PUC 99314 funds because they have sufficient LCTOP funds from previous Commission allocations and do not need additional funding at this time. When a transit operator opts out of their funds, staff coordinates between the agencies to ensure all funds in Riverside County are allocated to another eligible agency and project.

Table 1: FY 2025/26 LCTOP Allocations for Riverside County Transit Operators

Agency	PUC 99313 Funds	PUC 99314 Funds	Total LCTOP Allocation	Proposed Project Description
City of Banning	\$ 120,000	\$ 2,429	\$ 122,429	Free fares for Banning Residents
City of Beaumont	130,000	3,713	133,713	Discounted fares on fixed-route, CommuterLink, and Dial-A-Ride with countywide free fare promotional days
City of Corona	260,000	4,972	264,972	Free fare to seniors, people with disabilities, and students
City of Riverside	-	-	-	Opt out - \$5,754 of PUC 99314 funds provided to RTA
Palo Verde Valley Transit Agency	125,000	2,050	127,050	Free fares for all riders
RCTC Commuter Rail Program	900,000	-	900,000	SCRRA Service Optimization
SCRRA	-	309,246	309,246	Student/Youth Discount Program
Riverside Transit Agency	1,781,000	213,664	1,994,664	Implementation of Fare Promotions
SunLine Transit Agency	880,536	134,125	1,014,661	Indio Liquid Hydrogen Station project
Total	\$ 4,196,536	\$ 675,953	\$ 4,872,489	

The projects listed above are expected to begin in FY 2027/28 and will be budgeted and programmed in each transit operator’s Short Range Transit Plan.

Staff also recommends authorizing the Executive Director, or designee, to execute and submit administrative documents related to the LCTOP program to Caltrans for approval, as needed. This may include any amendments to the transit operators’ applications due to delays, scope changes, or programming modifications that require approval from the RTPA.

In addition, staff recommends allocating \$900,000 of RCTC’s regional share of LCTOP funds to support SCRRA’s Service Optimization project. This allocation will help offset the Commission’s annual operating subsidy and continue implementation of service changes designed to attract new passenger rail riders within Riverside County while improving systemwide connectivity. Consistent with LCTOP grant requirements, adoption of Resolution No. 26-008 (Attachment 2) is required to authorize the use of funds for this project and to authorize the Executive Director to execute the required Certifications and Assurances and Authorized Agent forms.

FISCAL IMPACT:

There is no financial impact for the allocation of these funds. LCTOP funds are distributed directly from the SCO to transit operators for their respective projects. RCTC-led projects will be included in the FY 2026/27 budget.

Attachments:

- 1) LCTOP FY 2025/26 Estimates from SCO, Dated February 27, 2026
- 2) Resolution No. 26-008



MALIA M. COHEN
CALIFORNIA STATE CONTROLLER

February 27, 2026

County Auditors
Transportation Planning Agencies
County Transportation Commissions
San Diego Metropolitan Transit System

SUBJECT: Low Carbon Transit Operations Program

Pursuant to Health and Safety Code section 39719(b)(1)(B), the State Controller's Office shall allocate five percent of the annual proceeds from the Greenhouse Gas Reduction Fund to the Low Carbon Transit Operations Program. The allocation is made according to the requirements of the Low Carbon Transit Operations Program and pursuant to the distribution formula in sections 99312(b) or (c), 99313, and 99314 of the Public Utilities Code. Enclosed is a schedule that provides the amounts available for the Fiscal Year 2025-26 Low Carbon Transit Operations Program.

Please contact Lucas Rasmussen by telephone at (916) 323-1374 or email at LRasmussen@sco.ca.gov with any questions or for additional information. Thank you.

Sincerely,

Melma Dizon
Manager, Local Apportionments Section

Enclosure:
Low Carbon Transit Operations Program Eligible Allocation Summary

**STATE CONTROLLER'S OFFICE
LOW CARBON TRANSIT OPERATIONS PROGRAM
FISCAL YEAR 2025-26 - ELIGIBLE ALLOCATION SUMMARY
FEBRUARY 27, 2026**

<u>Regional Entity</u>	<u>PUC 99313 Allocation</u>	<u>PUC 99314 Allocation</u>	<u>Total Allocation</u>
	A	B	C = (A + B)
Metropolitan Transportation Commission	\$ 12,875,087	\$ 35,581,787	\$ 48,456,874
Sacramento Area Council of Governments	3,389,088	1,150,810	4,539,898
San Diego Association of Governments	1,600,012	395,543	1,995,555
San Diego Metropolitan Transit System	3,932,989	1,628,526	5,561,515
Tahoe Regional Planning Agency	185,263	10,493	195,756
Alpine County Transportation Commission	1,979	149	2,128
Amador County Transportation Commission	66,527	2,379	68,906
Butte County Association of Governments	348,963	18,930	367,893
Calaveras County Local Transportation Commission	75,202	926	76,128
Colusa County Local Transportation Commission	37,038	1,642	38,680
Del Norte County Local Transportation Commission	44,635	2,384	47,019
El Dorado County Local Transportation Commission	298,480	20,171	318,651
Fresno County Council of Governments	1,743,854	310,501	2,054,355
Glenn County Local Transportation Commission	49,385	1,388	50,773
Humboldt County Association of Governments	225,020	38,194	263,214
Imperial County Transportation Commission	313,607	28,946	342,553
Inyo County Local Transportation Commission	31,613	0	31,613
Kern Council of Governments	1,553,684	94,349	1,648,033
Kings County Association of Governments	258,983	10,322	269,305
Lake County/City Council of Governments	113,091	5,815	118,906
Lassen County Local Transportation Commission	48,287	2,178	50,465
Los Angeles County Metropolitan Transportation Authority	16,608,322	21,995,875	38,604,197
Madera County Local Transportation Commission	273,418	8,877	282,295
Mariposa County Local Transportation Commission	28,447	851	29,298
Mendocino Council of Governments	151,048	11,164	162,212
Merced County Association of Governments	492,828	23,128	515,956
Modoc County Local Transportation Commission	14,278	1,255	15,533
Mono County Local Transportation Commission	21,329	32,922	54,251
Transportation Agency for Monterey County	737,915	228,913	966,828
Nevada County Local Transportation Commission	168,750	8,068	176,818
Orange County Transportation Authority	5,339,630	1,920,979	7,260,609
Placer County Transportation Planning Agency	545,496	77,027	622,523
Plumas County Local Transportation Commission	31,756	4,978	36,734
Riverside County Transportation Commission	4,196,536	675,953	4,872,489
Council of San Benito County Governments	112,364	1,765	114,129
San Bernardino County Transportation Authority	3,711,888	783,924	4,495,812
San Joaquin Council of Governments	1,355,085	300,836	1,655,921
San Luis Obispo Area Council of Governments	469,718	32,700	502,418
Santa Barbara County Association of Governments	751,874	190,308	942,182
Santa Cruz County Transportation Commission	443,441	406,657	850,098
Shasta Regional Transportation Agency	303,016	15,829	318,845
Sierra County Local Transportation Commission	5,331	207	5,538
Siskiyou County Local Transportation Commission	72,829	3,163	75,992
Stanislaus Council of Governments	934,545	52,899	987,444
Tehama County Transportation Commission	109,010	2,268	111,278
Trinity County Transportation Commission	26,710	888	27,598
Tulare County Association of Governments	819,265	85,195	904,460
Tuolumne County Transportation Council	91,404	2,369	93,773
Ventura County Transportation Commission	1,394,011	228,600	1,622,611
State Totals	<u>\$ 66,403,031</u>	<u>\$ 66,403,031</u>	<u>\$ 132,806,062</u>

**STATE CONTROLLER'S OFFICE
LOW CARBON TRANSIT OPERATIONS PROGRAM
PUC 99314 ALLOCATION DETAIL
FISCAL YEAR 2025-26 - ELIGIBLE ALLOCATION
FEBRUARY 27, 2026**

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	<u>PUC 99314 Allocation</u>
Altamont Corridor Express*		
Alameda County Congestion Management Agency	\$ NA	\$ 51,936
Santa Clara Valley Transportation Authority	NA	29,963
San Joaquin Regional Rail Commission	NA	167,794
Regional Entity Totals	0	249,693
Metropolitan Transportation Commission		
Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco**	2,032,465,904	23,692,308
Central Contra Costa Transit Authority	12,684,408	147,861
City of Dixon	123,850	1,444
Eastern Contra Costa Transit Authority	6,132,724	71,489
City of Fairfield	2,250,751	26,237
Golden Gate Bridge Highway and Transportation District	138,827,667	1,618,304
Livermore-Amador Valley Transit Authority	6,084,421	70,926
Marin County Transit District	23,726,064	276,573
Napa Valley Transportation Authority	1,722,522	20,079
Peninsula Corridor Joint Powers Board	144,681,126	1,686,537
City of Petaluma	739,065	8,615
City of Rio Vista	39,373	459
San Francisco Bay Area Water Emergency Transportation Authority	39,452,081	459,890
San Mateo County Transit District	145,105,738	1,691,487
Santa Clara Valley Transportation Authority	439,800,215	5,126,719
City of Santa Rosa	2,483,478	28,950
Solano County Transit	5,290,076	61,666
County of Sonoma	3,459,517	40,327
Sonoma-Marín Area Rail Transit District	29,993,581	349,633
City of Union City	1,879,467	21,909
City of Vacaville	402,817	4,696
Western Contra Costa Transit Authority	8,044,931	93,779
Regional Entity Subtotals	3,045,389,776	35,499,888
Alameda County Congestion Management Agency - Corresponding to ACE*	NA	51,936
Santa Clara Valley Transportation Authority - Corresponding to ACE*	NA	29,963
Regional Entity Totals	3,045,389,776	35,581,787

* The amounts allocated to the member agencies of Altamont Corridor Express are included with their corresponding transportation planning agency.

** The amounts for Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco are combined.

**STATE CONTROLLER'S OFFICE
LOW CARBON TRANSIT OPERATIONS PROGRAM
PUC 99314 ALLOCATION DETAIL
FISCAL YEAR 2025-26 - ELIGIBLE ALLOCATION
FEBRUARY 27, 2026**

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	<u>PUC 99314 Allocation</u>
Sacramento Area Council of Governments		
City of Davis (Unitrans)	2,957,630	34,477
County of Sacramento	1,189,071	13,861
Sacramento Regional Transit System	88,543,261	1,032,142
Yolo County Transportation District	4,689,895	54,670
Yuba Sutter Transit Authority	1,343,449	15,660
Regional Entity Totals	98,723,306	1,150,810
San Diego Association of Governments		
North County Transit District	33,932,036	395,543
San Diego Metropolitan Transit System		
San Diego Metropolitan Transit System	33,958,141	395,848
San Diego Transit Corporation	62,951,421	733,820
San Diego Trolley, Inc.	42,794,978	498,858
Regional Entity Totals	139,704,540	1,628,526
Southern California Regional Rail Authority***		
Los Angeles County Metropolitan Transportation Authority	NA	1,383,877
Orange County Transportation Authority	NA	607,724
Riverside County Transportation Commission	NA	309,246
San Bernardino County Transportation Authority	NA	312,283
Ventura County Transportation Commission	NA	147,996
Regional Entity Totals	0	2,761,126
	0	(2,761,126)
Tahoe Regional Planning Agency		
Tahoe Transportation District	900,147	10,493
Alpine County Transportation Commission		
County of Alpine	12,816	149
Amador County Transportation Commission		
Amador Transit	204,076	2,379
Butte County Association of Governments		
Butte Regional Transit	1,601,714	18,671
City of Gridley - Specialized Service	22,232	259
Regional Entity Totals	1,623,946	18,930

 *** The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

**STATE CONTROLLER'S OFFICE
LOW CARBON TRANSIT OPERATIONS PROGRAM
PUC 99314 ALLOCATION DETAIL
FISCAL YEAR 2025-26 - ELIGIBLE ALLOCATION
FEBRUARY 27, 2026**

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	<u>PUC 99314 Allocation</u>
Calaveras County Local Transportation Commission Calaveras Transit Agency	79,417	926
Colusa County Local Transportation Commission County of Colusa	140,877	1,642
Del Norte County Local Transportation Commission Redwood Coast Transit Authority	204,530	2,384
El Dorado County Local Transportation Commission El Dorado County Transit Authority	1,730,379	20,171
Fresno County Council of Governments City of Clovis	1,770,328	20,637
City of Fresno	22,991,076	268,005
Fresno County Rural Transit Agency	1,875,194	21,859
Regional Entity Totals	26,636,598	310,501
Glenn County Local Transportation Commission County of Glenn Transit Service	119,071	1,388
Humboldt County Association of Governments City of Arcata	213,054	2,484
Humboldt Transit Authority	3,063,481	35,710
Regional Entity Totals	3,276,535	38,194
Imperial County Transportation Commission Imperial County Transportation Commission	2,462,028	28,700
Quechan Indian Tribe	21,107	246
Regional Entity Totals	2,483,135	28,946
Inyo County Local Transportation Commission	None	None
Kern Council of Governments City of Arvin	62,152	725
City of California City	25,760	300
City of Delano	279,451	3,258
Golden Empire Transit District	5,882,508	68,572
County of Kern	1,194,767	13,927
City of McFarland	12,106	142
City of Ridgecrest	159,250	1,856
City of Shafter	57,568	671
City of Taft	360,169	4,198
City of Tehachapi	28,252	329
City of Wasco	31,839	371
Regional Entity Totals	8,093,822	94,349

**STATE CONTROLLER'S OFFICE
LOW CARBON TRANSIT OPERATIONS PROGRAM
PUC 99314 ALLOCATION DETAIL
FISCAL YEAR 2025-26 - ELIGIBLE ALLOCATION
FEBRUARY 27, 2026**

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	<u>PUC 99314 Allocation</u>
Kings County Association of Governments		
City of Corcoran	122,620	1,429
Kings County Area Public Transit Agency	762,823	8,893
Regional Entity Totals	885,443	10,322
Lake County/City Council of Governments		
Lake Transit Authority	498,852	5,815
Lassen County Local Transportation Commission		
Lassen Transit Service Agency	186,872	2,178
Los Angeles County Metropolitan Transportation Authority		
Antelope Valley Transit Authority	20,326,872	236,949
City of Arcadia	1,607,131	18,734
City of Burbank	3,769,842	43,945
City of Claremont	456,234	5,318
City of Commerce	4,235,696	49,375
City of Culver City	15,278,536	178,101
Foothill Transit	67,815,955	790,526
City of Gardena	13,772,242	160,542
City of Glendale	8,225,171	95,880
City of La Mirada	874,670	10,196
Long Beach Public Transportation Company	60,542,189	705,736
City of Los Angeles	98,801,791	1,151,725
County of Los Angeles	6,316,927	73,636
Los Angeles County Metropolitan Transportation Authority	1,332,273,335	15,530,213
City of Montebello	20,096,742	234,266
City of Norwalk	9,188,277	107,107
City of Pasadena	7,704,457	89,810
City of Redondo Beach	2,905,619	33,871
City of Santa Clarita	26,010,198	303,199
City of Santa Monica	47,544,183	554,219
Southern California Regional Rail Authority***	236,865,779	NA
City of Torrance	20,472,763	238,650
Regional Entity Subtotals	2,005,084,609	20,611,998
Los Angeles County Metropolitan Transportation Authority - Corresponding to SCRRA***	NA	1,383,877
Regional Entity Totals	2,005,084,609	21,995,875
Madera County Local Transportation Commission		
City of Chowchilla	524,476	6,114
City of Madera	169,785	1,979
County of Madera	67,286	784
Regional Entity Totals	761,547	8,877

*** The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

**STATE CONTROLLER'S OFFICE
LOW CARBON TRANSIT OPERATIONS PROGRAM
PUC 99314 ALLOCATION DETAIL
FISCAL YEAR 2025-26 - ELIGIBLE ALLOCATION
FEBRUARY 27, 2026**

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	<u>PUC 99314 Allocation</u>
Mariposa County Local Transportation Commission County of Mariposa	73,004	851
Mendocino Council of Governments Mendocino Transit Authority	957,692	11,164
Merced County Association of Governments Transit Joint Powers Authority of Merced County	1,025,125	11,950
Yosemite Area Regional Transportation System (YARTS)	958,913	11,178
Regional Entity Totals	1,984,038	23,128
Modoc County Local Transportation Commission Modoc Transportation Agency	107,653	1,255
Mono County Local Transportation Commission Eastern Sierra Transit Authority	2,824,223	32,922
Transportation Agency for Monterey County Monterey-Salinas Transit District	19,637,486	228,913
Nevada County Local Transportation Commission County of Nevada	369,077	4,302
City of Truckee	323,083	3,766
Regional Entity Totals	692,160	8,068
Orange County Transportation Authority City of Laguna Beach	1,910,271	22,268
Orange County Transportation Authority	110,748,483	1,290,987
Regional Entity Subtotals	112,658,754	1,313,255
Orange County Transportation Authority - Corresponding to SCRRA***	NA	607,724
Regional Entity Totals	112,658,754	1,920,979
Placer County Transportation Planning Agency City of Auburn	21,830	254
County of Placer	5,410,141	63,066
City of Roseville	1,175,827	13,707
Regional Entity Totals	6,607,798	77,027
Plumas County Local Transportation Commission County Service Area 12 - Specialized Service	346,829	4,043
County of Plumas	80,198	935
Regional Entity Totals	427,027	4,978

*** The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

**STATE CONTROLLER'S OFFICE
LOW CARBON TRANSIT OPERATIONS PROGRAM
PUC 99314 ALLOCATION DETAIL
FISCAL YEAR 2025-26 - ELIGIBLE ALLOCATION
FEBRUARY 27, 2026**

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	<u>PUC 99314 Allocation</u>
Riverside County Transportation Commission		
City of Banning	208,349	2,429
City of Beaumont	318,557	3,713
City of Corona	426,555	4,972
Palo Verde Valley Transit Agency	175,762	2,050
City of Riverside - Specialized Service	493,635	5,754
Riverside Transit Agency	18,329,390	213,664
Sunline Transit Agency	11,506,078	134,125
Regional Entity Subtotals	31,458,326	366,707
Riverside County Transportation Commission - Corresponding to SCRRA***	NA	309,246
Regional Entity Totals	31,458,326	675,953
Council of San Benito County Governments		
San Benito County Local Transportation Authority	151,384	1,765
San Bernardino County Transportation Authority		
Morongo Basin Transit Authority	1,027,787	11,981
Mountain Area Regional Transit Authority	564,732	6,583
City of Needles	58,190	679
Omnitrans	34,279,207	399,590
Victor Valley Transit Authority	4,530,204	52,808
Regional Entity Subtotals	40,460,120	471,641
San Bernardino County Transportation Authority - Corresponding to SCRRA***	NA	312,283
Regional Entity Totals	40,460,120	783,924
San Joaquin Council of Governments		
Altamont Corridor Express *	21,420,132	NA
City of Escalon	51,911	605
City of Lodi	887,825	10,349
City of Manteca	77,826	907
City of Ripon	44,345	517
San Joaquin Regional Transit District	10,156,807	118,397
City of Tracy	194,489	2,267
Regional Entity Subtotals	32,833,335	133,042
San Joaquin Regional Rail Commission - Corresponding to ACE*	NA	167,794
Regional Entity Totals	32,833,335	300,836

* The amounts allocated to the member agencies of Altamont Corridor Express are included with their corresponding transportation planning agency.

