



**BOARD BUDGET AND FINANCE COMMITTEE MEETING
WEDNESDAY, DECEMBER 7, 2:00 P.M.
RIVERSIDE TRANSIT AGENCY BOARD ROOM
1825 THIRD STREET
RIVERSIDE, CA 92507**

1. **CALL TO ORDER**
2. **SELF-INTRODUCTIONS**
3. **PUBLIC COMMENTS– NON-AGENDA ITEMS** **RECEIVE COMMENTS**
Members of the public may address the Board regarding any item within the subject matter jurisdiction of the Board; however, no action may be taken on off-agenda items unless authorized by law. Comments shall be limited to matters not listed on the agenda. Members of the public may comment on any matter listed on the agenda at the time that the Board considers that matter. Each person’s presentation is limited to a maximum of three (3) minutes
4. **APPROVAL OF MINUTES – NOVEMBER 2, 2011 COMMITTEE MEETING (P.3)** **APPROVE**
5. **QUARTERLY CAPITAL STATUS (P.6)** **RECEIVE AND FILE**
6. **CASH FLOW PROJECTIONS (P.17)** **RECEIVE AND FILE**
7. **AUTHORIZATION TO AWARD AGREEMENT NO. 11-050 TO AMERICAN MOVING PARTS (AMP) FOR BRAKE KITS (P.19)** **APPROVE**
8. **ADOPT FY12 UPDATE TO TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND PROGRAM OF PROJECTS (POP) FOR FY12 THROUGH FY16 (P.21)** **APPROVE**
9. **BOARD MEMBER COMMENTS AND REMARKS**

Any person with a disability who requires a modification or accommodation in order to participate in this meeting or any person with limited English proficiency (LEP) who requires language assistance to communicate with the RTA Board during the meeting should contact the RTA Clerk of the Board, telephone number (951) 565-5044, no fewer than two business days prior to this meeting to enable RTA to make reasonable arrangements to assure accessibility or language assistance for this meeting.

Agenda related writings or documents provided to the Board of Directors are available for public inspection in the office of the Clerk of the Board and at the reception desk while the meeting is in session.

10. OTHER BUSINESS

11. NEXT MEETING

Board Budget and Finance Committee Meeting

Wednesday, January 11, 2012

2:00 p.m.

RTA Headquarters

1825 Third Street

Riverside, CA 92507

12. ADJOURN

RTA BOARD BUDGET AND FINANCE COMMITTEE MEETING
November 2, 2011

1. CALL TO ORDER:

Committee Chairman Ashley called the Board Budget and Finance Committee meeting to order at 2:00 p.m., on November 2, 2011, in the RTA Board Room.

2. SELF-INTRODUCTIONS:

Self-introductions of those in attendance took place.

Board Committee Members Present:

1. Committee Chairman Marion Ashley, County of Riverside, District V
2. Director Barry Talbot, City of Canyon Lake, Mayor
3. Director Andy Melendrez, City of Riverside, Councilmember
4. Director Wallace Edgerton, City of Menifee, Mayor
5. Alternate Andrea Puga, County of Riverside, District II
6. Alternate Ron Roberts, County of Riverside, District III

RTA Staff:

1. Larry Rubio, Chief Executive Officer
2. Tom Franklin, Chief Operating Officer
3. Craig Fajnor, Chief Financial Officer
4. Vince Rouzaud, Chief Procurement and Logistics Officer
5. Jim Kneepkens, Director of Marketing
6. Brad Weaver, Marketing Manager
7. Lorelle Moe Luna, Senior Planner
8. Laura Murillo, Director of Human Resources
9. Natalie Gomez, Clerk of the Board
10. Virginia Werly, Contract Operations Manager
11. Gordon Robinson, Director of Planning
12. Charlie Ramirez, Controller
13. Natalie Zaragoza, Contracts Manager
14. Eric Ustation, Government Affairs Representative

Other Attendees:

Steve Starbuck, Brown Armstrong, CPA

3. PUBLIC COMMENTS - NON-AGENDA ITEMS:

None.