*** The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

**STATE CONTROLLER'S OFFICE
LOW CARBON TRANSIT OPERATIONS PROGRAM
PUC 99314 ALLOCATION DETAIL
FISCAL YEAR 2025-26 - ELIGIBLE ALLOCATION
FEBRUARY 27, 2026**

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	<u>PUC 99314 Allocation</u>
San Luis Obispo Area Council of Governments		
City of Atascadero	37,783	440
City of Morro Bay	42,401	494
San Luis Obispo Regional Transit Authority	821,105	9,572
City of San Luis Obispo Transit	1,903,882	22,194
Regional Entity Totals	2,805,171	32,700
Santa Barbara County Association of Governments (SBCAG)		
City of Guadalupe	69,525	810
City of Lompoc	136,501	1,591
County of Santa Barbara	0	0
Santa Barbara County Association of Governments (SBCAG)	1,620,453	18,890
Santa Barbara Metropolitan Transit District	13,488,703	157,237
City of Santa Maria	906,214	10,564
City of Solvang	104,313	1,216
Regional Entity Totals	16,325,709	190,308
Santa Cruz County Transportation Commission		
Santa Cruz Metropolitan Transit District	34,885,448	406,657
Shasta Regional Transportation Agency		
Redding Area Bus Authority	1,357,867	15,829
Sierra County Local Transportation Commission		
County of Sierra - Specialized Service	17,768	207
Siskiyou County Local Transportation Commission		
County of Siskiyou	271,330	3,163
Stanislaus Council of Governments		
Stanislaus Regional Transit Authority	4,244,345	49,476
City of Turlock	293,666	3,423
Regional Entity Totals	4,538,011	52,899
Tehama County Transportation Commission		
County of Tehama	194,589	2,268
Trinity County Transportation Commission		
County of Trinity	76,212	888
Tulare County Association of Governments		
City of Porterville	846,792	9,871
City of Tulare	589,094	6,867
County of Tulare	1,191,032	13,884
Tulare County Regional Transit Agency	290,035	3,381
City of Visalia	4,391,535	51,192
Regional Entity Totals	7,308,488	85,195

**STATE CONTROLLER'S OFFICE
 LOW CARBON TRANSIT OPERATIONS PROGRAM
 PUC 99314 ALLOCATION DETAIL
 FISCAL YEAR 2025-26 - ELIGIBLE ALLOCATION
 FEBRUARY 27, 2026**

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	<u>PUC 99314 Allocation</u>
Tuolumne County Transportation Council		
Tuolumne County Transit Agency	203,234	2,369
Ventura County Transportation Commission		
City of Camarillo	751,079	8,755
Gold Coast Transit District	4,272,461	49,804
City of Moorpark	299,991	3,497
City of Simi Valley	1,167,392	13,608
City of Thousand Oaks	423,749	4,940
Regional Entity Subtotals	6,914,672	80,604
Ventura County Transportation Commission - Corresponding to SCRRA***	NA	147,996
Regional Entity Totals	6,914,672	228,600
 STATE TOTALS	 <u>\$ 5,696,443,829</u>	 <u>\$ 66,403,031</u>

 *** The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

RESOLUTION NO. 26-008

**AUTHORIZATION FOR THE EXECUTION OF THE
CERTIFICATIONS AND ASSURANCES AND AUTHORIZED AGENT FORMS
FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)
FOR THE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA) SERVICE
OPTIMIZATION IN RIVERSIDE COUNTY IN THE AMOUNT OF \$900,000**

WHEREAS, the Riverside County Transportation Commission is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors, including local agencies; and

WHEREAS, the Riverside County Transportation Commission wishes to delegate authorization to execute the Certification and Assurances and the Authorized Agent documents for the LCTOP in relation to the SCRRA Service Optimization in Riverside County, and any amendments thereto, to Aaron Hake, Executive Director, or his designee; and

WHEREAS, the Riverside County Transportation Commission wishes to implement the LCTOP project(s) listed above.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Riverside County Transportation Commission that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that Aaron Hake, Executive Director, or his designee, be authorized to execute all required documents for the LCTOP program and any Amendments thereto with the California Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Riverside County Transportation Commission that it hereby authorizes the submittal of the following project nomination(s) and allocation request(s) to the Department in FY2025-2026 LCTOP funds:

(Continued on next page)

List project(s), including the following information:

Project Name: SCRRRA Service Optimization in Riverside County

Amount of LCTOP funds requested: \$900,000

Short description of project: The Southern California Regional Rail Authority will use LCTOP funds to encourage new passenger rail riders within Riverside County by increasing the number of trains as part of Metrolink’s regional passenger rail service.

Benefit to a Priority Populations: Increase regional passenger rail service to disadvantaged communities.

Amount to benefit Priority Populations: \$900,000

Contributing Sponsors (if applicable):

APPROVED AND ADOPTED this 13th day of May 2026.

Raymond Gregory, Chair
Riverside County Transportation Commission

ATTEST:

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

AGENDA ITEM 7

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	April 27, 2026
TO:	Budget and Implementation Committee
FROM:	Sergio Vidal, Chief Financial Officer Jennifer Fuller, Deputy Director of Finance Maria Garcia, Financial Budget Manager
THROUGH:	David Knudsen, Deputy Executive Director
SUBJECT:	Proposed Budget for Fiscal Year 2026/27

STAFF RECOMMENDATION:

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

- 1) Discuss, review, and provide guidance on the proposed Fiscal Year 2026/27 Executive Summary; and
- 2) Conduct a public hearing to receive input and comments on the proposed FY 2026/27 Proposed Budget on May 13 and June 10, 2026, and thereafter close the public hearing.

BACKGROUND INFORMATION:

Section 7(A) of the Riverside County Transportation Commission (RCTC) Administrative Code requires that an annual budget be considered and adopted by the Commission no later than June 15 following the conduction of the public hearing.

The first step in the FY 2026/27 budget development process was approval of the Commission’s Policy Goals and Objectives, which occurred on March 11, 2026. These Policy Goals and Objectives included quality of life, achieving operational excellence, connecting the economy, being a responsible partner, and maintaining fiscal accountability.

The next step is the Commission’s consideration of the Executive Summary, which outlines revenues and expenses by category, funding priorities, and strategic alignment of the proposed budget, along with the opening of the required public hearing during the May Commission meeting. The purpose of this staff report is to outline the FY 2026/27 Executive Summary and open the public hearing on May 13, 2026, concluding on June 10, 2026. Final adoption of the budget will take place at the June 10, 2026, Commission meeting.

The Commission’s budget is primarily project-driven and includes service-oriented enterprise operations such as the Interstate 15 and State Route 91 Express Lanes. As a project-driven agency, RCTC accumulates reserves over multiple fiscal years to fund large, multi-year capital projects and programs. This structure provides flexibility to adjust project schedules in response

to economic conditions or project delays. Staff has completed the initial budget preparation process, culminating in the attached Executive Summary (Attachment 1) for the proposed FY 2026/27 Budget.

FY 2026/27 Budget Overview

Total Sources increased by approximately 4 percent to \$1.3 billion, primarily due to higher intergovernmental reimbursements, increased revenues, and higher projected investment income.

Total Uses decreased by approximately 5 percent to \$1.3 billion, reflecting project activity wind-down in certain capital programs.

The proposed FY 2026/27 Budget anticipates that total uses will exceed total sources by approximately \$23.7 million, with accumulated reserves utilized to support project delivery. Accumulated reserves will be utilized for projects such as:

- Transit operating and capital disbursements utilizing both Local Transportation Fund (LTF) and State Transit Assistance (STA) funds for transit operators, including Riverside Transit Agency, Sunline Transit Agency, Palo Verde Valley Transit Agency, and the four municipal operators in western Riverside County (i.e., cities of Banning, Beaumont, Corona, and Riverside)
- Transit and Intercity Rail Capital Program (TIRCP) SB 125 funding, including capital allocations to the transit operators and grade separation projects such as city of Banning-Hargrave Avenue, city of Beaumont-Pennsylvania Avenue, city of Corona-McKinley Street, and County of Riverside-Broadway Street
- Highway projects funded by Measure A highway funds such as State Route 79 and Mid County Parkway Projects

Furthermore, Tables 18-20 (Attachment 1) provide a summary of budgeted sources and uses from multiple perspectives (comparative, operating and capital, and fund type).

FY 2026/27 Proposed Budget – Sources

Total budgeted sources (see Attachment 1: Table 2) are estimated at approximately \$1.3 billion, representing an approximate 4 percent increase from the prior year revised budget. The break-out is as follows:

Summary of Attachment 1: Table 2

FY 2026/27 – Proposed Budget (Sources)	
Revenues	\$ 1,054,002,000
Transfers In	<u>269,173,800</u>
Total Sources	\$1,323,175,800

Key contributing factors for anticipated increases in revenue when compared to the prior year revised budget include:

- Increased intergovernmental revenues tied to reimbursements for projects such as Mid County Parkway, I-15 Southern Extension, and I-15/Franklin Street Interchange.
- Higher investment income due to increased cash balances and interest rates.
- Increased toll revenues driven by higher traffic demand.
- Other revenues reflect an anticipated land sale near Cajalco Road.

Measure A and Local Transportation Fund revenues reflect projections approved by the Commission in February 2026. Due to ongoing economic uncertainty related to trade conditions, oil supply constraints, and geopolitical events, staff has maintained a prudent sales tax forecast.

State Transit Assistance (STA) revenues are projected to decline compared to the prior year due to reduced diesel fuel consumption and increased adoption of electric vehicles.

Intergovernmental revenues are budgeted to increase approximately five percent, reflecting active construction, engineering, and reimbursement activity on projects such as Mid County Parkway, SR-79, Perris Valley Line improvements, Smart Freeways, and SB 125-funded transit and grade separation projects.

Tolls, penalties, and fees are anticipated to increase approximately nine percent, driven by continued strong performance of the SR-91 and I-15 Express Lanes and increased traffic demand.

Investment income is projected to increase by approximately 58 percent, driven by higher average rates of return (approximately 3 to 4 percent) and increased cash balances.

The proposed decrease in transfers in is largely due to the repayment of the interfund loan from the 15 Express Lanes to Measure A (Western County) funds, transfers within the Enterprise funds to fund future repair and rehabilitation obligations for the 91 Express Lanes, and the anticipated surplus funding generated in FY 2025/26.

The staff's estimate of total sources represents a cautiously optimistic outlook to the County's economic activity. Key trends to be monitored by staff impacting our estimates include unemployment, interest, and inflation rates.

FY 2026/27 Proposed Budget - Uses

FY 2026/27 uses (Attachment 1: Table 3) are estimated to be approximately \$1.3 billion, representing a five percent decrease from the prior year revised budget. The break-out is as follows:

Summary of Attachment 1: Table 3

FY 2026/27 – Proposed Budget (Uses)

Expenditures/Expenses	\$1,077,778,500
<u>Transfers Out</u>	<u>\$ 269,173,800</u>
Total Uses	\$1,346,952,300

The decrease when compared to FY 2025/26 is largely related to reductions in the following categories: Capital Highway, Rail, and Regional Arterials, and Public and Specialized Transit, offset by increases in Capital Local Streets and Roads, Commuter Assistance, and Planning and Programming.

The anticipated decrease in Capital Highway, Rail, and Regional Arterials is primarily attributed to project activity winding down, reduction in anticipated allocation, or nearing completion in the upcoming fiscal year for the following projects: 71/91 Connector, Jurupa Avenue Grade Separation, Coachella Valley Measure A, and Smart Freeways.

The anticipated decrease in debt service is nominal due to lower interest expense in the upcoming fiscal year.

The decrease in Public and Specialized Transit budgeted expenditures is due to a reduction in the anticipated operating and capital allocation needs by transit operators, including SB 125 transit capital and grade separation projects.

The anticipated increases in Capital Local Streets and Roads are due to additional funding provided to partner agencies, aligned with growth in Measure A.

The anticipated increases in Commuter Assistance are due to increased funding for RCTC initiatives in the upcoming fiscal year, such as, Trip Spark and the Transportation Demand Management Study, and funding for reduced or free Metrolink Passes to eligible commuters.

The anticipated increases in Planning and Programming are largely due to funding for partner projects delivered by the Commission, such as Beaumont Potrero Interchange Phase II Project and I-15/Franklin Street Interchange Project in Lake Elsinore.

The anticipated increases in Motorist Assistance are due to Freeway Service Patrol (FSP) program operations.

The anticipated cost increases in Management Services, Rail Maintenance and Operations, Regional Conservation, and Toll Operations categories align with projected program growth.

Since the Commission is primarily project-driven, total personnel costs (salaries and benefits) represent less than two percent of the overall budgeted expenditures. The Commission's personnel costs are allocated agency-wide among various programs such as Public and Specialized Transit, Toll Operations, Regional Conservation, and directly to various projects.

Furthermore, administrative salaries and benefits subject to the Measure A ordinance total 0.64 percent of projected Measure A revenue for the upcoming fiscal year, which is less than the one percent maximum threshold.

As approved by the Executive Committee on January 29, 2026 and April 8, 2026, budgeted personnel costs also reflect the following changes for the upcoming fiscal year:

Changes in Personnel Costs - FY 2026/27:

- The five full-time equivalent (FTE) positions increase is related to the recruitment of positions for Toll Operations and Regional Conservation. A Deputy Director of Toll Operations Technology and Roadway, Roadway and Facilities Operations Manager, and Toll Contracts and Budget Manager were added to the positions for Toll Operations. A Senior Management Analyst (RC) Management & Monitoring and MSHCP Compliance Manager were added to the positions for Regional Conservation. RCA will reimburse RCTC for all eligible costs related to their associated positions
- A 4 percent pool for performance merit-based salary increases; and 3.5 percent annual salary range cost of living adjustment (COLA). The COLA only applies to the Commission's salary range structure and is not automatically applied to employees' salaries. The COLA adjustment is based on the percent change to the Consumer Price Index (CPI) for the Riverside-San Bernardino-Ontario Metropolitan Area for the 12-month period ending December 31, rounded to the nearest half a percent, with a maximum adjustment of 4 percent. This is based on Commission policy. The CPI for the All-Urban Wage Earners, covering Riverside, CA for the most recent 12-month period ending December 31, 2025, was 3.3 percent. In accordance with the Commission's policy, CPI was rounded to 3.5 percent and applied to the Commission's salary range structure for FY 2026/27.
- Increase the monthly employer contribution towards employee health care to a total up to \$1,938.10 and offer a monthly \$200.00 lump sum or 401(a) contribution to employees who elect to waive health coverage through the Commission's health plan.

With the FY 2026/27 Budget, the Commission will continue to move forward current capital projects to construction, thereby providing a stimulus to the local economy. Significant capital projects budgets by phase include:

Engineering:

- **Highway**
 - SR-79 Segment 1
 - 15/91 Express Lanes Transit Connector
 - 91 Pavement Rehabilitation
 - I-10 Pass Express Lanes
 - 91 Third Express Lane
- **Regional Arterial**
 - Jurupa Avenue Grade Separation

- **Rail**
 - Mead Valley Station
 - Perris Valley Line Double Track
- **Public and Specialized Transit**
 - SB 125 Formula Funding - Grade Separation
 - City of Banning – Hargrave Ave Grade Separation
 - Riverside-Broadway Grade Separation

Construction:

- **Highway**
 - Mid County Parkway Projects
 - I-15 Southern Extension
 - Smart Freeways
- **Regional Arterial**
 - Beaumont Potrero Interchange Phase II
 - Jurupa Avenue Grade Separation
 - Wildomar Bundy Canyon Rd Segment 2
 - Banning Sun Lakes Extension
- **Rail**
 - South Perris Valley Line Station & Layover Facility
 - Perris Valley Line Double Track
 - Riverside Downtown Metrolink Station at Grade Crossing
- **Public and Specialized Transit**
 - SB 125 Formula Funding - Grade Separation
 - City of Corona-McKinley Street
 - County of Riverside-Jurupa Avenue
 - City of Beaumont-Pennsylvania Avenue

Design-Build:

- **Highway**
 - I-15 Express Lanes - Southern Extension
 - 91 Eastbound Corridor Operations Project
 - SR-91 Corridor

Right of Way and Land:

- **Highway**
 - SR-79 Realignment
 - Mid County Parkway projects
 - ROW Advanced Mitigation Program
- **Regional Arterial**
 - I-15/Franklin St. Interchange Project
 - Santa Ana Trail – West of SR71

Table 21 in Attachment 1 presents a complete summary of highway, regional arterial, rail, and regional conservation program projects.

A summary of the proposed FY 2026/27 Budget is as follows:

	<u>Proposed FY 2026/27</u>
	<u>Budget</u>
Revenues and other financing sources:	
Measure A	\$ 280,000,000
Local Transportation Funds	150,000,000
Intergovernmental (i.e., federal, state, and local)	298,107,700
Transportation Uniform Mitigation Fee	22,000,000
State Transit Assistance	31,499,900
Tolls, penalties, and fees	160,722,000
Other revenues	41,470,300
Investment income	70,202,100
Transfers in	269,173,800
Total revenues and other financing sources	<u>1,323,175,800</u>
Expenditures and other financing uses:	
Personnel salaries and benefits	24,234,300
Professional services and support costs	57,388,200
Projects and operations	893,670,400
Capital outlay	6,383,600
Debt service (principal and interest)	96,102,000
Transfers out	269,173,800
Total expenditures and other financing uses	<u>1,346,952,300</u>
Excess (deficiency) of revenues and other financing sources over (under) expenditures and other financing uses	(23,776,500)
Beginning fund balance (projected)	<u>2,170,070,900</u>
Ending fund balance (projected)	<u>\$ 2,146,294,400</u>

At its June 10 Commission meeting, staff will present the entire budget document with detailed narratives and the FY 2026/27 salary schedule.

Attachment: Executive Summary for the Proposed FY 2026/27 Budget

EXECUTIVE SUMMARY

INTRODUCTION

The budget for FY 2026/27 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 11, 2026 meeting, the Commission is driven by four core mission statements and underlying goals to improve mobility for the people 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 people 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 RCTC strives to make them 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 all Riverside County residents through ongoing, meaningful 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 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 people 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, and is projected to increase by at least 500,000 to over 3 million residents by 2050. 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 from 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 building regional trails and bicycle and pedestrian facilities in accordance with local general plans and active transportation plans.
Grants	RCTC actively pursues and obtains state and federal grants to leverage Measure A and toll revenue dollars to 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 the public and private sectors 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 2026/27 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 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.
- Begin preliminary design of the I-15 Express Lanes-Southern Extension (ELPSE) project.
- Continue Plans, Specifications, and Estimates (PS&E) and right of way acquisition for the SR-79 corridor project, segment 3.
- Complete innovative funding and finance study to identify means to deliver SR-79 Segments 1 and 2.
- Commence the development of I-10/SR-79 Interchange Improvement Project Project Study Report - Project Development Support document.
- Continue construction of the MCP Ramona Expressway project.
- Commence planning and identify funding for MCP 2 or 4 project.
- Begin preliminary design and right of way acquisition for the 91 ECOP project.
- Initiate the 15/91 Express Transit Connector Project Approval/Environmental Document phase.
- Initiate the 91 Third Express Lane Project Study Report - Project Development Support document.
- Initiate the 91 Express Lanes Major Pavement Rehab Project Approval/Environmental Document phase.
- Complete the I-10 (San Geronio Pass) Express Lanes Project Study Report - Project Development Support document.
- Commence construction of the South Perris Station and Layover expansion project
- Commence design of the Mead Valley Commuter Rail Station.
- Complete the design and commence construction of the Perris Valley Line Double Track Project, 6.8 miles long.
- Complete the design and commence construction of the Riverside Downtown Station At-grade crossing project.
- Initiate the I-215 Railroad Barrier Wall Project Study Report and commence design of the project.
- Initiate the Perris Valley Line drainage Project Study Report.
- Continue to support operations planning, design, and construction 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 construction on the SR-60/Potrero Boulevard interchange phase II project; continue design of the I-15/Franklin interchange project and Pennsylvania Avenue grade separation project; and continue 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 operation of the Smart Freeway project on I-15 in Temecula. Complete the Design and Engineering Evaluation Report for the I-10 Ramp Metering project in the San Geronio Pass.
- 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, achieve high customer satisfaction, and provide a reliable travel option.
- Efficiently and cost effectively operate the nine Commission-owned and -operated commuter rail stations and the 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 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, from, and throughout 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 2026/27 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 2026/27 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 2026/27 budget includes revenues of \$1,054,002,000 and transfers in of \$269,173,800 for total sources of \$1,323,175,800 (Table 2). The FY 2026/27 budget includes expenditures/expenses of \$1,077,778,500 and transfers out of \$269,173,800 for total uses of \$1,346,952,300 (Table 3).

The upcoming FY 2026/27 budget anticipates utilizing \$23,776,500 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.

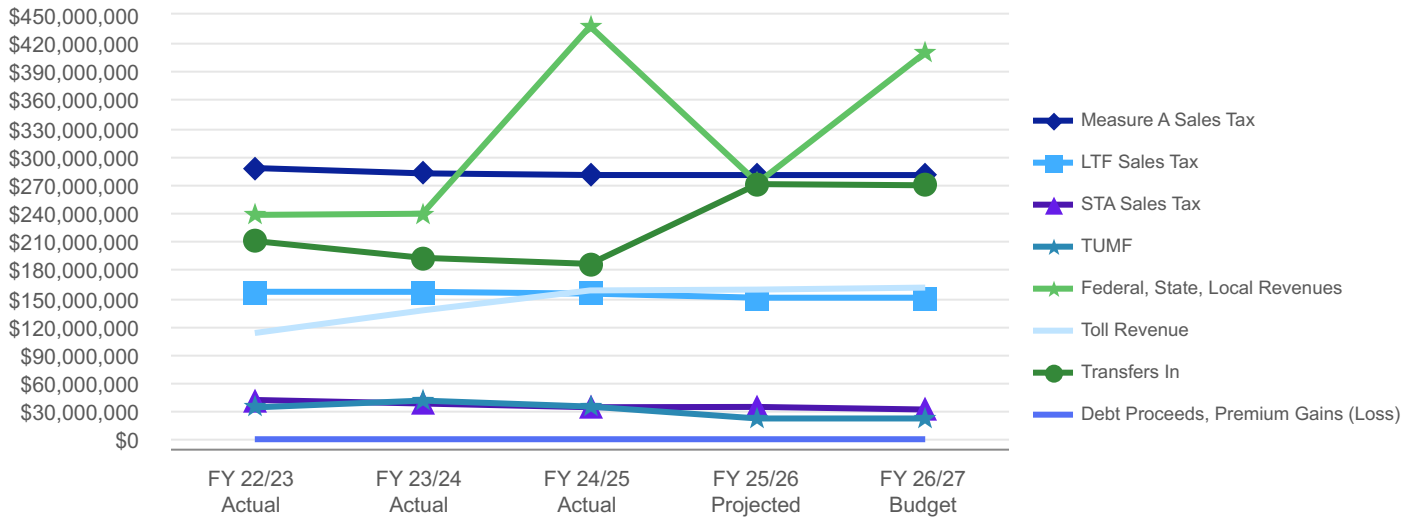
Total Sources (Table 2) are budgeted at \$1,323,175,800, a 4% increase over FY 2025/26 budget. The increase is a result of higher intergovernmental revenues related to the following projects: SR-79 realignment, MCP #3, Smart Freeway, 15 Express Lanes — Southern Extension, 91 ECOP, Santa Ana River Trail, rail station rehabilitation, Coachella Valley rail station planning and development, Perris Valley Line Double Track 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, Mid County Parkway, 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; anticipated investment income due to projected higher investment yields and cash balances; and an anticipated land sale. Total sources are comprised of revenues of \$1,054,002,000 and transfers in of \$269,173,800.

TABLE 2 – SOURCES FY 2025-2027

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Measure A Sales Tax	\$ 280,039,500	\$ 280,000,000	\$ 280,000,000	\$ 280,000,000	\$ -	0%
LTF Sales Tax	154,335,600	150,000,000	150,000,000	150,000,000	-	0%
STA Sales Tax	33,920,900	33,936,200	34,245,600	31,499,900	(2,436,300)	-7%
Intergovernmental	335,355,200	285,191,400	200,971,100	298,107,700	12,916,300	5%
TUMF Revenue	34,609,300	22,000,000	22,000,000	22,000,000	-	0%
Tolls, Penalties, and Fees	157,703,600	147,857,700	158,600,200	160,722,000	12,864,300	9%
Other Revenue	7,920,000	5,746,700	1,373,200	41,470,300	35,723,600	622%
Investment Income	94,366,800	44,392,100	69,452,900	70,202,100	25,810,000	58%
Contribution	11,727,300	-	-	-	-	N/A
Transfers In	185,862,000	298,363,700	270,400,200	269,173,800	(29,189,900)	-10%
TOTAL Sources	\$ 1,295,840,200	\$ 1,267,487,800	\$ 1,187,043,200	\$ 1,323,175,800	\$ 55,688,000	4%

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.

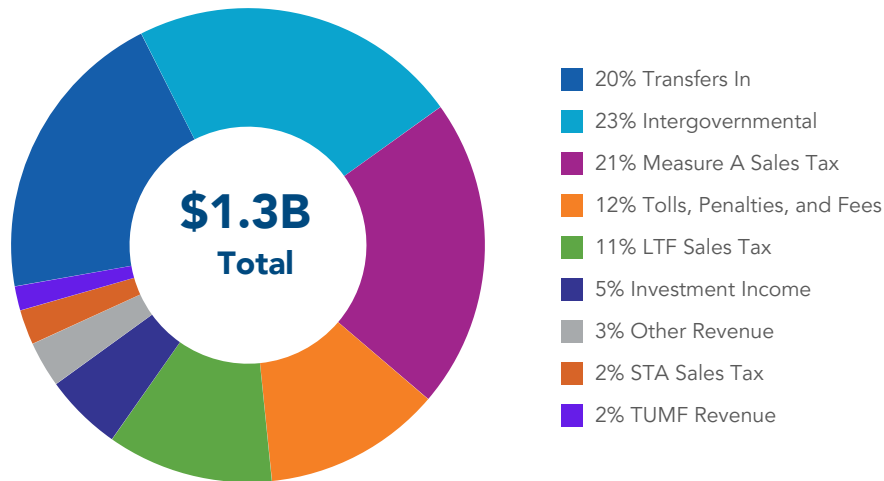
CHART 3 – SOURCES: FIVE-YEAR TREND



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 \$280,000,000 for FY 2026/27. This is unchanged from the FY 2025/26 projection of \$280,000,000. 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 2026/27 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 \$150,000,000, and remains unchanged from the FY 2025/26 \$150,000,000 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 2026/27 STA/SGR allocations, based on recent State estimates, is \$31,499,900.

Intergovernmental revenues include reimbursement revenues from federal sources of \$131,119,300, state sources of \$70,285,000, and local agencies of \$96,703,400 for highway and rail capital projects, rail operations and station maintenance, commuter assistance, and motorist assistance programs as well as planning and programming activities. The increase of 5% in FY 2026/27 compared to the FY 2025/26 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, Coachella Valley Rail, 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, SR-60/Potrero Boulevard interchange phase II project, Smart Freeways, CV Rail planning and station development, and station rehabilitation and improvement projects. Local reimbursements will fund the 91 ECOP, 91, 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 2026/27 TUMF fees at \$22,000,000.

Toll, Penalties, and Fees are anticipated to increase \$12,864,300 or 9% percent in the FY 2026/27 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 2025/26 marked the ninth 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 2026/27 toll revenues, penalties and fees of \$104,870,000, a increase from the FY 2025/26 projected revenues of \$103,372,400, due to the implementation of dynamic pricing. However, the FY 2026/27 increase from the FY 2025/26 budget by \$10,119,000 is due to increased traffic within the corridor.

FY 2025/26 marked the fifth 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 2026/27, the Commission projects \$55,852,000 in toll revenues, penalties and fees for the 15 Express Lanes and reflects an increase from the FY 2025/26 projected revenues of \$55,227,800. The FY 2026/27 budget is an increase from the FY 2025/26 budget by \$2,745,300 due largely to higher congestion within the southern corridor of the enterprise.

Other revenue of \$41,470,300 includes property management generated from properties acquired in connection with various highway and rail properties, and the anticipated land sale.

The Commission anticipates a 58% increase in FY 2026/27 investment income from the FY 2025/26 budget due to higher investment yields and cash balances. The FY 2026/27 budget conservatively estimates investment income at a 3% investment yield.

Contributions in FY 2026/27 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 \$269,173,800 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 \$269,173,800, are budgeted at \$1,346,952,300 a 5% decrease from the prior year budget amount of \$1,412,259,300. Program expenditures and transfers out totaling \$1,208,111,100 represent 90% of total budgeted uses in FY 2026/27. Program costs increased (5)% from \$1,273,193,000 in FY 2025/26 due to projects and programs identified below.

TABLE 3 – USES FY 2025-2027

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Capital Highway, Rail, and Regional Arterials	\$ 343,309,800	\$ 510,078,800	\$ 313,993,200	\$ 441,309,900	\$ (68,768,900)	-13%
Capital Local Streets and Roads	84,398,000	78,891,900	84,381,300	84,292,900	5,401,000	7%
Commuter Assistance	4,870,100	8,017,600	5,790,800	11,731,000	3,713,400	46%
Debt Service	89,349,800	96,921,200	97,021,300	96,102,000	(819,200)	-1%
Management Services	22,291,400	42,145,100	36,364,000	42,739,200	594,100	1%
Motorist Assistance	5,418,800	7,648,500	5,760,400	8,506,300	857,800	11%
Planning and Programming	9,846,300	23,253,100	12,528,400	74,859,100	51,606,000	222%
Public and Specialized Transit	204,737,800	365,881,900	205,952,600	303,955,100	(61,926,800)	-17%
Rail Maintenance and Operations	44,391,800	76,111,200	50,965,000	78,339,900	2,228,700	3%
Regional Conservation	9,842,600	13,846,500	10,759,300	14,669,600	823,100	6%
Toll Operations	40,498,200	189,463,500	154,064,100	190,447,300	983,800	1%
TOTAL Uses	\$ 858,954,600	\$ 1,412,259,300	\$ 977,580,400	\$ 1,346,952,300	\$ (65,307,000)	-5%

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

Capital highway, rail, and regional arterials budgeted uses of \$441,309,900 are 13% lower compared to the FY 2025/26 budget due to decreases in project activities related to the 71/91 Connector, SR-60 Truck Lanes, and Smart Freeways projects. Budget increases in project activity are attributed to the SR-79 project activities, Mid County Parkway (MCP), Western County 2009 Measure A and TUMF regional arterial projects, and rail station development and rehabilitation projects.

Local streets and roads expenditures of \$84,292,900 reflect a increase of \$5,401,000 over the FY 2025/26 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 \$11,731,000 are 46% higher than the FY 2025/26 budget due to launching of a new transit trainer program and potential strategic Transportation Demand Management (TDM) Plan.

Debt service of \$96,102,000 is a slight decrease but remains within the expected range from FY 2025/26 budget.

Management services expenditures of \$42,739,200 increased 1% 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 \$8,506,300 increased 11% primarily due to anticipated general program cost increases and a Map Study.

Planning and programming budgeted expenditures of \$74,859,100 increased 222% due to increased projects and operation activities in connection with partner agency related projects and capital allocations for SR-60/Potrero Boulevard interchange phase II project and Right of Way.

Public and specialized transit budgeted expenditures of \$303,955,100 are 17% lower than the FY 2025/26 budget due to anticipated operating and capital allocation needs by transit operators, including SB 125 transit capital projects. The FY 2026/27 budget reflects SB 125 funding for engineering in the amount of \$7,500,000, construction of \$6,100,000, and right of way of \$245,000 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.

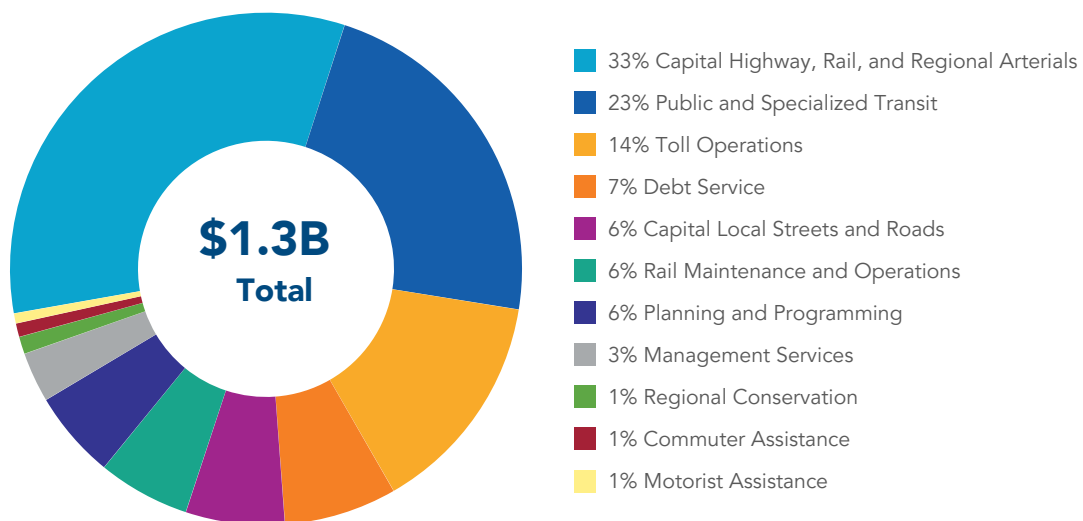
The rail maintenance and operations budgeted expenditures of \$78,339,900 are 3% higher than the FY 2025/26 budget due to CV Rail service development plan (SDP), rail station security guards, maintenance and repairs, utilities, and a transfer to rail operations for the Metrolink Perris Valley line from Measure A.

Regional conservation budgeted expenditures of \$14,669,600 reflects a fifth full year serving as the managing agency for the RCA. FY 2026/27 reflects an increase of \$823,100 or 6% 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 \$190,447,300 reflects a 1% increase when compared to the FY 2025/26 Budget primarily due to the following operating transfers: SR-91 Express Lanes transfers for projected surplus for FY 2025/26 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 decreased \$(1,643,100) related to a decrease in anticipated capital needs for the 91 Express Lanes pavement rehabilitation, and the 15 Express Lanes project Southern Extension. Projects and operations increased 91% 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 decreased \$(612,900) for office and property improvements.

Chart 5 is an illustration of total uses included in the FY 2026/27 budget by major categories.

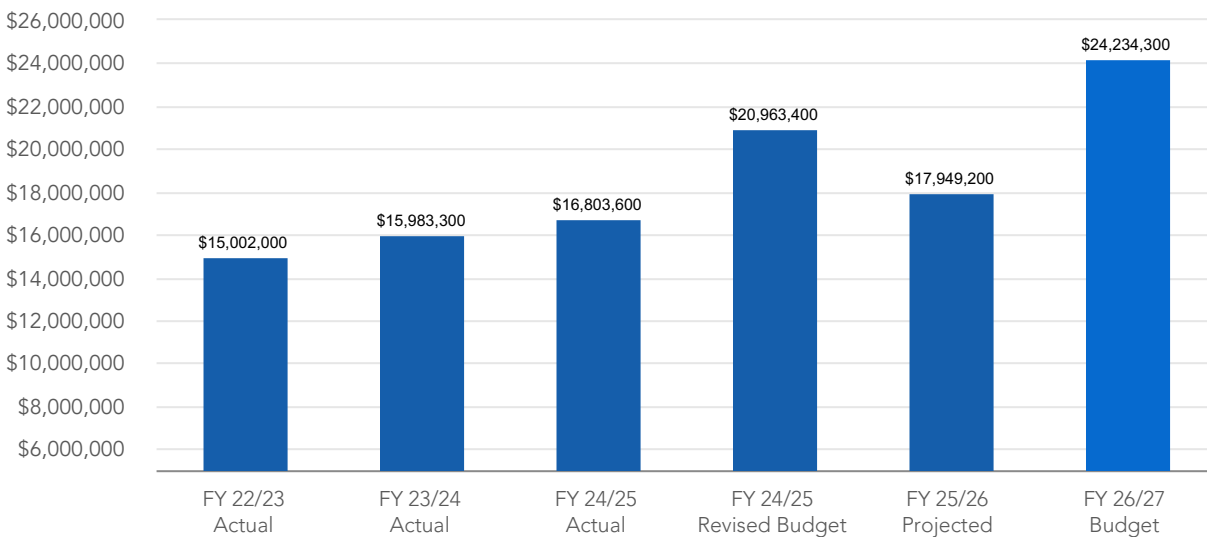
CHART 5 – USES: MAJOR CATEGORIES



COMMISSION PERSONNEL

The Commission’s salaries and benefits total \$24,234,300 for FY 2026/27. This represents an increase of \$3,270,900 or 16% over the FY 2025/26 budget of \$20,963,400 (Chart 6). The increase is reflective of a 5.0 full-time equivalent (FTE) position related to the additions of a MHSCP Compliance Manager, Roadway and Facilities Operations Manager, Senior Management Analyst Management & Monitoring, Toll Contracts and Budget Manager, and Deputy Director of Toll Operations Technology and Roadway; a 4% pool for performance merit-based salary increases; and a 3.5% 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, 2025 was 3.3%. In accordance with the Board’s action, CPI was rounded up to 3.5% and applied to the Commission’s salary range structure for FY 2026/27. Significant variances in prior years (Chart 6) are primarily due to reorganization of the toll program, the addition of three new positions, 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, the reclassification of four existing positions in FY 2024/25, and the addition of one new FTE and one reclassification in FY 2025/26 . The Commission’s salary schedule for FY 2026/27 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



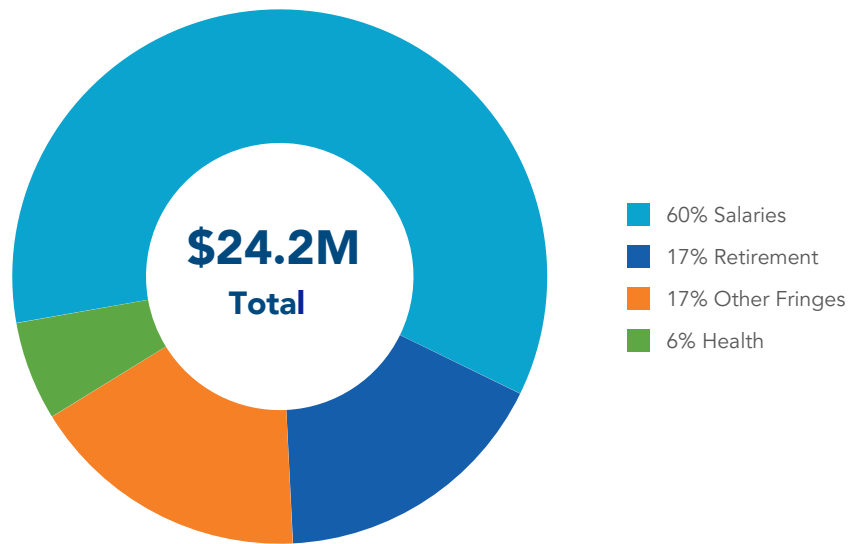
The 90 FTE positions included in the FY 2026/27 budget (Table 4) reflects an increase of five FTE for a Deputy Director of Toll Operations Technology and Roadway, MSHCP Compliance Manager, Roadway and Facilities Operations Manager, Senior Management Analyst (RC) Management & Monitoring, and Toll Contract and Budget Manager from FY 2025/26 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 2025 - 2027

	FY 24/25 Actual	FY 25/26 Projected	FY 26/27 Budget
Executive Management	0.9	2.1	2.1
Administration	11.3	10.2	9.9
External Affairs	4.1	3.6	3.8
Finance	11.1	11.5	11.7
Planning and Programming	6.4	6.3	7.1
Rail Maintenance and Operations	4.5	4.7	4.8
Public and Specialized Transit	3.0	3.3	3.0
Commuter Assistance	1.2	1.4	1.4
Motorist Assistance	1.2	1.0	1.3
Regional Conservation	17.6	16.7	18.5
Capital Project Development and Delivery	13.7	12.1	11.0
Toll Operations	9.0	12.1	15.6
TOTAL	84.0	85.0	90.0

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 2025/26, major initiatives for FY 2026/27, 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 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Personnel	\$ 629,300	\$ 690,800	\$ 767,200	\$ 736,600	\$ 45,800	7%
Professional	111,300	3,220,000	1,705,000	3,585,000	365,000	11%
Support	70,500	637,600	582,100	254,400	(383,200)	-60%
TOTAL	\$ 811,100	\$ 4,548,400	\$ 3,054,300	\$ 4,576,000	\$ 27,600	1%

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 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Personnel	\$	1,884,500	\$ 1,990,300	\$ 1,762,100	\$ 2,224,500	\$ 234,200	12%
Professional		1,270,600	2,310,000	2,105,000	2,541,500	231,500	10%
Support		2,887,200	4,065,800	3,527,300	4,413,200	347,400	9%
Capital Outlay		815,700	1,300,000	665,000	1,015,000	(285,000)	-22%
TOTAL	\$	6,858,000	\$ 9,666,100	\$ 8,059,400	\$ 10,194,200	\$ 528,100	5%

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 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Personnel	\$	996,300	\$ 850,800	\$ 934,000	\$ 922,500	\$ 71,700	8%
Professional		555,500	976,300	660,500	992,100	15,800	2%
Support		72,000	307,800	97,900	296,600	(11,200)	-4%
TOTAL	\$	1,623,800	\$ 2,134,900	\$ 1,692,400	\$ 2,211,200	\$ 76,300	4%

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 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Personnel	\$	1,743,400	\$ 2,400,500	\$ 2,082,200	\$ 2,593,400	\$ 192,900	8%
Professional		827,800	1,739,300	965,000	1,546,500	(192,800)	-11%
Support		350,300	530,700	414,500	513,200	(17,500)	-3%
Capital Outlay		48,700	1,055,000	80,000	1,075,000	20,000	2%
Transfers Out		10,028,300	20,070,200	20,016,200	20,029,700	(40,500)	0%
TOTAL	\$	12,998,500	\$ 25,795,700	\$ 23,557,900	\$ 25,757,800	\$ (37,900)	0%

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), Community Project Funding/Congressionally Directed Spending Program 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, Measure A Regional Arterials (MARA), TUMF Regional Arterials, and LTF SB 821 programs.