4. APPROVAL OF MINUTES OCTOBER 5, 2011, COMMITTEE MEETING:

M/S/C (ROBERTS/TALBOT) approving the October 5, 2011, Committee meeting minutes.

The motion carried unanimously.

5. QUARTERLY INVESTMENT REPORT:

Mr. Fajnor presented the Quarterly Investment report.

6. CASH FLOW PROJECTIONS:

Mr. Fajnor presented the Cash Flow projections.

7. AUTHORIZATION TO AWARD AGREEMENT NO. 11-046 TO HARBOR DIESEL INDUSTRIES (HDI) FOR TRANSMISSION REBUILDING SERVICES:

M/S/C (TALBOT/MELENDREZ) approving and recommending this item to the full Board of Directors for their consideration as follows:

- Authorize staff to award Agreement No. 11-046 to Harbor Diesel Industries in the amount of \$200,313 for transmission rebuilding services.

The motion carried unanimously.

8. FISCAL YEAR 2010/2011 (FY11) FINANCIAL AUDIT RESULTS:

Mr. Fajnor introduced Mr. Steve Starbuck from Brown Armstrong to present the Agency's annual financial audit results.

Mr. Starbuck presented a summary of the audit results and reported that the Agency received a clean opinion.

Mr. Rubio commended Mr. Fajnor and Mr. Ramirez for a job well done.

M/S/C (PUGA/MEMENDREZ) approving and recommending this item to the full Board of Directors for their consideration as follows:

- Accept the Riverside Transit Agency's FY11 Audited Financial Statements and Single Audit Reports as submitted as final documents.

The motion carried unanimously.

9. BOARD MEMBER COMMENTS AND REMARKS:

Alternate Puga announced that it was fire season and there was a fire in Jurupa Valley today.

Director Melendrez announced a celebration honoring the Tuskegee Airmen on Saturday, November 6 at 2 pm. at UCR. There will also be a Día de los Muertos (Day of the Dead Celebration) on November 2, from 6 – 9 pm. in downtown Riverside.

10. OTHER BUSINESS:

None.

11. NEXT MEETING:

Board Budget and Finance Committee Meeting
Wednesday, December 7, 2011
2:00 p.m.
RTA Headquarters
1825 Third Street
Riverside, CA 92507

12. ADJOURN:

The meeting adjourned at 2:41 p.m.

RIVERSIDE TRANSIT AGENCY
1825 Third Street
Riverside, CA 92507

December 7, 2011

TO: BOARD BUDGET AND FINANCE COMMITTEE

THRU: Larry Rubio, Chief Executive Officer

FROM: Craig Fajnor, Chief Financial Officer

SUBJECT: Quarterly Capital Status

Summary: The Agency has, at any one time, a multitude of capital projects in progress or pending as circumstances and funding dictate. These capital projects are funded through a variety of funding sources including, but not limited to, Federal, State, and Local grants. Capital items funded with these grants include, but are not limited to, Revenue and Non-Revenue Vehicles, Transit Centers, Facility Improvements, and Information Systems.

Depending on the nature of the project, it can take multiple years to accumulate the required funding to complete the project. It can also take multiple years to complete the project once it has commenced. Examples of such a scenario are the Heavy-duty Bus Replacement and the Riverside Transit Center.

The Agency will always have capital needs due to replacement of retired assets, acquisition and/or maintenance of Agency infrastructure, and unique needs such as Transit Centers to serve the transportation needs of our customers. As such, the Agency should always have a backlog of open projects that preserve the future of the Agency.

The attached presentation updates the Agency's capital projects, focusing on the activities from September through November 2011 with a prospective outlook from December 2011 through February 2012. The Agency is required to provide quarterly reporting to the Federal Transportation Administration (FTA) and the Riverside County Transportation Commission (RCTC) one month after the end of each quarter. This reporting was submitted.