TABLE 9 – PLANNING AND PROGRAMMING

		FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Personnel	\$	1,045,900	\$ 1,706,800	\$ 1,144,800	\$ 1,941,300	\$ 234,500	14%
Professional		213,800	143,000	134,100	334,800	191,800	134%
Support		46,600	66,900	48,000	87,700	20,800	31%
Projects and Operations		7,112,400	18,839,200	9,446,900	70,143,400	51,304,200	272%
Capital Outlay		23,900	23,000	30,000	60,000	37,000	161%
Transfers Out		1,403,700	2,474,200	1,724,600	2,291,900	(182,300)	-7%
TOTAL	\$	9,846,300	\$ 23,253,100	\$ 12,528,400	\$ 74,859,100	\$ 51,606,000	222%

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 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Personnel	\$ 876,000	\$ 1,244,600	\$ 769,800	\$ 1,290,300	\$ 45,700	4%
Professional	418,300	6,123,500	1,614,500	6,191,000	67,500	1%
Support	3,048,800	3,738,800	2,747,800	3,230,800	(508,000)	-14%
Projects and Operations	39,447,900	60,064,500	41,904,800	61,687,700	1,623,200	3%
Capital Outlay	–	10,000	–	–	(10,000)	-100%
Transfers Out	600,800	4,929,800	3,928,100	5,940,100	1,010,300	20%
TOTAL	\$ 44,391,800	\$ 76,111,200	\$ 50,965,000	\$ 78,339,900	\$ 2,228,700	3%

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 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Personnel	\$ 687,100	\$ 779,100	\$ 704,900	\$ 832,600	\$ 53,500	7%
Professional	283,900	1,482,600	367,200	404,200	(1,078,400)	-73%
Support	156,200	245,500	167,700	230,100	(15,400)	-6%
Projects and Operations	158,706,800	300,620,400	176,983,300	231,764,700	(68,855,700)	-23%
Capital Outlay	53,700	217,200	65,000	100,600	(116,600)	-54%
Transfers Out	44,850,100	62,537,100	27,664,500	70,622,900	8,085,800	13%
TOTAL	\$ 204,737,800	\$ 365,881,900	\$ 205,952,600	\$ 303,955,100	\$ (61,926,800)	-17%

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 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Personnel	\$ 309,500	\$ 338,600	\$ 362,400	\$ 381,100	\$ 42,500	13%
Professional	123,900	1,097,700	115,700	1,415,300	317,600	29%
Support	11,400	105,100	31,500	113,400	8,300	8%
Projects and Operations	4,187,900	6,106,100	4,947,800	6,557,300	451,200	7%
Capital Outlay	–	10,000	–	10,000	–	–%
Transfers Out	237,400	360,100	333,400	3,253,900	2,893,800	804%
TOTAL	\$ 4,870,100	\$ 8,017,600	\$ 5,790,800	\$ 11,731,000	\$ 3,713,400	46%

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 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Personnel	\$	162,400	\$ 191,900	\$ 173,800	\$ 294,600	\$ 102,700	54%
Professional		178,900	456,700	262,800	843,500	386,800	85%
Support		104,600	196,500	45,300	260,500	64,000	33%
Projects and Operations		4,604,800	6,120,800	4,815,700	6,290,800	170,000	3%
Capital Outlay		6,400	10,000	–	10,000	–	0%
Transfers Out		361,700	672,600	462,800	806,900	134,300	20%
TOTAL	\$	5,418,800	\$ 7,648,500	\$ 5,760,400	\$ 8,506,300	\$ 857,800	11%

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 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Personnel	\$	3,128,000	\$ 3,825,300	\$ 3,099,600	\$ 4,779,300	\$ 954,000	25%
Professional		3,792,000	5,282,300	4,306,500	5,058,400	(223,900)	-4%
Support		467,200	712,000	594,400	829,800	117,800	17%
Projects and Operations		354,400	858,400	398,400	487,000	(371,400)	-43%
Capital Outlay		–	5,000	–	5,000	–	0%
Transfers Out		2,101,000	3,163,500	2,360,400	3,510,100	346,600	11%
TOTAL	\$	9,842,600	\$ 13,846,500	\$ 10,759,300	\$ 14,669,600	\$ 823,100	6%

CAPITAL PROJECT DEVELOPMENT AND DELIVERY

- Continue 71/91 connector, 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 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Personnel	\$	3,189,200	\$ 3,330,900	\$ 2,912,600	\$ 3,297,600	\$ (33,300)	-1%
Professional		3,403,700	3,614,200	1,090,200	3,856,400	242,200	7%
Support		361,600	1,675,700	598,100	1,563,500	(112,200)	-7%
Projects and Operations		286,726,100	480,832,200	281,798,700	409,417,600	(71,414,600)	-15%
Capital Outlay		7,461,500	3,975,000	1,865,000	3,400,000	(575,000)	-14%
Debt Service		69,158,300	69,185,200	69,185,300	69,191,000	5,800	0%
Transfers Out		126,565,700	95,542,700	110,109,900	104,067,700	8,525,000	9%
TOTAL	\$	496,866,100	\$ 658,155,900	\$ 467,559,800	\$ 594,793,800	\$ (63,362,100)	-10%

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.

TABLE 16 – TOLL OPERATIONS

		FY 24/25	FY 25/26	FY 25/26	FY 26/27	Dollar	Percent
		Actual	Revised	Projected	Budget	Change	Change
Personnel	\$	2,152,000	\$ 3,613,800	\$ 3,235,800	\$ 4,940,500	\$ 1,326,700	37%
Professional		2,045,200	8,292,600	5,451,400	6,649,500	(1,643,100)	-20%
Support and Maintenance		8,790,500	11,503,400	10,534,300	12,176,800	673,400	6%
Projects and Operations		24,084,700	56,119,300	30,445,300	107,321,900	51,202,600	91%
Capital Outlay		212,600	1,320,900	597,000	708,000	(612,900)	-46%
Debt Service		20,191,500	27,736,000	27,836,000	26,911,000	(825,000)	-3%
Transfers Out		3,213,200	108,613,500	103,800,300	58,650,600	(49,962,900)	-46%
TOTAL	\$	60,689,700	\$ 217,199,500	\$ 181,900,100	\$ 217,358,300	\$ 158,800	0%

FUND BALANCES

The projected total fund balance as of June 30, 2026 is \$2,170,070,900. The available amount for expenditures/expenses (excluding amounts restricted for debt service of \$15,523,800 and advances receivable of \$11,067,672) is \$2,143,479,328. After revenues of \$1,054,002,000, total funding available for the FY 2026/27 budget totals \$3,197,481,328. The Commission expects the FY 2026/27 budgeted activities to result in a \$23,776,500 decrease of total fund balance at June 30, 2027 to \$2,146,294,400. The primary cause of the decrease are project activities in FY 2026/27 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, 2027.

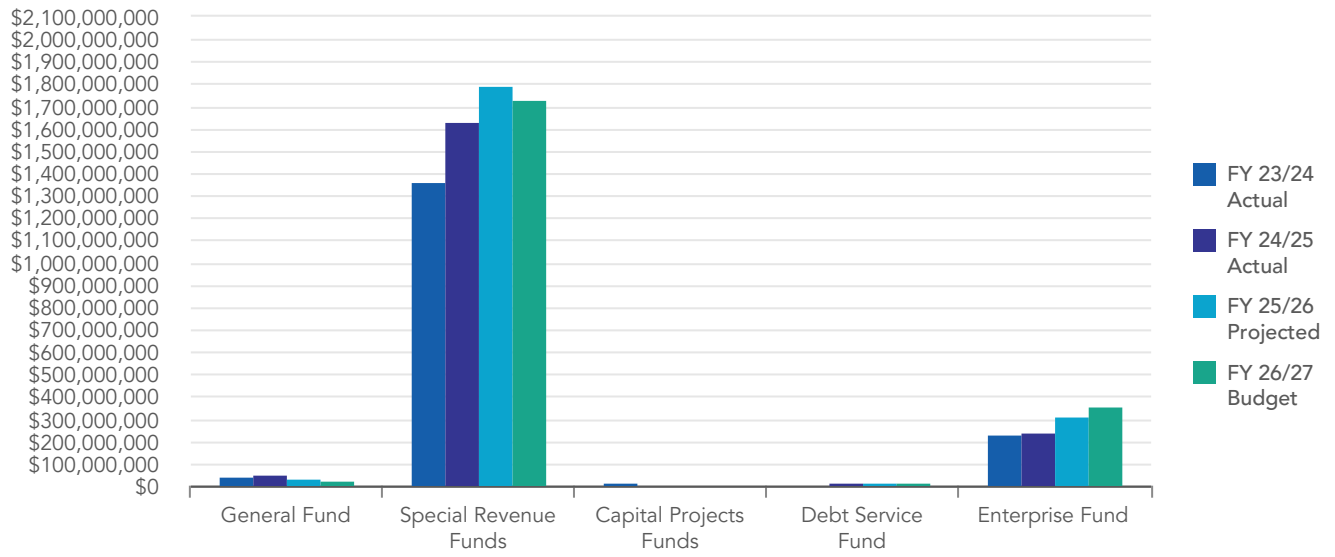
TABLE 17 – PROJECTED FUND BALANCES BY FUND TYPE AND PROGRAM AT JUNE 30, 2027

	Measure A Sales Tax				Other	Total
	Western County	Coachella Valley	Palo Verde			
Restricted:						
Bond Financing	\$ 92,677,100	\$ –	\$ –	\$ –	\$ 92,677,100	
Commuter Assistance	26,587,500	–	–	1,778,400	28,365,900	
Debt Service	–	–	–	16,067,200	16,067,200	
Economic Development	25,712,300	–	–	–	25,712,300	
Highways	142,158,800	100	–	12,413,700	154,572,600	
New Corridors	123,183,500	–	–	–	123,183,500	
Planning and Programming	–	–	–	9,678,200	9,678,200	
Public and Specialized Transit	31,642,200	2,326,700	–	828,898,900	862,867,800	
Rail	59,488,000	–	–	16,507,500	75,995,500	
CETAP	–	–	–	154,948,900	154,948,900	
Regional Conservation	–	–	–	94,800	94,800	
Regional Arterials	110,697,600	–	–	116,310,100	227,007,700	
Motorist Assistance	–	–	–	13,839,200	13,839,200	
Toll Operations	–	–	–	358,487,500	358,487,500	
Assigned:						
Management Services	–	–	–	2,796,200	2,796,200	
TOTAL Fund Balance¹	\$ 612,147,000	\$ 2,326,800	\$ –	\$ 1,531,820,600	\$ 2,146,294,400	

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 2023/24 through FY 2026/27.

CHART 8 – PROJECTED FUND BALANCE TRENDS BY FUND TYPE FY 2024 - 2027



BUDGET SUMMARY

The overall budget for FY 2026/27 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 2025 - 2027

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Revenues						
Measure A Sales Tax	\$ 280,039,500	\$ 280,000,000	\$ 280,000,000	\$ 280,000,000	\$ -	0%
LTF Sales Tax	154,335,600	150,000,000	150,000,000	150,000,000	-	0%
STA Sales Tax	33,920,900	33,936,200	34,245,600	31,499,900	(2,436,300)	-7%
Federal Reimbursements	48,074,100	82,643,100	44,363,600	131,119,300	48,476,200	59%
State Reimbursements	258,471,600	116,380,100	104,634,600	70,285,000	(46,095,100)	-40%
Local Reimbursements	28,809,500	86,168,200	51,972,900	96,703,400	10,535,200	12%
TUMF Revenue	34,609,300	22,000,000	22,000,000	22,000,000	-	0%
Tolls, Penalties, and Fees	157,703,600	147,857,700	158,600,200	160,722,000	12,864,300	9%
Other Revenue	7,920,000	5,746,700	1,373,200	41,470,300	35,723,600	622%
Investment Income	94,366,800	44,392,100	69,452,900	70,202,100	25,810,000	58%
TOTAL Revenues	1,098,250,900	969,124,100	916,643,000	1,054,002,000	84,877,900	9%
Expenditures/Expenses						
Personnel Salaries and Benefits	16,803,600	20,963,400	17,949,200	24,234,300	3,270,900	16%
Professional and Support						
Professional Services	13,224,800	34,738,200	18,777,900	33,418,200	(1,320,000)	-4%
Support Costs	16,366,700	23,785,800	19,388,900	23,970,000	184,200	1%
TOTAL Professional and Support Costs	29,591,500	58,524,000	38,166,800	57,388,200	(1,135,800)	-2%
Projects and Operations						
Program Operations	45,418,600	54,302,900	41,641,700	50,495,400	(3,807,500)	-7%
Engineering	12,872,600	71,430,700	26,156,900	59,415,000	(12,015,700)	-17%
Construction	91,200,700	296,610,600	95,525,200	221,261,800	(75,348,800)	-25%
Design Build	7,380,700	16,519,100	6,501,000	66,163,800	49,644,700	301%
Right of Way/Land	17,346,500	65,726,500	30,056,400	116,245,300	50,518,800	77%
Operating and Capital Disbursements	195,322,700	278,980,900	209,369,500	264,823,200	(14,157,700)	-5%
Special Studies	4,418,100	7,098,300	8,859,500	3,076,000	(4,022,300)	-57%
Local Streets and Roads	84,398,000	78,891,900	84,381,300	84,292,900	5,401,000	7%
Regional Arterials	66,867,000	60,000,000	48,249,400	27,897,000	(32,103,000)	-54%
TOTAL Projects and Operations	525,224,900	929,560,900	550,740,900	893,670,400	(35,890,500)	-4%
Debt Service						
Principal Payments	34,210,000	40,690,000	40,690,000	42,185,000	1,495,000	4%
Interest Payments	55,139,800	56,231,200	56,331,300	53,917,000	(2,314,200)	-4%
TOTAL Debt Service	89,349,800	96,921,200	97,021,300	96,102,000	(819,200)	-1%
Capital Outlay	8,622,500	7,926,100	3,302,000	6,383,600	(1,542,500)	-19%
TOTAL Expenditures/Expenses	669,592,300	1,113,895,600	707,180,200	1,077,778,500	(36,117,100)	-3%
Excess (deficiency) of Revenues over (under) Expenditures/Expenses						
Other Financing Sources (Uses)	428,658,600	(144,771,500)	209,462,800	(23,776,500)	120,995,000	-84%
Transfers						
Transfers In	185,862,000	298,363,700	270,400,200	269,173,800	(29,189,900)	-10%
Transfers Out	(189,362,000)	(298,363,700)	(270,400,200)	(269,173,800)	29,189,900	-10%
Contribution	11,727,300	-	-	-	-	-%
Net Financing Sources (Uses)	8,227,300	-	-	-	-	-%
Excess (deficiency) of Revenues over (under) Expenditures/Expenses and Other Financing Sources (Uses)						
	436,885,900	(144,771,500)	209,462,800	(23,776,500)	120,995,000	-84%
Beginning Fund Balance	1,523,722,200	1,960,608,100	1,960,608,100	2,170,070,900	209,462,800	11%
ENDING FUND BALANCE	\$ 1,960,608,100	\$ 1,815,836,600	\$ 2,170,070,900	\$ 2,146,294,400	\$ 330,457,800	18%

TABLE 19 – OPERATING AND CAPITAL BUDGET FY 2026/27

	FY 26/27 Operating Budget	FY 26/27 Capital Budget	FY 26/27 TOTAL Budget
Revenues			
Measure A Sales Tax	\$ 38,608,000	\$ 241,392,000	\$ 280,000,000
LTF Sales Tax	150,000,000	–	150,000,000
STA Sales Tax	31,499,900	–	31,499,900
Federal Reimbursements	28,414,600	102,704,700	131,119,300
State Reimbursements	27,406,000	42,879,000	70,285,000
Local Reimbursements	66,011,100	30,692,300	96,703,400
TUMF Revenue	–	22,000,000	22,000,000
Tolls, Penalties, and Fees	–	160,722,000	160,722,000
Other Revenue	654,900	40,815,400	41,470,300
Investment Income	36,285,300	33,916,800	70,202,100
TOTAL Revenues	378,879,800	675,122,200	1,054,002,000
Expenditures/Expenses			
Personnel Salaries and Benefits	15,996,200	8,238,100	24,234,300
Professional and Support			
Professional Services	22,912,300	10,505,900	33,418,200
Support Costs	10,229,700	13,740,300	23,970,000
TOTAL Professional and Support Costs	33,142,000	24,246,200	57,388,200
Projects and Operations			
Program Operations	19,202,800	31,292,600	50,495,400
Engineering	23,196,000	36,219,000	59,415,000
Construction	40,630,900	180,630,900	221,261,800
Design Build	–	66,163,800	66,163,800
Right of Way and Land	27,211,000	89,034,300	116,245,300
Operating and Capital Disbursements	264,823,200	–	264,823,200
Special Studies	1,867,000	1,209,000	3,076,000
Local Streets and Roads	–	84,292,900	84,292,900
Regional Arterials	–	27,897,000	27,897,000
TOTAL Projects and Operations	376,930,900	516,739,500	893,670,400
Debt Service			
Principal Payments	–	42,185,000	42,185,000
Interest Payments	–	53,917,000	53,917,000
TOTAL Debt Service	–	96,102,000	96,102,000
Capital Outlay	2,275,600	4,108,000	6,383,600
TOTAL Expenditures/Expenses	428,344,700	649,433,800	1,077,778,500
Excess (deficiency) of Revenues over (under) Expenditures/Expenses	(49,464,900)	25,688,400	(23,776,500)
Other Financing Sources (Uses)			
Transfers In	89,649,600	179,524,200	269,173,800
Transfers Out	(106,455,500)	(162,718,300)	(269,173,800)
Net Financing Sources (Uses)	(16,805,900)	16,805,900	–
Excess (deficiency) of Revenues over (under) Expenditures/Expenses and Other Financing Sources (Uses)	(66,270,800)	42,494,300	(23,776,500)
Beginning Fund Balance	1,268,948,300	901,122,600	2,170,070,900
ENDING FUND BALANCE	\$ 1,202,677,500	\$ 943,616,900	\$ 2,146,294,400

TABLE 20 – BUDGET BY FUND TYPE FY 2026/27

	General Fund	Special Revenue	Capital Projects	Debt Service	Enterprise	TOTAL Budget
Revenues						
Measure A Sales Tax	\$ –	\$ 280,000,000	\$ –	\$ –	\$ –	\$ 280,000,000
LTF Sales Tax	–	150,000,000	–	–	–	150,000,000
STA Sales Tax	–	31,499,900	–	–	–	31,499,900
Federal Reimbursements	10,000,000	66,205,800	–	2,812,200	52,101,300	131,119,300
State Reimbursements	898,900	69,386,100	–	–	–	70,285,000
Local Reimbursements	–	89,592,400	–	–	7,111,000	96,703,400
TUMF Revenue	–	22,000,000	–	–	–	22,000,000
Tolls, Penalties, and Fees	–	–	–	–	160,722,000	160,722,000
Other Revenue	–	41,361,900	–	–	108,400	41,470,300
Investment Income	1,085,000	60,619,000	419,900	543,400	7,534,800	70,202,100
TOTAL Revenues	11,983,900	810,665,100	419,900	3,355,600	227,577,500	1,054,002,000
Expenditures/Expenses						
Personnel Salaries and Benefits	9,092,200	10,201,600	–	–	4,940,500	24,234,300
Professional and Support						
Professional Services	9,914,300	16,854,400	–	–	6,649,500	33,418,200
Support Costs	5,827,600	5,965,600	–	–	12,176,800	23,970,000
TOTAL Professional and Support Costs	15,741,900	22,820,000	–	–	18,826,300	57,388,200
Projects and Operations						
Program Operations	–	28,722,800	–	–	21,772,600	50,495,400
Engineering	–	52,489,000	–	–	6,926,000	59,415,000
Construction	–	216,069,300	–	–	5,192,500	221,261,800
Design Build	–	270,000	–	–	65,893,800	66,163,800
Right of Way/Land	–	108,738,300	–	–	7,507,000	116,245,300
Operating and Capital Disbursements	46,987,500	217,835,700	–	–	–	264,823,200
Special Studies	1,867,000	1,179,000	–	–	30,000	3,076,000
Local Streets and Roads	–	84,292,900	–	–	–	84,292,900
Regional Arterials	–	27,897,000	–	–	–	27,897,000
TOTAL Projects and Operations	48,854,500	737,494,000	–	–	107,321,900	893,670,400
Debt Service						
Principal Payments	–	–	–	37,475,000	4,710,000	42,185,000
Interest Payments	–	–	–	31,716,000	22,201,000	53,917,000
TOTAL Debt Service	–	–	–	69,191,000	26,911,000	96,102,000
Capital Outlay	2,250,600	3,425,000	–	–	708,000	6,383,600
TOTAL Expenditures/Expenses	75,939,200	773,940,600	–	69,191,000	158,707,700	1,077,778,500
Excess (deficiency) of Revenues over (under) Expenditures/ Expenses	(63,955,300)	36,724,500	419,900	(65,835,400)	68,869,800	(23,776,500)
Other Financing Sources (Uses)						
Transfers In	58,770,500	103,196,700	3,012,700	69,191,000	35,002,900	269,173,800
Transfers Out	(4,287,700)	(200,410,600)	(3,012,700)	(2,812,200)	(58,650,600)	(269,173,800)
Net Financing Sources (Uses)	54,482,800	(97,213,900)	–	66,378,800	(23,647,700)	–
Excess (deficiency) of Revenues over (under) Expenditures/ Expenses and Other Financing Sources (Uses)	(9,472,500)	(60,489,400)	419,900	543,400	45,222,100	(23,776,500)
Beginning Fund Balance	36,749,400	1,792,538,200	11,994,000	15,523,900	313,265,400	2,170,070,900
ENDING FUND BALANCE	\$ 27,276,900	\$ 1,732,048,800	\$ 12,413,900	\$ 16,067,300	\$ 358,487,500	\$ 2,146,294,400

TABLE 21 – HIGHWAY, REGIONAL ARTERIAL, RAIL, AND REGIONAL CONSERVATION PROGRAM PROJECTS FY 2026/27

Description	
HIGHWAY ENGINEERING	
91 Pavement Rehabilitation	\$ 2,550,000
I-10 Pass Express Lanes	1,865,000
I-10/SR 79 - Realignment Study	1,240,000
I-10 Ramp Metering	384,000
I-15/Franklin St. Interchange	1,566,000
I-10 Highland Springs Ave Interchange	360,000
91 Third Express Lane	1,333,000
15/91 Express Lanes Transit Connector	2,750,000
Santa Ana Trail - SR71 to Eastvale	960,000
Santa Ana Trail - West of SR71	182,000
71/91 Habitat Mitigation and Monitoring	300,000
91 Eastbound COP	43,000
I-15 Express Lanes — Southern Extension	250,000
I-15 Bundy Canyon Road Interchange	1,040,000
MCP	30,000
MCP Construction Package	842,000
SR-74 Corridor — Ethanac Road	128,800
SR-79 Realignment	30,000
SR-79 Segment 3 Realignment	5,537,000
SR-60 Trust Lanes Habitat Mitigation	30,000
Beaumont Potrero Interchange Phase II	16,000
I-15 Wildomar Trail Interchange	82,000
SUBTOTAL HIGHWAY ENGINEERING	21,518,800
REGIONAL ARTERIAL ENGINEERING	
Various Western County Measure A regional arterial (MARA) and TUMF regional arterial projects	12,077,000
SUBTOTAL REGIONAL ARTERIAL ENGINEERING	12,077,000
RAIL ENGINEERING	
Coachella Valley Rail Corridor — Tier II	10,250,000
Perris Valley Line Double Track	2,244,900
Perris Valley Line Layover Facility	265,100
Perris — Mead Valley Station	3,825,000
Riverside Downtown Station Grade Crossing	109,200
I-215/Rail ROW Barrier Wall	875,000
PVL Drainage Project Study Report	750,000
SUBTOTAL RAIL ENGINEERING	18,319,200
PUBLIC AND SPECIALIZED TRANSIT	
SB 125 Formula Funds	7,500,000
TOTAL HIGHWAY, REGIONAL ARTERIAL, RAIL, AND PUBLIC AND SPECIALIZED TRANSIT ENGINEERING	\$ 59,415,000
HIGHWAY CONSTRUCTION	
15 Express Lanes	53,100
15 East Lane R&R	300,000
71/91 Connector	117,000
91 East Lane Roadway R&R (details presented in Section 3.4 Toll Operations)	639,400
Santa Ana Trail - SR71 to Eastvale	1,120,000
Santa Ana Trail - West of SR 71	3,980,500
I-15/Franklin St. Interchange	100,000
I-15 Express Lanes — Southern Extension	4,200,000
MCP construction package	70,727,000
Beaumont Potrero Interchange Phase II	29,330,400
SR-79 Segment 3 Realignment	100,000

**TABLE 21 – HIGHWAY, REGIONAL ARTERIAL, RAIL, AND REGIONAL CONSERVATION PROGRAM PROJECTS
FY 2026/27 (continued)**

Description	
Smart Freeways	2,535,000
General (details presented in Section 3.3 Capital Projects)	156,600
SUBTOTAL HIGHWAY CONSTRUCTION	113,359,000
REGIONAL ARTERIAL CONSTRUCTION	
Various Western County MARA and TUMF regional arterial projects	66,683,300
SUBTOTAL REGIONAL ARTERIAL CONSTRUCTION	66,683,300
RAIL CONSTRUCTION	
Perris Valley Line Double Track	8,375,000
Perris Valley Line Station Layover Facility	24,042,000
Riverside Downtown Station Grade Crossing	2,602,500
Mead Valley Station	100,000
SUBTOTAL RAIL CONSTRUCTION	35,119,500
PUBLIC AND SPECIALIZED TRANSIT	
SB 125 Formula Funds	6,100,000
TOTAL HIGHWAY, REGIONAL ARTERIAL, AND RAIL CONSTRUCTION	\$ 221,261,800
HIGHWAY DESIGN-BUILD	
91 Eastbound COP	19,013,800
15/91 Express Transit Connector (ETC)	250,000
15/91 Express Lane Connector (ELC)	67,000
91 Third Express Lane	180,000
SR91 Corridor Design-Build	2,733,000
I-15 Express Lanes — Northern Extension	270,000
I-15 Express Lanes — Southern Extension	43,650,000
TOTAL HIGHWAY DESIGN-BUILD	\$ 66,163,800
HIGHWAY RIGHT OF WAY AND LAND	
15/91 Express Lanes connector	\$ 60,000
71/91 Connector	250,000
I-15/Franklin St. Interchange Project	18,060,000
Beaumont Potrero Interchange Phase II	5,725,000
SR-79 Modified Realignment	64,910,000
91 Eastbound COP	4,100,000
I-15 Express Lanes - Southern Extension	1,540,000
SR-71/91 Habitat Mitigation & Monitoring	25,000
SR91 Corridor Design-Build	1,807,000
I10 Highland Springs Ave Interchange	35,000
Santa Ana Trail - SR71 to Eastvale	370,000
Santa Ana Trail - West of SR71	2,376,000
MCP	6,318,200
SR-60 Truck Lanes	100,000
SR-60 Truck Lanes Habitat Mitigation	66,000
SR-91 High Occupancy Vehicle (HOV) lanes/Adams Street to 60/91/215 interchange	195,000
General (details presented in Section 3.3 Capital Projects)	4,035,100
SUBTOTAL HIGHWAY RIGHT OF WAY AND LAND	109,972,300
REGIONAL ARTERIAL RIGHT OF WAY AND LAND	
Various Western County MARA and TUMF regional arterial projects	3,478,000
SUBTOTAL REGIONAL ARTERIAL RIGHT OF WAY AND LAND	5,478,000
RAIL RIGHT OF WAY AND LAND	
General	150,000
SUBTOTAL RAIL RIGHT OF WAY AND LAND	150,000

**TABLE 21 – HIGHWAY, REGIONAL ARTERIAL, RAIL, AND REGIONAL CONSERVATION PROGRAM PROJECTS
FY 2026/27 (continued)**

Description	
PUBLIC AND SPECIALIZED TRANSIT	
SB 125 Formula Funds	245,000
REGIONAL CONSERVATION RIGHT OF WAY AND LAND	
Regional Conservation acquisition consultant costs <i>(details presented in Section 3.2 Regional Conservation)</i>	400,000
TOTAL HIGHWAY, REGIONAL ARTERIAL, RAIL, AND REGIONAL CONSERVATION RIGHT OF WAY AND LAND	\$ 116,245,300
GRAND TOTAL HIGHWAY, REGIONAL ARTERIAL, RAIL, AND REGIONAL CONSERVATION PROGRAMS	\$ 463,085,900

AGENDA ITEM 8

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	April 27, 2026
TO:	Budget and Implementation Committee
FROM:	Mina Kim, Planning and Programming Manager
THROUGH:	Jillian Guizado, Planning and Programming Director
SUBJECT:	Fiscal Year 2025/26 SB 821 Bicycle and Pedestrian Facilities Program Additional Funding Recommendations

STAFF RECOMMENDATION:

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

- 1) Approve additional project awards for the Fiscal Year (FY) 2025/26 SB 821 Bicycle and Pedestrian Facilities (SB 821) program for an additional amount of \$491,000, and a total amount not to exceed \$7,770,863;
- 2) Direct staff to prepare and execute a memorandum of understanding (MOU) with the city of Eastvale and an amendment with the city of Jurupa Valley to outline the project schedules and local funding commitments; and
- 3) Authorize the Executive Director to execute the MOU and amendment with the local agencies, pursuant to legal counsel review.

BACKGROUND INFORMATION:

Each year, two percent of the Local Transportation Fund (LTF) revenue is allocated to bicycle and pedestrian facility projects through the Commission’s SB 821 program. The Commission conducts a biennial call for projects to distribute SB 821 funds. On June 11, 2025, the Commission awarded SB 821 funding for 13 bicycle and pedestrian projects that received scores of 41 or higher, totaling \$7,279,863, for the FY 2025/26 SB 821 Call for Projects cycle.

DISCUSSION:

On February 11, 2026, the Commission approved the FY 2025/26 mid-year revenue projections, which include LTF sales tax revenues. Per the projection, LTF revenues are \$491,000 higher than the amount awarded in the FY 2025/26 SB 821 Call for Projects cycle. Rather than reserving the additional projected revenue to next year’s FY 2027/28 SB 821 Call for Projects, staff reviewed the funding recommendation list to identify if the next highest-scoring projects could utilize the available funds.

The thirteenth project on the Commission’s award list is the city of Jurupa Valley’s Pedley Elementary School and Felspar Street Pedestrian Improvements project. The Commission did

not have sufficient funds to cover Jurupa Valley’s full request of \$688,000. Jurupa Valley accepted a partial award of \$535,975.70 and committed to delivering the project. With the increased LTF revenue, the Commission has sufficient SB 821 funds to fully fund Jurupa Valley’s revised request (\$535,975.70). Staff recommends an additional \$152,024.30 to Jurupa Valley to fully fund the city’s Pedley Elementary School and Felspar Street Pedestrian Improvements project.

After confirming that Jurupa Valley could accept the additional funds, staff contacted the next city on the Commission’s list of awarded projects. The fourteenth project on the list is the city of Eastvale’s ADA Pedestrian Safety Improvement Project. Eastvale originally requested \$727,986 to reconstruct 82 and retrofit 76 Americans with Disabilities Act (ADA)-compliant ramps throughout the city. The remaining \$338,975.70 of SB 821 funds is approximately 53 percent of Eastvale’s original funding request. City staff indicated the project scope would need to be revised in order to accept a partial award. Eastvale proposes to reduce the original project scope from reconstructing 82 ADA ramps to 32 ADA ramps, and from retrofitting 76 ADA ramps to 40 ADA ramps, with the total project cost decreasing from \$1,787,434 to \$832,000. After analyzing the revised scope against the original scoring criteria, staff concluded the revised scope does not affect the project’s original score of 41.

The two projects recommended for the additional award can be viewed in Attachment 1 under “Additional Allocation.” A summary of the updated total allocations and geographic distribution of SB 821 funding is provided in the table below.

Summary of Revised Recommended Allocations

	Coachella Valley	Western Riverside	Total
# of Recommended Projects	6	8	14
Total SB 821 Recommended Allocations	\$3,600,728.80	\$4,179,134.20	\$7,770,863.00
Recommended Allocations as a % of Total Allocations	46.3%	53.7%	100%

Summary of Additional Allocation

	SB 821 Request	Original Award	Additional Award	Revised Award
Jurupa Valley	\$688,000.00	\$535,975.70	\$152,034.30	\$688,000.00
Eastvale	\$727,986.00	\$0.00	\$338,975.70	\$338,975.70
Total	\$1,415,986.00	\$535,975.70	\$491,000.00	\$1,026,975.70


Per the Commission’s SB 821 adopted policies, jurisdictions receiving an allocation have 36 months to complete approved projects and submit claim forms for reimbursement upon project completion. Staff recommend the Commission direct staff to prepare an amendment

with Jurupa Valley and an MOU with Eastvale for each agency’s respective project to outline the project schedule, funding plan, and local agency match commitment. Further, staff recommends the Commission authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the amendment and MOU.

Staff will monitor the progress of the projects to ensure timely implementation and delivery and expenditure reimbursements, as the intent of the SB 821 program is to deliver and expend SB 821 funds within the timeframe of the cycle.

FISCAL IMPACT:

There is no fiscal impact to the current FY 2025/26 budget as the two projects recommended for award will not be completed until FY 2026/27, at the earliest. If this item is approved by the Commission, the FY 2026/27 budget, and subsequent budgets, will include the appropriate budget to reimburse the project sponsors for their completed and invoiced projects.

Financial Information					
In Fiscal Year Budget:	N/A	Year:	FY 2026/27+	Amount:	\$491,000
Source of Funds:	LTF			Budget Adjustment:	N/A
GL/Project Accounting No.:	002210 86106 00000 0000 0601 62 86106				
Fiscal Procedures Approved:				Date:	04/20/2026

Attachment: FY 2025/26 SB 821 Call for Projects - Revised Funding Recommendations

FY 2025/26 SB 821 Call for Projects - Revised Funding Recommendations					
LEAD AGENCY	PROJECT NAME	TOTAL Project Cost	TOTAL SB 821 Request	RECOMMENDED ALLOCATION	TOTAL SCORE
Riverside, City of	Van Buren Blvd Class II Buffered Bike Lanes	\$ 1,441,369.00	\$ 720,684.50	\$ 720,684.50	45
Riverside, City of	25-26 SB 821 Chicago Bike Lane & Other Sidewalks	\$ 1,124,915.00	\$ 562,457.50	\$ 562,457.50	45
Rancho Mirage	San Jacinto Drive & Button Drive Intersection & Safety Improvements	\$ 546,193.00	\$ 273,096.00	\$ 273,096.00	44
Cathedral City	Avenida Maravilla Active Transportation Improvements	\$ 831,573.60	\$ 415,786.80	\$ 415,786.80	44
Indian Wells	Rancho Palmeras Complete Street Bicycle and Safety Improvements	\$ 1,598,000.00	\$ 727,985.00	\$ 727,985.00	43
Wildomar	Mission Trail/Sedco Sidewalk and Bike Lanes Project (Phase 3)	\$ 1,452,000.00	\$ 726,000.00	\$ 726,000.00	43
Wildomar	Palomar Street Sidewalk, Trail and Bike Lanes Project (Phase 3)	\$ 1,050,470.00	\$ 525,235.00	\$ 525,235.00	43
Lake Elsinore	Spring Street Sidewalks Improvement	\$ 720,765.00	\$ 360,381.50	\$ 360,381.50	42
Palm Springs	Racquet Club Road Reconfiguration Project	\$ 1,519,100.00	\$ 727,986.00	\$ 727,986.00	41
Palm Springs	South Palm Canyon Road Reconfiguration Project	\$ 1,475,300.00	\$ 727,986.00	\$ 727,986.00	41
Beaumont	City of Beaumont Bicycle and Pedestrian Master Plan Update/Action Plan	\$ 339,649.00	\$ 248,400.00	\$ 248,400.00	41
Indian Wells	Cook Street Complete Street Bicycle and Safety Improvements	\$ 4,008,889.00	\$ 727,889.00	\$ 727,889.00	41
Jurupa Valley	Pedley Elementary School and Felspar Street Pedestrian Improvements	\$ 1,398,000.00	\$ 688,000.00	\$ 535,975.70	41
TOTAL APPROVED ALLOCATION				\$ 7,279,863.00	
ADDITIONAL ALLOCATION					
Jurupa Valley	Pedley Elementary School and Felspar Street Pedestrian Improvements	\$ 1,398,000.00	\$ 688,000.00	\$ 152,024.30	41
City of Eastvale	ADA Pedestrian Safety Improvement Project	\$ 832,000.00	\$ 338,975.70	\$ 338,975.70	41
TOTAL RECOMMENDED ALLOCATION				\$ 7,770,863.00	
CONTINGENCY LIST					
Coachella	Ave 50 Roadway Improvements Project	\$ 1,544,160.00	\$ 727,986.30		40
Corona	Downtown Crosswalk Pedestrian Safety Enhancements	\$ 1,500,000.00	\$ 700,000.00		39
Perris	Perris Valley Storm Drain Channel Tr. Ph 2, Segment 2	\$ 1,884,992.00	\$ 727,986.00		38
Indio	Arabia St Pedestrian Facilities Improvements (Dr Carreon Blvd - John Nobles Ave)	\$ 1,257,095.68	\$ 628,547.84		38
La Quinta	Washington Street Connector to Art and Music Line	\$ 1,400,000.00	\$ 700,000.00		37
Moreno Valley	Juan Bautista De Anza Multi-Use Trail Project - Street Lighting	\$ 908,000.00	\$ 727,000.00		37
Coachella	Ave 50 Corridor Widening Project	\$ 1,499,370.00	\$ 727,986.30		36
Desert Hot Springs	Corporate Yard Park Pedestrian Connector	\$ 9,355,995.00	\$ 720,000.00		35
Riverside County	Ramon Road Multi-modal Project	\$ 2,340,000.00	\$ 727,986.00		35
Lake Elsinore	Avenue 6/Irwin Drive Sidewalks Improvement	\$ 705,173.00	\$ 352,586.50		35
Corona	Citywide Pavement Rehab	\$ 200,000.00	\$ 150,000.00		35
Murrieta	Whitewood Road Sidewalk Improvements	\$ 594,900.00	\$ 446,175.00		34
Menifee	Newport Road Sidewalk Gap Closure	\$ 830,200.00	\$ 580,000.00		33
Hemet	SB821-FY25/26 Pedestrian Path of Travel Improvement Project (2)	\$ 679,549.00	\$ 543,639.00		30
Coachella	Ave 54 Project	\$ 660,030.00	\$ 660,030.00		30
Hemet	SB821-FY25/26 Pedestrian Path of Travel Improvement Project	\$ 652,697.00	\$ 524,697.00		29
Riverside County	Grand Avenue Mobility Project	\$ 1,094,760.00	\$ 547,380.00		29
Riverside County	Hemet Area Sidewalk and Mobility	\$ 1,430,000.00	\$ 715,000.00		28
Palm Desert	Enhancement of the VIP Campaign and Vision Zero Strategy	\$ 100,000.00	\$ 75,000.00		28
		TOTAL*	\$ 46,975,145.28	\$ 18,752,862.94	

AGENDA ITEM 9

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	April 27, 2026
TO:	Budget and Implementation Committee
FROM:	Eric DeHate, Transit Manager
THROUGH:	Lorelle Moe-Luna, Multimodal Services Director
SUBJECT:	Amendment to Palo Verde Valley Transit Agency's Fiscal Year 2025/26 Short Range Transit Plan

STAFF RECOMMENDATION:

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

- 1) Approve a \$217,350 increase in the Fiscal Year 2025/26 Local Transportation Funding (LTF) allocation for the Palo Verde Valley Transit Agency (PVVTA) for a new allocation amount of \$1,693,971; and
- 2) Approve the amendment to PVVTA's FY 2025/26 Short-Range Transit Plan (SRTP) reflecting the funding adjustment.

BACKGROUND INFORMATION:

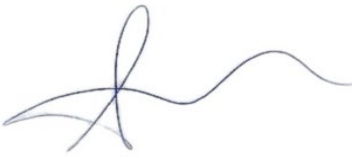
In June 2025, the Commission approved the seven bus operators' FY 2025/26 SRTPs and allocated funding to meet their operational and capital needs. If a transit operator requires additional financial resources throughout the year, Commission Transit Funding Policy No. 1-2 requires that any additional transit funding be brought to the Commission for review and approval through a formal SRTP amendment request. Consistent with this policy, staff has received a formal SRTP amendment request from PVVTA, seeking additional LTF operating assistance.

PVVTA was allocated a total of \$1,476,621 of LTF for operating assistance for FY 2025/26 and is requesting an operating budget amendment to account for the addition of three full-time staff positions approved by the PVVTA Board as part of its FY 2025/26 mid-year budget adjustment. The positions include a Finance Manager, a Senior Accounting Specialist, and an Administrative Supervisor which were not included in the original FY 2025/26 SRTP budget and are necessary to maintain and enhance agency operations. Accordingly, PVVTA submitted a formal amendment to its FY 2025/26 SRTP (Attachment 1), requesting an additional \$217,350 in LTF operating funds to support these staffing needs, for a total LTF allocation of \$1,693,971.

Commission staff have reviewed the amendment request and finds it to be reasonable, justified, and consistent with allowable uses of LTF. Therefore, staff recommends approval of an additional \$217,350 in LTF operating assistance for PVVTA, along with the approval of the corresponding amendment to PVVTA's FY 2025/26 SRTP to reflect this funding adjustment.

FISCAL IMPACT:

The existing FY 2025/26 budget has sufficient funding in LTF to cover this request and does not require an adjustment to the budget.

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2025/26	Amount:	\$217,350
Source of Funds:	LTF Palo Verde Valley Bus		Budget Adjustment:	No	
GLA No.:	002212 86101 00000 0000 6010 62 86101			\$ 217,350	
Fiscal Procedures Approved:				Date:	04/20/2026

Attachment: PVVTA's FY 2025/26 SRTP Amendment Request Letter Dated April 8, 2026

April 8, 2026

Lorelle Moe-Luna
Multimodal Services Director
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor Riverside, CA 92502

Re: FY 2025/2026, STRP, Amendment No. 2

Dear Lorelle Moe-Luna,

I am writing this letter to respectfully request Riverside County Transportation Commission's (RCTC) consideration of the Palo Verde Valley Transit Agency's request for an adjustment to its FY 2025/26 Table 4: Summary of Funds Requested for to reflect the following changes:

- Increase allocation in the amount of **\$217,350 and** utilize these funds as Operating Assistance.


These funds are critical to maintaining the continuity, efficiency, and effectiveness of our programs and services within our community.

Our organization has consistently demonstrated responsible stewardship of financial resources and maintains full compliance with all applicable regulatory and reporting requirements. Consistent with Board direction, the availability of these funds will enable the organization to sustain essential operations and strategically expand staffing capacity to address growing community needs and fulfill established operating objectives. This investment in personnel resources supports the Board's priorities by strengthening organizational capacity, improving service delivery, and ensuring continued program effectiveness. The organization remains committed to transparency, accountability, and maximizing the impact of every dollar entrusted to it.

We respectfully request your consideration and approval to retain these funds. Please feel free to contact us should you require any additional documentation or clarification.

Thank you for your time and consideration in this matter!

Sincerely,



Richard Rodriguez, Finance Manager
Palo Verde Valley Transit Agency



Table 4.0 - Summary of Funding Requests - FY 2025/26

Palo Verde Valley Transit Agency

Amendment # 2

Operating														
Project	Total Amount of Funds	5311	FARE	LCTOP OB	LCTOP PUC99313	LCTOP PUC99314	LTF	SGR PUC99313	SGR PUC99314	STA - OB	STA PUC99313	STA PUC99314		
1 - OPERATING ASSISTANCE -	\$1,369,203		\$115,900				\$1,253,303							
2 - OPERATING ASSISTANCE (BWE) -	\$189,697						\$189,697							
3 - LCTOP FREE RIDES PROGRAM -	\$130,774			\$130,774										
5 - OPERATING ASSISTANCE (5311 FUNDS) -	\$292,668	\$292,668												
8 - LCTOP EXPANSION BUS OPERATIONS COST YEAR 1 -	\$125,000				\$91,379		\$33,621							
Sub-total Operating	\$2,107,342	\$292,668	\$115,900	\$130,774	\$91,379	\$0	\$1,476,621	\$0	\$0	\$0	\$0	\$0		

Capital														
Project	Total Amount of Funds	5311	FARE	LCTOP OB	LCTOP PUC99313	LCTOP PUC99314	LTF	SGR PUC99313	SGR PUC99314	STA - OB	STA PUC99313	STA PUC99314		
Bulk Tires, Filters, etc - 26-1	\$25,000										\$12,728	\$12,272		
BULK TRANSIT BUS TIRES, FILTERS, ETC. - FY 22-3	\$-2,430									\$-2,430				
BULK TRANSIT BUS TIRES, FILTERS, ETC. - FY 25-5	\$-3,822									\$-3,822				
Bus Stop Amenities - 26-2	\$10,000										\$10,000			
CNG Expansion Bus - 26-7	\$480,000				\$476,879	\$3,121								
Farebox System Analysis and upgrades - 26-4	\$50,000										\$50,000			
IT and Communication Upgrade - 26-8	\$60,000										\$60,000			
Rebranding Efforts - FY 25-4	\$-46,952									\$-46,952				
REPLACEMENT OF (2) FIXED ROUTE BUSES (CNG) - FY 23-1	\$46,952									\$46,952				
SGR Equipment and Facility Upgrades - 26-9	\$76,160							\$74,055	\$2,105					
Support Vehicle - 26-5	\$60,000										\$60,000			
Support Vehicle Rehabilitation - FY 24-8	\$6,252									\$6,252				
TECHNOLOGY UPGRADE/IMPROVEMENTS - FY 22-1	\$-1,750									\$-1,750				
Technology Upgrades - FY 24-2	\$1,750									\$1,750				
Vehicle Rehabilitation - 26-6	\$15,000										\$15,000			
Zero-Emission and Maintenance facilities - FY 26-3	\$50,000										\$50,000			
Sub-total Capital	\$826,160	\$0	\$0	\$0	\$476,879	\$3,121	\$0	\$74,055	\$2,105	\$0	\$257,728	\$12,272		
Total Operating & Capital	\$2,933,502	\$292,668	\$115,900	\$130,774	\$568,258	\$3,121	\$1,476,621	\$74,055	\$2,105	\$0	\$257,728	\$12,272		



Table 4.0 - Summary of Funding Requests - FY 2025/26

Palo Verde Valley Transit Agency

Amendment # 2

FY 2025/26 Projected Funding Details	
5311	\$292,668
FARE	\$115,900
LCTOP OB	\$130,774
LCTOP PUC99313	\$91,379
LTF	\$1,476,621
Total Estimated Operating Funding Request	\$2,107,342
LCTOP PUC99313	\$476,879
LCTOP PUC99314	\$3,121
SGR PUC99313	\$74,055
SGR PUC99314	\$2,105
STA - OB	\$0
STA PUC99313	\$257,728
STA PUC99314	\$12,272
Total Estimated Capital Funding Request	\$826,160
Total Funding Request	<u>\$2,933,502</u>



Table 4.0 - Summary of Funding Requests - FY 2025/26

Palo Verde Valley Transit Agency

Amendment # 3

Operating														
Project	Total Amount of Funds	5311	FARE	LCTOP OB	LCTOP PUC99313	LCTOP PUC99314	LTF	SGR PUC99313	SGR PUC99314	STA - OB	STA PUC99313	STA PUC99314		
1 - OPERATING ASSISTANCE -	\$1,586,553		\$115,900				\$1,470,653							
2 - OPERATING ASSISTANCE (BWE) -	\$189,697						\$189,697							
3 - LCTOP FREE RIDES PROGRAM -	\$130,774			\$130,774										
5 - OPERATING ASSISTANCE (5311 FUNDS) -	\$292,668	\$292,668												
8 - LCTOP EXPANSION BUS OPERATIONS COST YEAR 1 -	\$125,000				\$91,379		\$33,621							
Sub-total Operating	\$2,324,692	\$292,668	\$115,900	\$130,774	\$91,379	\$0	\$1,693,971	\$0	\$0	\$0	\$0	\$0		

Capital														
Project	Total Amount of Funds	5311	FARE	LCTOP OB	LCTOP PUC99313	LCTOP PUC99314	LTF	SGR PUC99313	SGR PUC99314	STA - OB	STA PUC99313	STA PUC99314		
Bulk Tires, Filters, etc - 26-1	\$25,000										\$12,728	\$12,272		
BULK TRANSIT BUS TIRES, FILTERS, ETC. - FY 22-3	\$-2,430									\$-2,430				
BULK TRANSIT BUS TIRES, FILTERS, ETC. - FY 25-5	\$-3,822									\$-3,822				
Bus Stop Amenities - 26-2	\$10,000										\$10,000			
CNG Expansion Bus - 26-7	\$480,000				\$476,879	\$3,121								
Farebox System Analysis and upgrades - 26-4	\$50,000										\$50,000			
IT and Communication Upgrade - 26-8	\$60,000										\$60,000			
Rebranding Efforts - FY 25-4	\$-46,952									\$-46,952				
REPLACEMENT OF (2) FIXED ROUTE BUSES (CNG) - FY 23-1	\$46,952									\$46,952				
SGR Equipment and Facility Upgrades - 26-9	\$76,160							\$74,055	\$2,105					
Support Vehicle - 26-5	\$60,000										\$60,000			
Support Vehicle Rehabilitation - FY 24-8	\$6,252									\$6,252				
TECHNOLOGY UPGRADE/IMPROVEMENTS - FY 22-1	\$-1,750									\$-1,750				
Technology Upgrades - FY 24-2	\$1,750									\$1,750				
Vehicle Rehabilitation - 26-6	\$15,000										\$15,000			
Zero-Emission and Maintenance facilities - FY 26-3	\$50,000										\$50,000			
Sub-total Capital	\$826,160	\$0	\$0	\$0	\$476,879	\$3,121	\$0	\$74,055	\$2,105	\$0	\$257,728	\$12,272		
Total Operating & Capital	\$3,150,852	\$292,668	\$115,900	\$130,774	\$568,258	\$3,121	\$1,693,971	\$74,055	\$2,105	\$0	\$257,728	\$12,272		



Table 4.0 - Summary of Funding Requests - FY 2025/26

Palo Verde Valley Transit Agency

Amendment # 3

FY 2025/26 Projected Funding Details	
5311	\$292,668
FARE	\$115,900
LCTOP OB	\$130,774
LCTOP PUC99313	\$91,379
LTF	\$1,693,971
Total Estimated Operating Funding Request	\$2,324,692
LCTOP PUC99313	\$476,879
LCTOP PUC99314	\$3,121
SGR PUC99313	\$74,055
SGR PUC99314	\$2,105
STA - OB	\$0
STA PUC99313	\$257,728
STA PUC99314	\$12,272
Total Estimated Capital Funding Request	\$826,160
Total Funding Request	<u>\$3,150,852</u>

AGENDA ITEM 10

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	April 27, 2026
TO:	Budget and Implementation Committee
FROM:	Eric DeHate, Transit Manager
THROUGH:	Lorelle Moe-Luna, Multimodal Services Director
SUBJECT:	Agreement for Public and Specialized Transit Planning Services

STAFF RECOMMENDATION:

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

- 1) Award Agreement No. 26-62-053-00 to AMMA Transit Planning, Inc., for Public and Specialized Transit Planning Services, for a three-year term and two one-year options to extend the agreement, in an amount not to exceed \$740,827; and
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission.

BACKGROUND AND DISCUSSION:

The Commission utilizes professional consultant services to provide public and specialized transit planning and technical support necessary to administer federal, state, and local transit funding programs that benefit seniors, persons with disabilities, low-income individuals, and small urban and rural communities. These services include technical assistance in administering the Federal Transit Administration (FTA) Section 5310 Program through public outreach, training on federal requirements, and grant application assistance for transit operators and social service agencies. The consultant also develops and updates the federally required Public Transit-Human Services Coordinated Transportation Plan, involving stakeholder engagement and analysis of transit needs and strategies throughout the county. The consultant also supports the Commission’s Measure A Specialized Transit Program by conducting site visits and performance assessments to ensure that Measure A recipients are maximizing resources and implementing program improvements. In addition, the scope of services covers unforeseen transit analyses or market research that may arise during the contract period.

Procurement Process

Staff determined the weighted factor method of source selection to be the most appropriate for this procurement, as it allows the Commission to identify the most advantageous proposal with price and other factors considered. Non-price factors include elements such as qualifications of firm and personnel and understanding and approach for Public and Specialized Transit Planning Services (Project) as set forth under the terms of Request for Proposals (RFP) No. 26-62-053-00.

RFP No. 26-62-053-00 for the Project was released by staff on February 11, 2026. The RFP was posted on the Commission's PlanetBids website, which is accessible through the Commission's website. Utilizing PlanetBids, emails were sent to 678 firms, 92 of which are located in Riverside County. Through the PlanetBids site, 54 firms downloaded the RFP and 5 of these firms are located in Riverside County. Staff responded to all questions submitted by potential proposers by March 4, 2026. One firm – AMMA Transit Planning, Inc. (Riverside, CA) - submitted a responsive proposal prior to the 2:00 p.m. submittal deadline on March 25, 2026.


Since staff received one proposal, it reviewed the solicitation specifications for undue restrictiveness and surveyed potential sources that chose not to submit a proposal. Reasons for not submitting a proposal included limited capacity and competing priorities at the time of solicitation. Staff concluded that the requirements listed in the scope of work and other terms and conditions were not unnecessarily or excessively restrictive, an adequate opportunity to compete was provided, and factors other than the solicitation were responsible for the receipt of one proposal. Additionally, specialized transit planning services are highly specialized within the industry, requiring coordination between social service agencies and transit operators, as well as a comprehensive understanding of funding, challenges, and needs across both sectors. The San Bernardino County Transportation Authority (SBCTA) recently procured similar services and also received a single proposal, from AMMA Transit Planning, Inc.

Utilizing the evaluation criteria set forth in the RFP, the single proposal was evaluated and scored by an evaluation committee comprised of Commission and SBCTA staff. As a result of the evaluation committee's assessment of the written proposal and according to the terms of the RFP, the evaluation committee recommends contract award to AMMA Transit Planning Services, Inc. for Public and Specialized Transit Planning Services as this firm earned the highest total evaluation score.

Accordingly, staff recommends awarding an Agreement No. 26-62-053-00 to AMMA Transit Planning, Inc. (Attachment 1) for a three-year base term with two one-year options to extend the agreement, in an amount not to exceed \$740,827. Staff also recommends authorization for the Chair or the Executive Director, pursuant to legal counsel review, to finalize and execute the agreement for these services.

FISCAL IMPACT:

There is no fiscal impact at this time. Funding for this contract will be included in the Commission's proposed FY 2026/27 budget and future budget cycles.

Financial Information					
In Fiscal Year Budget:	N/A	Year:	FY 2026/27 FY 2027/28+	Amount:	\$135,000 \$605,827
Source of Funds:	LTF Planning Funds Measure A Specialized Transit Funds		Budget Adjustment:	No	
GLA No.:	622305 65520 00000 0000 1060 62 65520		\$ 95,000		
	602699 65520 00000 0000 2600 26 65520		\$ 40,000		
Fiscal Procedures Approved:				Date:	04/20/2026

Attachment: Draft Agreement No. 26-62-053-00 with AMMA Transit Planning, Inc.

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
AGREEMENT FOR PUBLIC AND SPECIALIZED TRANSIT PLANNING SERVICES
WITH AMMA TRANSIT PLANNING, INC.**

1. PARTIES AND DATE.

This Agreement is made and entered into this ___ day of _____, 2026, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("the Commission") and AMMA TRANSIT PLANNING, INC. ("Consultant"), a CORPORATION.

2. RECITALS.

2.1 Consultant desires to perform and assume responsibility for the provision of certain professional consulting services required by Commission on the terms and conditions set forth in this Agreement. Consultant represents that it is a professional consultant, experienced in providing public and specialized transit planning services to public clients, is licensed in the State of California, and is familiar with the plans of Commission.

2.2 Commission desires to engage Consultant to render certain consulting services for the public and specialized transit planning services Project ("Project") as set forth herein.

3. TERMS.

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

3.2 Term. The term of this Agreement shall be from the date first specified above to June 30, 2029, unless earlier terminated as provided herein. The Commission may extend the term of this Agreement, in its sole discretion, for two additional one-year periods. Consultant shall complete the Services within the term of this Agreement and shall meet any other established schedules and deadlines.

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

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

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

3.6 Substitution of Key Personnel. Consultant has represented to Commission that certain key personnel will perform and coordinate the Services under this Agreement. Should one or more of such personnel become unavailable, Consultant may substitute other personnel of at least equal competence and experience upon written approval of Commission. In the event that Commission and Consultant cannot agree as to the substitution of key personnel, Commission shall be entitled to terminate this Agreement for cause, pursuant to provisions of Section 3.16 of this Agreement. The key personnel for performance of this Agreement are as follows: Dennis Brooks; Andrea Breault; Michelle Zuniga; Elea Carey; Nikita Bitra; and Heather Menninger.

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

3.8 Consultant's Representative. Consultant hereby designates Dennis Brooks, or his or her designee, to act as its representative for the performance of this

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

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

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

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

3.12 Insurance.

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

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

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

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

3.12.3 Professional Liability. Consultant shall procure and maintain, and require its sub-consultants to procure and maintain, for a period of five (5) years following completion of the Project, errors and omissions liability insurance appropriate to their profession. Such insurance shall be in an amount not less than \$2,000,000 per claim. This insurance shall be endorsed to include contractual liability applicable to this Agreement and shall be written on a policy form coverage specifically designed to protect against acts, errors or omissions of the Consultant. "Covered Professional Services" as designated in the policy must specifically include work performed under this Agreement. The policy must "pay on behalf of" the insured and must include a provision establishing the insurer's duty to defend.

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

(A) General Liability.

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

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

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

(iv) The additional insured coverage under the policy shall be "primary and non-contributory" and will not seek contribution from the Commission's insurance or self-insurance and shall be at least as broad as CG 20 01 04 13, or endorsements providing the exact same coverage.

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

(C) Workers' Compensation and Employers Liability

Coverage.

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

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

(D) All Coverages.

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

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

(iii) All insurance required by this Agreement shall contain standard separation of insureds provisions. In addition, such insurance shall not contain any special limitations on the scope of protection afforded to the Commission, its directors, officials, officers, employees and agents. All policies shall waive any right of subrogation of the insurer against the Commission, its directors, officials, officers, employees and agents, or any other additional insureds, or shall specifically allow Consultant or others providing insurance evidence in compliance with these specifications to waive their right of recovery prior to a loss. Consultant hereby waives its own right of recovery against Commission, its directors, officials, officers, employees, and agents, and shall require similar written express waivers and insurance clauses from each of its subcontractors.

(iv) The limits of insurance required in this Agreement may be satisfied by a combination of primary and umbrella or excess insurance. Any umbrella or excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and non-contributory basis for the benefit of the Commission (if agreed to in a written contract or agreement) before the Commission's own

insurance or self-insurance shall be called upon to protect it as a named insured. The umbrella/excess policy shall be provided on a “following form” basis with coverage at least as broad as provided on the underlying policy(ies).

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

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

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

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

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

3.12.5 Deductibles and Self-Insurance Retentions. Any deductibles or self-insured retentions must be declared to and approved by the Commission. If the Commission does not approve the deductibles or self-insured retentions as presented, Consultant shall guarantee that, at the option of the Commission, either: (1) the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the Commission, its directors, officials, officers, employees and agents; or, (2) the Consultant

shall procure a bond guaranteeing payment of losses and related investigation costs, claims and administrative and defense expenses.

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

3.12.7 Verification of Coverage. Consultant shall furnish Commission with original certificates of insurance and endorsements effecting coverage required by this Agreement on forms satisfactory to the Commission. The certificates and endorsements for each insurance policy shall be signed by a person authorized by that insurer to bind coverage on its behalf. All certificates and endorsements must be received and approved by the Commission before work commences. The Commission reserves the right to require complete, certified copies of all required insurance policies, at any time.

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

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

3.14 Fees and Payment.

3.14.1 Compensation. Consultant shall receive compensation, including authorized reimbursements, for all Services rendered under this Agreement at the rates set forth in Exhibit "C" attached hereto. If overhead rates are included in the attached Exhibit "C", such rates shall be fixed for the term of the Master Agreement, and shall not be subject to adjustment, unless required by the applicable funding source. The total compensation shall not exceed Seven Hundred Forty Thousand, Eight Hundred Twenty-

Seven Dollars (\$740,827) without written approval of Commission's Executive Director ("Total Compensation"). Extra Work may be authorized, as described below, and if authorized, will be compensated at the rates and manner set forth in this Agreement.

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

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

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

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

3.16 Termination of Agreement.

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

3.16.2 Effect of Termination. If this Agreement is terminated as provided herein, Commission may require Consultant to provide all finished or unfinished Documents and Data, as defined below, and other information of any kind prepared by Consultant in connection with the performance of Services under this Agreement.

Consultant shall be required to provide such document and other information within fifteen (15) days of the request.

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

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

CONSULTANT:

AMMA Transit Planning, Inc.
19069 Van Buren Bl.
114-378
Riverside, CA 92508
Attn: Dennis Brooks

COMMISSION:

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

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

3.18 Ownership of Materials/Confidentiality.

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

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

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

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

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

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

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

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

Commission further is granted by Consultant a non-exclusive and perpetual license to copy, use, modify or sub-license any and all Intellectual Property otherwise owned by Consultant which is the basis or foundation for any derivative, collective, insurrectional, or supplemental work created under this Agreement.

3.18.3 Confidentiality. All ideas, memoranda, specifications, plans, procedures, drawings, descriptions, computer program data, input record data, written information, and other Documents and Data either created by or provided to Consultant in connection with the performance of this Agreement shall be held confidential by Consultant. Such materials shall not, without the prior written consent of Commission, be used by Consultant for any purposes other than the performance of the Services. Nor shall such

materials be disclosed to any person or entity not connected with the performance of the Services or the Project. Nothing furnished to Consultant which is otherwise known to Consultant or is generally known, or has become known, to the related industry shall be deemed confidential. Consultant shall not use Commission's name or insignia, photographs of the Project, or any publicity pertaining to the Services or the Project in any magazine, trade paper, newspaper, television or radio production or other similar medium without the prior written consent of Commission.

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

3.18.5 VPN Access. Consultant and its employees shall comply with all security protocols of Commission related to virtual private network ("VPN") access to any Commission Systems which may be enacted. In addition, Consultant agrees to the following, and shall require that any employee of Consultant to whom VPN access will be granted agree to the following, in writing, prior to being granted such access.

- a) To protect and keep safe his/her individual secure password;
- b) To not share or allow others to use the secure password;
- c) To only use the VPN access to perform Services authorized by Commission;
- d) To protect any information obtained from Commission Systems, and to use such information only for the purpose of performing the Services, and for no other purpose;
- e) To comply with reasonable audit or monitoring activities identified by the Commission in writing;
- f) To comply with all confidentiality requirements set forth in this Agreement as pertains to any Commission information or data acquired or accessed related to the VPN access.
- g) VPN access shall be utilized appropriately, responsibly, and ethically. Any failure to comply with the obligations set forth in this section will result in, among other things, immediate suspension of the applicable user's VPN access.

Commission reserves the right revoke the Consultant's VPN access at any time, for any reason.

At Commission's request, Consultant shall provide to Commission copies of the agreements with its employees including the required provisions above. Consultant shall be responsible for any violation by its employee(s) of the requirements herein.

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

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

3.21 Indemnification. To the fullest extent permitted by law, Consultant shall defend (with counsel of Commission's choosing), indemnify and hold Commission, its directors, officials, officers, employees, consultants, volunteers, and agents free and harmless from any and all claims, fines, penalties, demands, causes of action, costs, expenses, liability, loss, damage or injury, in law or equity, to property or persons, including wrongful death, in any manner arising out of or incident to alleged negligent acts, omissions, or willful misconduct of Consultant, its officials, officers, employees, agents, consultants, and contractors arising out of or in connection with the performance of the Services, the Project or this Agreement, including without limitation the payment of consequential damages, expert witness fees, and attorneys fees and other related costs and expenses. Consultant shall defend, at Consultant's own cost, expense and risk, any and all such aforesaid suits, actions or other legal proceedings of every kind that may be brought or instituted against Commission, its directors, officials, officers, employees, consultants, agents, or volunteers. Consultant shall pay and satisfy any judgment, award or decree that may be rendered against Commission or its directors, officials, officers, employees, consultants, agents, or volunteers, in any such suit, action or other legal proceeding. Consultant shall reimburse Commission and its directors, officials, officers, employees, consultants, agents, and/or volunteers, for any and all legal expenses and costs, including reasonable attorney's fees, incurred by each of them in connection therewith or in enforcing the indemnity herein provided. Consultant's obligation to indemnify shall not be restricted to insurance proceeds, if any, received by Commission, its directors, officials officers, employees, consultants, agents, or volunteers.

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

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

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

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

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

3.25 Commission's Right to Employ Other Consultants. The Commission reserves the right to employ other consultants in connection with this Project.

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

3.27 Prohibited Interests and Conflicts.

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

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

3.27.3 Conflict of Employment. Employment by the Consultant of personnel currently on the payroll of the Commission shall not be permitted in the performance of this Agreement, even though such employment may occur outside of the employee's regular working hours or on weekends, holidays or vacation time. Further, the employment by the Consultant of personnel who have been on the Commission payroll within one year prior to the date of execution of this Agreement, where this employment is caused by and or dependent upon the Consultant securing this or related Agreements with the Commission, is prohibited.

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

3.28 Equal Opportunity Employment. Consultant represents that it is an equal opportunity employer and it shall not discriminate against any employee or applicant for employment because of race, religion, color, national origin, ancestry, sex or age. Such

non-discrimination shall include, but not be limited to, all activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination. Consultant shall also comply with all relevant provisions of Commission's Disadvantaged Business Enterprise program, Affirmative Action Plan or other related Commission programs or guidelines currently in effect or hereinafter enacted.

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

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

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

3.31 Employment of Apprentices. This Agreement shall not prevent the employment of properly indentured apprentices in accordance with the California Labor Code, and no employer or labor union shall refuse to accept otherwise qualified employees as indentured apprentices on the work performed hereunder solely on the ground of race, creed, national origin, ancestry, color or sex. Every qualified apprentice shall be paid the standard wage paid to apprentices under the regulations of the craft or trade in which he or she is employed and shall be employed only in the craft or trade to which he or she is registered.

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

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

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

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

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

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

3.36 No Third Party Beneficiaries. There are no intended third party beneficiaries of any right or obligation assumed by the Parties.

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

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

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

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

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

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

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

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

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

[Signatures on following page]

DRAFT

**SIGNATURE PAGE
TO
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
AGREEMENT FOR PUBLIC AND SPECIALIZED TRANSIT PLANNING SERVICES
WITH AMMA TRANSIT PLANNING, INC.**

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

**RIVERSIDE COUNTY
TRANSPORTATION COMMISSION**

**CONSULTANT
AMMA TRANSIT PLANNING, INC.**

By: _____
Aaron Hake, Executive Director

By: _____
Signature

Name

Title

Approved as to Form:

Attest:

By: _____
Best Best & Krieger LLP
General Counsel

By: _____

Its: _____

* A corporation requires the signatures of two corporate officers.

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

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

EXHIBIT "A"

SCOPE OF SERVICES

[INSERT]

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INTRODUCTION AND BACKGROUND

The Riverside County Transportation Commission (hereinafter referred to as “Commission” or “RCTC”) is the designated Regional Transportation Planning Agency and County Transportation Commission for Riverside County. The Commission is responsible for setting policies, establishing priorities and coordinating public transportation services countywide and administering federal, state, and local transit funding programs in partnership with public transit operators, and public and human service organizations.

The Commission oversees a range of public and specialized transit projects that support mobility for seniors, individuals with disabilities, low-income households, and other vulnerable populations. These efforts include coordinating with the California Department of Transportation (Caltrans) on the Federal Transit Administration (FTA) Section 5310 Seniors and Persons with Disabilities Program, administration of the Measure A Specialized Transit Program, and updating the Public Transit–Human Services Coordinated Plan (Coordinated Plan).

To support these efforts, the Commission seeks a qualified professional consultant team (“Consultant”) with demonstrated experience in public and specialized transit program administration, federal grant compliance, stakeholder engagement, and transit planning.

PURPOSE AND NEED

RCTC is seeking a Consultant to provide planning services for its Public and Specialized Transit Program. The contract term is for a three-year base term with two optional one-year extensions, for a maximum of five years.

The Consultant shall be responsible for supporting RCTC’s public and specialized transit planning efforts in the following areas:

1. Assisting RCTC staff with the administration of the FTA Section 5310 Seniors and Persons with Disabilities Grant Program, including but limited to:
 - a. Public outreach and information distribution to current and potential agencies;
 - b. Providing technical assistance and training to eligible agencies on their grant application(s), submission, reporting, and compliance;
 - c. Working with Caltrans and advocating for program improvements that will benefit Riverside County; and
 - d. Participating on the local review panel to review and recommend applications for Riverside County.
2. Assisting RCTC staff with the administration of the Measure A Specialized Transit Program, including but limited to:
 - a. Reviewing and providing recommendations to improve program guidelines and overall efficiency and effectiveness;
 - b. Supporting the evaluation committee in reviewing and scoring applications;
 - c. Conducting at least one site visit for each of the awarded Measure A recipients each award cycle and completing a report of each site visit with findings and recommendations for RCTC and recipient visited; and
 - d. Providing a comprehensive report of all site visits with program findings and recommendations for future Measure A Specialized Transit Program improvement.

3. Updating the Coordinated Plan in accordance with FTA Circular 9070.1H and any subsequent federal guidance, including but not limited to:
 - a. Existing conditions assessment, including:
 - i. An assessment of available services that identifies current transportation providers (public, private, and nonprofit); and
 - ii. An assessment of transportation needs for individuals with disabilities, including those who use wheelchairs, and older adults, and gaps in services.
 - b. Stakeholder engagement, including:
 - i. Focus groups and interviews with public and human service agencies
 - ii. Developing and analyzing online surveys for the general public and public and human service agencies; and
 - iii. Organizing and facilitating workshops to develop and prioritize goals and strategies.
 - c. Assisting in the development of services and/or programs recommended in the Coordinated Plan, including the review of competitively sought proposals for the recommended services and/or programs;
 - d. Providing general technical assistance to RCTC and public and specialized transit operators as requested by RCTC for Coordinated Plan implementation strategies;
 - e. Soliciting feedback from stakeholders on the draft Coordinated Plan; and
 - f. Completing and presenting the final Coordinated Plan to the Commission approval.

4. Other ad-hoc technical support, including but not limited to:
 - a. Analytical support for the Biennial Countywide Transit Report;
 - b. Facilitating updates to the transit network database by enabling public transit agencies, human service organizations, non-profits, and specialized transit operators to add their information;
 - c. Monitoring of new funding opportunities that will leverage FTA Section 5310 Seniors and Persons with Disabilities Grant Program and Measure A Specialized Transit Program to advance the Commission's goals and objectives; and
 - d. Monitoring and researching mobility innovations, policy and regulatory impacts from state and federal agencies, and other industry trends that will improve the delivery of services from public and human service providers.

The following table summarizes key recurring activities and timelines:

General Calendar of Significant Activities

Activity	Timeline
Caltrans 5310 Call for projects	Annual
Measure A Specialized Transit Call for Projects	Ending Cycle 7 (6/30/2027) Start Cycle 8 (7/1/2027)
Coordinated Plan	Next update 2029

EXHIBIT "B"

SCHEDULE OF SERVICES

[INSERT]

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5-YEAR PROJECT ROADMAP

Specialized Transit Program: 5-Year Roadmap

	FY 26/27	FY 27/28	FY 28/29	FY 29/30 (Option Year 1)	FY 30/31 (Option Year 2)
Section 5310	Caltrans/Grantee Support	Call-for-Projects	Caltrans/Grantee Support	Call-for-Projects	Caltrans/Grantee Support
Measure A Specialized Transit	Call-for-Projects	Site Visits/Summary Report	RCTC/Grantee Tech. Asst.	Call-for-Projects	Site Visits/Summary Report
Coordinated Plan	Goal & Strategy Implementation	Goal & Strategy Implementation	Plan Development 50%	Plan Development 50%	Goal & Strategy Implementation
Biannual Performance Report	No Activity	Report Support	No Activity	Report Support	No Activity
Network Database Maintenance	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing
Monitoring New Funding Opportunities	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing
Ad-Hoc Planning Activities	On-Call As Needed	On-Call As Needed	On-Call As Needed	On-Call As Needed	On-Call As Needed

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EXHIBIT "C"

COMPENSATION

[INSERT]

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EXHIBIT "C"

COMPENSATION SUMMARY

TASK NUMBER	TASK DESCRIPTION	COST
Task 1	FTA Section 5310 Program	\$ 127,047
Task 2	Measure A Specialized Transit Program	\$ 230,192
Task 3	Coordinated Plan Updates	\$ 195,529
Task 4	Ad-Hoc Technical Support	\$ 188,059
TOTAL COSTS		\$ 740,827

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AGENDA ITEM 11

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	April 27, 2026
TO:	Budget and Implementation Committee
FROM:	Tyler Madary, Legislative Affairs Manager
THROUGH:	Jeanette Flores, External Affairs Director
SUBJECT:	State and Federal Legislative Update

STAFF RECOMMENDATION:

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

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

BACKGROUND INFORMATION:

State Update

Assembly Bill 1855 (Gonzalez) – Update

Through ongoing discussions, RCTC staff learned from Assembly Natural Resources Committee staff that the committee chair is not supportive of amending the code section referenced in Assembly Bill (AB) 1855 nor is the Chair supportive of legislation providing a project-specific California Environmental Quality Act (CEQA) exemption for any project. After discussions with RCTC staff, Assemblymember Jeff Gonzalez (Indio) agreed to pull AB 1855 from committee, effectively stopping the bill from moving forward. RCTC staff is exploring alternative legislative and administrative options to expedite the delivery of the Coachella Valley Rail Project and will keep the Commission informed as opportunities arise.

Assembly Bill 1678 (Harabedian) – Oppose via Platform

On April 10, RCTC staff submitted a letter of opposition to AB 1678 by Assemblymember John Harabedian (Pasadena), which replaces the role of the Metro Gold Line Foothill Extension Construction Authority with a new Claremontclair Authority to oversee delivery of the A Line extension from Claremont to Montclair. The bill was scheduled for hearing in the Assembly Transportation Committee on April 22.

RCTC has a longstanding partnership with the San Bernardino County Transportation Authority (SBCTA), evidenced by our collaboration to ensure the terms of the planned connection across county lines between RCTC’s 15 Express Lanes facility and SBCTA’s I-15 Corridor Freight and Express Lanes Project protects all parties. AB 1678 reduces SBCTA’s oversight and discretion on

a project within its own jurisdiction while exposing San Bernardino County taxpayers to financial obligation to fund A Line service operation. This bill erodes local agency discretion in accountability and sets a concerning precedent for self-help counties – including Riverside County – that have an obligation to deliver promised transportation improvements.

Opposing AB 1678 is consistent with the Commission’s adopted 2026 State and Federal Legislative Platform, including under the following sections:

Regional Control

Protect Our Authority and Revenue

- Oppose legislation that restructures or interferes with governance of the Commission or other local and regional transportation agencies without the support and consent of the entity and member agencies affected.

Regional Control

Regional Partnerships

- Engage in legislative efforts impacting regional transportation agencies, particularly when the efforts have a nexus to the Commission.

Assembly Bill 2560 (Schultz) – Oppose via Platform

On April 10, RCTC submitted a letter of opposition to AB 2560 by Assemblymember Nick Schultz (Burbank). The bill codifies the goals of the Climate Action Plan for Transportation Infrastructure (CAPTI) into state law, requiring as applicable their incorporation into state transportation funding program guidelines, including programs funded by Senate Bill (SB) 1 (Beall, 2017) and affirmed by voters in 2018. Tying transportation funding to a fixed set of goals removes flexibility and threatens the ability for inland regions such as Riverside County to compete for funding for transportation improvements that communities most need. The bill was scheduled for hearing in the Assembly Transportation Committee on April 20.

Opposing AB 2560 is consistent with the Commission’s adopted 2026 State and Federal Legislative Platform, including under the following sections:

Equity and Fairness

- Ensure that rural, low-income, and disadvantaged communities in Riverside County benefit from equity-based transportation planning and implementation policies.
- Policies should be developed and implemented with regional variance to limit disproportionate impacts on regions with fast-growing populations, including low-income and disadvantaged communities priced out of coastal urban centers.
- Policies should be sensitive to each region’s unique needs and avoid “one size fits all” assumptions, over-reliance on single modes of transportation that would disadvantage regional mobility, and lack of distinction between urban, suburban, and rural needs.

Funding

- Support maintaining the legislative intent behind Senate Bill 1 (Statutes 2017) and historic base program funding by:
 - Opposing efforts to deviate from legislative intent and existing statute.
 - Ensuring program guidelines are as broad as possible with respect to mode, to the extent appropriate while adhering to legislative intent.

Climate Action and Air Quality

- Oppose efforts to place new environmental criteria (such as GHG reduction or vehicle miles traveled reduction) on transportation projects and programs without commensurate funding for alternatives or flexibility for mitigation.
- Oppose legislative proposals or implementation measures (programming, funding, environmental review, etc.) associated with the Climate Action Plan for Transportation Infrastructure (CAPTI), Caltrans System Investment Strategy (CSIS), Executive Order N-19-19, Executive Order N-79-20, AB 32 Nunez (Chapter 488, Statutes of 2006), SB 375 Steinberg (Chapter 728, Statutes of 2008), SB 743 Steinberg (Chapter 386, Statutes of 2013), SB 32 Pavley (Chapter 249, Statutes of 2016), AB 1279 Muratsuchi (Chapter 337, Statutes of 2022), or other climate action goals that hinder a just transition to multimodal transportation systems in Riverside County.

Assembly Bill 2168 (Wicks) – Oppose Unless Amended via Platform

On April 17, RCTC submitted a letter of opposition to AB 2168 by Assemblymember Buffy Wicks (Oakland). The bill directs the California Transportation Commission (CTC) to develop Active Transportation Program (ATP) guidelines to maximize the allocation of State Transportation Improvement Program (STIP) funds to ATP projects. As a result, regions may be pressured to select more active transportation projects for inclusion in the STIP in order to remain competitive for ATP funding.

Additionally, AB 2168 requires point reductions for applicants who failed to use previously received program funds in a timely manner. Taken together, these policies could disadvantage ATP application from the communities of Riverside County that need it most.

The bill was scheduled for hearing in the Assembly Transportation Committee on April 20.

Taking an Oppose Unless Amended position for AB 2168 is consistent with the Commission's adopted 2026 State and Federal Legislative Platform, including under the following sections:

Equity and Fairness

- Ensure that rural, low-income, and disadvantaged communities in Riverside County benefit from equity-based transportation planning and implementation policies.

Regional Control

Protect Our Authority and Revenue

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

Funding

- Support efforts to preserve, stabilize, leverage and/or increase funding for transportation.

Assembly Bill 2059 (Wilson) – Support-if-Amended via Platform

On April 14, RCTC submitted a Support if Amended letter on AB 2059 by Assemblymember Lori Wilson (Suisun City). Under current law, transportation projects across the state must analyze and mitigate vehicle miles traveled (VMT) impacts under CEQA. However, one-size-fits-all implementation has led to cost and feasibility concerns for project delivery – particularly in suburban and rural portions of the state. As a result, VMT mitigation measures have added hundreds of millions of dollars to the cost of transportation projects, in some cases double overall project costs.

As currently written, AB 2059 caps VMT mitigation costs for transportation projects in rural counties at 5 percent of the total project cost. Recognizing that the rest of the state would benefit from inclusion in this policy framework, RCTC requested the author and Assembly Natural Resources Committee consider amendments broadening the framework to cap VMT mitigation costs across all regions. A consistent, statewide framework would ensure that locally responsive transportation mobility improvements can proceed while still supporting the state’s climate action goals. The bill was scheduled for hearing in the Assembly Natural Resources Committee on April 20.

A Support if Amended position on AB 2059 is consistent with the Commission’s adopted 2026 State and Federal Legislative Platform, including under the following sections:

Key Policy Issues for 2026

- Reforms to Vehicle Miles Traveled (VMT) mitigation requirements that reduce infrastructure project costs and improve project delivery timelines.

Equity and Fairness

- Policies should be sensitive to each region’s unique needs and avoid “one size fits all” assumptions, over-reliance on single modes of transportation that would disadvantage regional mobility, and lack of distinction between urban, suburban, and rural needs.

Project Delivery Streamlining

- Support adjustments to SB 743 Steinberg (Chapter 386, Statutes of 2013) VMT modeling, analysis, and mitigation for highway and roadway projects in a manner that recognizes the varying feasibility of multimodal alternatives by region.

Senate Bill 1423 (Stern) – Oppose via Platform

On April 15, RCTC submitted a letter of opposition to SB 1423 by Senator Henry Stern (Sherman Oaks). For nearly 30 years since SB 45 (Kopp, 1997), the STIP has provided flexible formula funds for transportation projects through the Interregional Transportation Improvement Program (ITIP), nominated by the California Department of Transportation, and the Regional Transportation Improvement Program (RTIP), nominated by local transportation agencies. In the 2026 STIP, RCTC is programmed to receive \$32.75 million, which will fund highway, local roads, rail, and transit projects.

SB 1423 removes local control and discretion by changing how ITIP and RTIP funding in the STIP can be allocated, requiring 50 percent of funds to be programmed on safe streets projects, which includes sidewalk and curb ramp networks, protected bicycle facilities, safe crossings, traffic calming measures, and Safe Routes to School Projects. The bill also requires prioritization of these funds in transit-development zones pursuant to SB 79 (Wiener, 2025). How this provision would apply to Riverside County, which does not yet qualify as an “urban transit county,” is unclear as the implementation of SB 79 is still pending. However, the legislation would certainly divest transportation funds from more rural regions of Riverside County.

Furthermore, SB 1423 renames the Active Transportation Program (ATP) to the Safe Streets Program and makes changes to the program, requiring applicants to a cumbersome two-step application process.

SB 1423 was scheduled for hearing in the Senate Transportation Committee on April 21.

Opposing SB 1423 is consistent with the Commission’s adopted 2026 State and Federal Legislative Platform, including under the following sections:

Equity and Fairness

- Policies should be sensitive to each region’s unique needs and avoid “one size fits all” assumptions, over-reliance on single modes of transportation that would disadvantage regional mobility, and lack of distinction between urban, suburban, and rural needs.

Regional Control

Protect Our Authority and Revenue

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

Funding

- Support efforts to preserve, stabilize, leverage and/or increase funding for transportation.

Senate Bill 1087 (Cabaldon) – Support-if-Amended via Platform

On April 15, RCTC submitted a Support if Amended letter on SB 1087 by Senator Christopher Cabaldon (Yolo). The bill modernizes the development and approval of Regional Transportation Plans (RTP)/Sustainable Communities Strategies (SCS) in a manner that makes the goals of SB 375 (Steinberg, 2008) achievable. Sponsored by the four largest metropolitan planning organizations in the state including the Southern California Association of Governments (SCAG), SB 1087 would lengthen the SCS cycle, establish necessary guardrails for the transparent and timely development and approval of the RTP/SCS, remove programmatic CEQA review requirements for the RTP/SCS, and reform the Alternative planning Strategy process to set regions up for success.

Staff have been engaging in constructive discussions with SCAG staff. RCTC requested the author and Chair of the Senate Transportation Committee consider amendments to the bill such as preserving the CTC’s discretion in the administration of SB 1 (Beall, 2017) funding and delegating RTP/SCS approval authority to the CTC, in consultation with the California Air Resources Board. Together, these amendments would protect SB 1 funding programs from interferences, better account for regional needs, and maximize the results-driven approach set forth throughout the bill.

SB 1087 was scheduled for hearing in the Senate Transportation Committee on April 21.

A Support if Amended position on SB 1087 is consistent with the Commission’s adopted 2026 State and Federal Legislative Platform, including under the following sections:

Equity and Fairness

- Ensure that rural, low-income, and disadvantaged communities in Riverside County benefit from equity-based transportation planning and implementation policies.
- Policies should be developed and implemented with regional variance to limit disproportionate impacts on regions with fast-growing populations, including low-income and disadvantaged communities priced out of coastal urban centers.
- Policies should be sensitive to each region’s unique needs and avoid “one size fits all” assumptions, over-reliance on single modes of transportation that would disadvantage regional mobility, and lack of distinction between urban, suburban, and rural needs.

Funding

- Support maintaining the legislative intent behind Senate Bill 1 (Statutes 2017) and historic base program funding by:
 - Opposing efforts to deviate from legislative intent and existing statute.
 - Ensuring program guidelines are as broad as possible with respect to mode, to the extent appropriate while adhering to legislative intent.

Environment

- Encourage efforts to limit impacts to the climate, air quality, and habitats in a manner that promotes improved quality of living and equitable outcomes for residents of Riverside County, provided that these efforts are sufficiently funded and do not negatively impact the mission of RCTC.

Project and Programs

- Support programs and policies that advance transportation projects in Riverside County.

Alternatives to Driving

- Support the continued development of a multimodal transit system in Riverside County that promotes equitable access through geographic reach and service frequency, commuter mobility choice, and environmental sustainability, as well as maximizes regional competitiveness for state and federal funding.

Federal Update

Fiscal Year 2027 Appropriations

As previously reported, RCTC staff submitted applications to Riverside County's congressional delegation for Community Project Funding (CPF)/Congressionally Directed Spending (CDS), otherwise known as earmarks, for Fiscal Year 2027. As of the writing of this report, the following requests were submitted by Members of Congress to the House Appropriations Committee:

- \$15 million for the 91 Eastbound Corridor Operations Project (91 ECOP), submitted to Representative Young Kim (Anaheim); and
- \$3 million for the Mead Valley Metrolink Station/Mobility Hub, submitted to Representative Mark Takano (Riverside).

Representative Kim opted to combine RCTC's \$10 million request and Orange County Transportation Authority's \$5 million request for the 91 ECOP into a single request for both agencies.

The following CPF/CDS requests remained under review as of the writing of this report:

- \$10 million for the Interstate 15 Express Lanes Project Southern Extension, submitted to Representative Ken Calvert (Corona);
- \$3 million for the Interstate 15 Express Lanes Project Southern Extension, submitted to Senators Alex Padilla and Adam Schiff; and
- \$3 million for a new regional arterial in the communities of Hemet, San Jacinto, and Winchester (formerly the State Route 79 Realignment Project), submitted to Senators Alex Padilla and Adam Schiff.

Unfortunately, RCTC's \$5 million CPF request to Representative Raul Ruiz (Indio) for the establishment of a new regional arterial in the communities of Hemet, San Jacinto, and Winchester (formerly the State Route 79 Realignment Project) was not advanced to the House Appropriations Committee for consideration.

In order for a CPF/CDS to be funded, the request must be submitted by a Member of Congress to the Appropriations subcommittee, be selected by the subcommittee to be included in the subcommittee's appropriations legislation, and pass both houses of Congress before being signed by the President. Congress will hold subcommittee markup hearings on FY 27 Appropriations bills as they seek to pass a federal budget bill by September 30. Staff will keep the Commission updated as the process continues.

FISCAL IMPACT:

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

Attachments:

- 1) Legislative Matrix – May 2026
- 2) AB 1678 (Harabedian) Oppose Letter
- 3) AB 2560 (Schultz) Oppose Letter
- 4) AB 2059 (Wilson) Support if Amended Letter
- 5) SB 1423 (Stern) Oppose Letter
- 6) AB 2168 (Wicks) Oppose Unless Amended Letter
- 7) SB 1087 (Cabaldon) Support if Amended Letter

RIVERSIDE COUNTY TRANSPORTATION COMMISSION - POSITIONS ON STATE AND FEDERAL LEGISLATION – MAY 2026

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
AB 334 (Petrie-Norris)	Current state law limits the sharing of toll customer data necessary for interoperability with other states, limiting toll operators' ability to collect toll revenue from out-of-state drivers in an efficient manner. The existing process is cumbersome, requires significant staff time, and may lead to penalties on customers that may otherwise be avoided. AB 334 enables toll operators in California, such as RCTC, to participate in a future national interoperability program, enhancing service to customers and streamlining the transaction process.	Ordered to Senate Inactive File on 9/13/2025. Two-year bill.	<i>Support</i>	4/9/2025
AB 1145 (Gonzalez)	Requires the California Department of Transportation to conduct a study on State Highway Route 74 by December 31, 2027 with a goal of improving safety of travelers and address enforcement of commercial vehicle facility bypassing.	Senate Transportation hearing canceled at the request of the author on 7/1/2025. Two-year bill.	<i>Support</i>	7/11/2025
AB 1678 (Harabedian)	Reduces the San Bernardino County Transportation Authority's oversight and discretion on a project within its own jurisdiction, setting a concerning precedent for self-help counties such as Riverside County that have an obligation to deliver promised transportation improvements.	Hearing in the Assembly Transportation Committee on 4/22/2026.	<i>Oppose Based on Platform</i>	4/10/2026
AB 1855 (Gonzalez)	Expands California Environmental Quality Act (CEQA) exemptions for certain passenger rail projects, including the Coachella Valley Rail Project.	Held in the Assembly Natural Resources Committee at the request of the author and sponsor.	<i>Sponsor</i>	3/11/2026
AB 2059 (Wilson)	Caps vehicle miles traveled (VMT) mitigation costs for transportation projects in rural counties at 5 percent of the total project cost. RCTC requested amendments to broaden the framework to cap VMT mitigation costs across all regions in the state.	Hearing in the Assembly Natural Resources Committee on 4/20/2026.	<i>Support if Amended Based on Platform</i>	4/14/2026
AB 2168 (Wicks)	Directs the CTC to develop Active Transportation Program (ATP) guidelines maximizing allocation of State Transportation Improvement Program (STIP) formula funds to ATP projects. AB 2168 also requires point reductions for applicants who failed to use previously awarded funds in a timely manner.	Hearing in the Assembly Transportation Committee on 4/20/2026.	<i>Oppose Unless Amended Based on Platform</i>	4/17/2026

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
AB 2560 (Schultz)	Codifies the goals of the Climate Action Plan for Transportation Infrastructure into state law, requiring their incorporation into state transportation funding program guidelines, removing flexibility and threatening RCTC's ability to compete for transportation improvements communities most need.	Hearing in the Assembly Transportation Committee on 4/20/2026.	<i>Oppose Based on Platform</i>	4/10/2026
SB 512 (Pérez)	SB 512 provides statutory clarity confirming that transportation agencies with existing sales tax authority may administer a voter-approved transactions and use tax as determined by a citizens' initiative.	Passed out of the Assembly on 9/4/2025. Assembly amendments concurred in on 9/11/2025. Vetoed by Governor on 10/13/2025.	<i>Support Based on Platform</i>	7/9/2025
SB 1087 (Cabaldon)	Modernizes the development and approval of Regional Transportation Plans (RTP)/Sustainable Communities Strategies (SCS) with intention to make the goals of SB 375 (Steinberg, 2008) achievable. RCTC requested amendments to preserve the California Transportation Commission's (CTC) role in administering SB 1 funds and delegating RTP/SCS approval authority to the CTC.	Hearing in the Senate Transportation Committee on 4/21/2026.	<i>Support if Amended Based on Platform</i>	4/15/2026
SB 1423 (Stern)	Removes local control and discretion by changing how Interregional Transportation Improvement Program and Regional Transportation Improvement Program funds can be allocated, requiring 50 percent of funds to be programmed on safe streets projects.	Hearing in the Senate Transportation Committee on 4/21/2026.	<i>Oppose Based on Platform</i>	4/15/2026



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April 10, 2026

The Honorable Lori Wilson
 Chair, Assembly Transportation Committee
 1020 N Street, Room 112
 Sacramento, CA 95814

Subject: AB 1678 (Harabedian) — Oppose

Dear Chair Wilson:

On behalf of the Riverside County Transportation Commission (RCTC), I write in respectful opposition to Assembly Bill (AB) 1678 by Assemblymember John Harabedian. This bill replaces the role of the Metro Gold Line Foothill Extension Construction Authority with a new Claremontclair Authority to oversee delivery of the A Line extension from Claremont to Montclair.

RCTC strongly believes in collaboration, partnership, and local control in regional transportation planning decisions. This is evident in our longstanding work with partners in Riverside County and across the region, including the San Bernardino County Transportation Authority (SBCTA). Through sound governance and effective collaboration, RCTC and SBCTA have jointly advanced billions of dollars in critical transportation investments to support our region's growing population and economy. RCTC and SBCTA have also deliberately and collaboratively negotiated to ensure the terms of the planned seamless connection across county lines between RCTC's 15 Express Lanes facility and SBCTA's I-15 Corridor Freight and Express Lanes Project protects all parties. It is with this partnership in mind that we are deeply concerned with the precedent set by AB 1678 and its overreach into SBCTA's authority.

Notably, AB 1678 reduces SBCTA's discretion and oversight on a project within its own jurisdiction, while exposing SBCTA and San Bernardino County taxpayers to financial obligations to fund A Line service operation in the county. SBCTA was established by law to plan, fund, and deliver transportation solutions in San Bernardino County and manage the county's transportation resources. SBCTA's leadership and public trust in this space is evident through their administration and stewardship of Measure I, a locally controlled sales tax measure to fund transportation solutions that was approved by more than two-thirds of county voters. AB 1678 interferes with the will of the voters to entrust SBCTA with effectively planning for and delivering local transportation solutions.

Riverside County, like San Bernardino County, is a self-help county. Eroding local agency discretion in decision-making drives uncertainty in accountability and sets a troubling precedent for every self-help county with an obligation to deliver promised transportation improvements and services in an efficient, cost-effective manner.

The Honorable Lori Wilson
April 10, 2026
Page 2

For these reasons, RCTC respectfully opposes AB 1678. Thank you for your consideration. Should you have any questions regarding RCTC's opposition, please contact me at ahake@rctc.org or (951) 787-7141.

Sincerely,

A handwritten signature in blue ink, appearing to read "Aaron Hake". The signature is fluid and cursive, with a large initial "A" and "H".

Aaron Hake
Executive Director

CC: The Honorable John Harabedian, Assembly District 41
Members, Assembly Transportation Committee
Members, Riverside County Legislative Delegation
Ms. Carrie Schindler, Executive Director, San Bernardino



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April 10, 2026

The Honorable Lori Wilson
Chair, Assembly Transportation Committee
1020 N Street, Room 112
Sacramento, CA 95814

Subject: AB 2560 (Schultz) — Oppose

Dear Chair Wilson:

On behalf of the Riverside County Transportation Commission (RCTC), I write in respectful opposition to Assembly Bill (AB) 2560 by Assemblymember Nick Schultz. As the transportation planning agency for Riverside County, RCTC works tirelessly to deliver multimodal transportation solutions that improve mobility for the people of Riverside County. Unfortunately, AB 2560 jeopardizes these efforts.

Specifically, AB 2560 requires the incorporation of Climate Action Plan for Transportation Infrastructure (CAPTI) goals into state transportation funding program guidelines, including programs funded by Senate Bill 1 (2017) and protected by voters in 2018. Limiting the types of projects that would be most competitive for these critical, limited state funds undermines the will of the voters to fund transportation solutions their communities most need.

RCTC is at the forefront in delivering transportation improvements of all modes, including rail and bus transit, active transportation, and highway improvements. However, Riverside County contains rural, urban, and suburban communities and is expected to add more than 500,000 residents by 2048. Meanwhile, our region is at the center of goods movement between the ports and the rest of the country, underscoring the need to take an “all of the above” approach to meeting our diverse transportation needs.

AB 2560 threatens to restrict the ability of inland regions to compete for funding for transportation improvements that support their rapid population growth. Robust state investments are required to facilitate the development of interconnected multimodal transportation systems, and narrowing access to already limited funding programs is not the answer. CAPTI is a relatively new framework, and more time is required for its impacts to be studied before codification of its goals should be explored.

Thank you for your consideration. Should you have any questions regarding RCTC’s opposition to the bill, please contact Legislative Affairs Manager Tyler Madary at tmadary@rctc.org or (951) 787-7141.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Aaron Hake', is written over a light blue background.

Aaron Hake
Executive Director

CC: The Honorable Nick Schultz, Assembly District 44
Members, Assembly Transportation Committee
Members, Riverside County Legislative Delegation



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April 14, 2026

The Honorable Isaac Bryan
 Chair, Assembly Natural Resources Committee
 1020 N Street, Room 164
 Sacramento, CA 95814

Subject: AB 2059 (Wilson) — Support if Amended

Dear Chair Bryan:

On behalf of the Riverside County Transportation Commission (RCTC), I write to share our Support if Amended position for Assembly Bill (AB) 2059 by Assemblymember Lori Willson. RCTC commends Assemblymember Wilson for leading this important conversation to reform the vehicle miles traveled (VMT) analysis and mitigation requirements under the California Environmental Quality Act in a manner that makes the delivery of vital transportation improvements and the goals of Senate Bill 743 (Steinberg, 2013) achievable.

As currently written, AB 2059 caps VMT mitigation costs for transportation projects in rural counties at 5 percent of the total project cost. While this language would reduce project delivery costs and provide greater certainty for transportation projects in rural counties, the rest of the state would benefit from inclusion in this policy framework. California's one-size-fits-all implementation of SB 743 has led to skyrocketing VMT mitigation costs, in some cases doubling transportation project delivery costs. In practice, these increased costs could delay or altogether prevent RCTC's ability to deliver multimodal transportation solutions that support Riverside County's growing population and economy.

As such, RCTC respectfully requests Assemblymember Wilson and the Assembly Natural Resources Committee consider amendments to broaden the framework of AB 2059 to cap VMT mitigation costs across all regions. Developing a consistent, statewide framework that is equitably applied to counties and regions of all populations and densities would ensure that locally responsive transportation mobility improvements can proceed while still supporting the state's climate action goals.

Thank you for your consideration. RCTC values Assemblymember Wilson's forward-looking leadership to balance important state policy goals with Californians' quality of living top of mind and looks forward to continuing discussions to advance our shared priorities. Should you have any questions regarding RCTC's Support if Amended position, please contact me at ahake@rctc.org or (951) 787-7141.

Sincerely,

A handwritten signature in black ink, appearing to read "Aaron Hake".

Aaron Hake
 Executive Director

CC: The Honorable Lori Wilson, Assembly District 11
 Members, Riverside County Legislative Delegation



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April 15, 2026

The Honorable Dave Cortese
Chair, Senate Transportation Committee
State Capitol, Room 405
Sacramento, CA 95814

Subject: SB 1423 (Stern) – Oppose

Dear Chair Cortese:

On behalf of the Riverside County Transportation Commission (RCTC), I write in respectful opposition to Senate Bill (SB) 1423 by Senator Henry Stern. As the transportation planning agency for Riverside County, RCTC works tirelessly to deliver multimodal transportation solutions that improve mobility for the people of Riverside County. As written, SB 1423 upends these efforts by severely limiting our ability to invest in the transportation infrastructure Riverside County's residents want and need.

Under current law dating back to SB 45 (Kopp, 1997), agencies are empowered to use Interregional Transportation Improvement Program (ITIP) and Regional Transportation Improvement Program (RTIP) funds on the projects local communities need the most, including active transportation, highways and local roads, and transit and rail. For nearly 30 years, these flexible funds have contributed to delivering projects in Riverside County, including the Coachella Valley Rail Project—planned daily intercity rail service between Los Angeles and Coachella Valley; grade separation projects along critical goods movement and mobility corridors; and CV Link—a 40-mile transportation corridor and recreation pathway in the Coachella Valley. However, SB 1423 interferes with local control by requiring 50 percent of ITIP and RTIP funds to be programmed on safe streets projects.

Additionally, the bill requires prioritization of these funds in transit-development zones pursuant to SB 79 (Weiner, 2025). How exactly this provision would apply to Riverside County—which does not yet qualify as an “urban transit county”—is unclear as the implementation of SB 79 is still pending. But if these investments were to be limited to within a half mile of “major transit stops” per Section 21064.3 of the Public Resources Code, this would represent a dramatic divestment of ITIP and RTIP funds away from less populated areas in a county the geographic size of New Jersey.

RCTC is at the forefront in delivering transportation improvements of all modes, including rail and bus transit, active transportation, and highway improvements. However, Riverside County contains rural, urban, and suburban communities and is expected to add more than 500,000 residents by 2048. Meanwhile, our region is at the center of goods movement between the ports and the rest of the country, underscoring the need to take an “all of the above” approach to meeting transportation needs. The diverse needs of our region require both robust investments from state and federal partners, as well as maximized discretion for RCTC to apply those funds to transportation improvements that are most responsive to community needs. Unfortunately, SB 1423 removes this discretion.

Furthermore, the bill makes changes to the Active Transportation Program requiring applicants to undergo a cumbersome multi-step application process. The existing application and guideline development process led by the California Transportation Commission is done collaboratively with stakeholder input considered. How a two-step application process would improve the submittal and review process is unclear.

The Honorable Dave Cortese
April 15, 2026
Page 2

For these reasons, RCTC respectfully opposes SB 1423. Should you have any questions regarding RCTC's opposition to the bill, please contact Legislative Affairs Manager Tyler Madary at tmadary@rctc.org or (951) 787-7141.

Sincerely,

A handwritten signature in blue ink, appearing to read "Aaron Hake", with a stylized flourish at the end.

Aaron Hake
Executive Director

CC: The Honorable Henry Stern, Senate District 27
Members, Riverside County Legislative Delegation



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April 17, 2026

The Honorable Lori Wilson
 Chair, Assembly Transportation Committee
 1020 N Street, Room 112
 Sacramento, CA 95814

Subject: AB 2168 (Wicks)—Oppose Unless Amended

Dear Chair Wilson:

On behalf of the Riverside County Transportation Commission (RCTC), I write to share our oppose unless amended position on Assembly Bill (AB) 2168 by Assemblymember Buffy Wicks. While RCTC previously submitted a letter of opposition to the bill on April 13, recent amendments addressed our concerns related to the prioritization of projects that allocate 50 percent or more of State Transportation Improvement Program (STIP) programming capacity to active transportation improvements. RCTC appreciates the author's willingness to remove this language, however concerns remain on provisions that could disadvantage active transportation projects in Riverside County.

RCTC agrees with the concept of leveraging state funds on network-level active transportation improvements to improve connectivity and mobility choice for residents. However, local agencies rely on the flexibility of STIP funds to meet the transportation needs of their communities. AB 2168 creates a situation where an agency's ATP application could be placed at a disadvantage if, instead of utilizing STIP funds to scale active transportation projects, they opt to fund other critical transportation improvements their communities need. As such, RCTC respectfully requests the following language be removed from the bill:

- *~~"(12) Recommendations to maximize commitments of state transportation improvement program funds to projects funded by the program in order to scale funding for larger or network-level active transportation improvements."~~*

AB 2168 would also require point reductions for applicants who failed to use previously received program funds in a timely manner. While well-intentioned, this removes the discretion of the CTC to balance the merits of each application in the context of the applicant's capacity and needs. RCTC supports the timely delivery of projects to meet the expectations of residents and stakeholders. However, large projects often contain unanticipated delays and setbacks, which can be challenging for smaller agencies to manage while meeting original project schedules. With this in mind, RCTC recommends the following language be removed from AB 2168:

- *~~"(k) The guidelines shall include a progressive range of penalties that range from a deduction of points to disqualification for an applicant that failed to use previously received program funds in a timely manner. In doing so, the commission shall consider factors that are not under the control of an applicant."~~*

The Honorable Lori Wilson

April 17, 2026

Page 2

Alternatively to this language, RCTC encourages discussions take place about how the state can support small agencies with highly competitive projects to delivery – rather than penalize them. RCTC is a willing partner to work with the committee and author’s office to support these efforts.

Thank you for your consideration. Should you have any questions regarding RCTC’s proposed amendments, please contact Legislative Affairs Manager Tyler Madary at tmadary@rctc.org or (951) 787-7141.

Sincerely,

A handwritten signature in blue ink, appearing to read "Aaron Hake", with a stylized flourish at the end.

Aaron Hake

Executive Director

CC: The Honorable Buffy Wicks, Assembly District 14
Members, Assembly Transportation Committee
Members, Riverside County Legislative Delegation



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April 15, 2026

The Honorable Dave Cortese
 Chair, Senate Transportation Committee
 State Capitol, Room 405
 Sacramento, CA 95814

Subject: SB 1087 (Cabaldon)—Support if Amended

Dear Chair Cortese:

On behalf of the Riverside County Transportation Commission (RCTC), I write to express our Support of Amended position for Senate Bill (SB) 1087 by Senator Christopher Cabaldon. RCTC supports efforts to modernize the development and approval of Regional Transportation Plans (RTP) / Sustainable Communities Strategies (SCS) in a manner that supports the delivery of vital transportation improvements and makes the goals of SB 375 (Steinberg, 2008) achievable for all regions across the state.

Since 2020, Riverside County has experienced the largest population increase in the state and is expected to add more than 500,000 residents by 2048. Meanwhile, our region is at the center of goods movement between the ports and the rest of the country, underscoring the need for a balanced approach to meeting transportation needs. As a result, RCTC is at the forefront in delivering multimodal transportation improvements, including passenger rail and bus transit, active transportation, and highway and roadway improvements.

RCTC is supportive of SB 1087's provisions to lengthen the SCS cycle, establish necessary guardrails for the transparent and timely development and approval of the RTP/SCS, remove programmatic California Environmental Quality Act review requirements for the RTP/SCS, and reform the Alternative Planning Strategy process to set regions up for success. However, RCTC requests amendments to address unintended consequences of the legislation.

RCTC values the ongoing thoughtful engagement of the sponsors of SB 1087, particularly the Southern California Association of Governments, to explore opportunities to improve the legislation to avoid unintended consequences such as potential constraints on guideline development and award of SB 1 (Beall, 2017) program funding, which voters affirmed in 2018. To address these concerns, RCTC requests amendments to preserve the existing discretion of the California Transportation Commission (CTC) in its administration of the Solutions for Congested Corridors Program. Preserving this discretion will allow the CTC to balance the merits of each application in the context of the applicant's regional needs, including awards to projects that are in the RTP, as well as improvements exempt from being included in the RTP.

Additionally, RCTC requests consideration of delegating RTP/SCS approval authority to the CTC, in consultation with the California Air Resources Board (ARB). While ARB has historically led the Greenhouse Gas reduction target setting and methodology development for the SCS, RCTC believes that redirecting approval authority to the CTC—with the consultation of ARB—would maximize the results-driven approach of SB 1087.

The Honorable Dave Cortese

April 15, 2026

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Thank you for your consideration. RCTC looks forward to working with Senator Cabaldon to ensure that SB 1087 provides an RTP/SCS framework that is equitably applied to counties and regions of all populations and densities so locally responsive transportation mobility improvements can proceed while still supporting the state's climate action goals. Should you have any questions regarding RCTC's Support if Amended position, please contact Legislative Affairs Manager Tyler Madary at tmadary@rctc.org or (951) 787-7141.

Sincerely,

A handwritten signature in blue ink, appearing to read "Aaron Hake". The signature is fluid and cursive, with a large initial "A" and "H".

Aaron Hake

Executive Director

CC: The Honorable Christopher Cabaldon, Senate District 3
Members, Riverside County Legislative Delegation