Recommendation:

Receive and file.

Quarterly Capital Status

Riverside Transit Agency
Board Budget & Finance Committee Meeting
December 7, 2011

- Board actions

- Authorized contract award to Empire Truck & Equipment Repair for in-frame engine rebuilding services
- Authorized contract award to SmartDrive Systems Inc. for incident-based video surveillance system on DAR vehicles
- Authorized contract award to Pacific Builders & Roofing Inc. for non-structural roof replacement
- Authorized contract award to Harbor Diesel Industries for transmission rebuilding services

- Board actions

- Ratified grant applications for FTA State of Good Repair and Livability Initiatives funding
 - \$2M to be awarded for DAR Vehicles/Facilities Rehabilitation
- Ratified grant applications for Prop 1B Security funding
- Authorized acceptance of grants of easements for Riverside Site wall project
- Authorized donation of a surplus diesel-powered trolley to Ramona Bowl Amphitheatre

- Transit Centers

- Riverside

- Continued to support efforts on Site Feasibility Study

- Twin Cities

- Supported meetings with city to identify site location

- Hemet

- Monitoring preliminary planning of multi-modal transit center to support prospective court house

- Vehicles

- Revenue Vehicles

- Took delivery of and placed into service 4 E-Lo vehicles
 - Notified of FTA SGR grant award for DAR vans (21 of 28)
 - Released RFP for heavy-duty CNG bus replacement
 - Received \$5.6M of Prop 1B PTMISEA funds for heavy-duty CNG bus replacement

- Non-Revenue Vehicles

- Ordered Travel Training vehicles (2)

- Facility Improvements
 - Completed Riverside Site Perimeter Wall/Fence project
 - Completed Phase 3 of Lighting Retrofit project
 - Awarded contract for roof repairs at all sites
 - Notified of FTA SGR grant funds for rehabilitation of Riverside and Hemet facilities (100%)

- Bus Stops and Amenities
 - Worked with Tyler Galleria management and consultant (Psomas) to develop preliminary designs for and estimated cost of transfer point enhancements

- Information Systems
 - Installed network monitoring server
 - Deployed 14 iPad's

- Receive and evaluate bids for heavy-duty CNG bus replacement contract
- Receive cars for Travel Training Program
- Continue efforts supporting site selection for Riverside, Twin Cities, and Hemet Transit Centers
- Commence roof repair work
- Develop and complete SOW for facility painting and flooring

- Upgrade MS Exchange server and network operating system environment
- Upgrade backup system from tape to removable hard disks
- Replace 15 PC's

RIVERSIDE TRANSIT AGENCY
1825 Third Street
Riverside, CA 92507

December 7, 2011

TO: BOARD BUDGET AND FINANCE COMMITTEE

THRU: Larry Rubio, Chief Executive Officer

FROM: Craig Fajnor, Chief Financial Officer

SUBJECT: Cash Flow Projections

Summary: The Agency develops cash flow projections for the entire fiscal year representing weekly increments. Due to the size of the report, it is difficult to portray the entire fiscal year.

The attached report represents actual cash performance through mid-November 2011 with projections through January 2012 – encompassing the first seven months of FY12. No cash flow issues are anticipated during this reporting period.

Recommendation:

Receive and file.

**Riverside Transit Agency
FY 2012 Cash Flow Projection**

| | Actual | Actual | | | | | | | | | | |
|--|------------|------------|-------------|-------------|-----------|------------|-------------|------------|-------------|-----------|-----------|-------------|
| 1 General Account | 11/11/2011 | 11/18/2011 | 11/25/2011 | 12/2/2011 | 12/9/2011 | 12/16/2011 | 12/23/2011 | 12/30/2011 | 1/6/2012 | 1/13/2012 | 1/20/2012 | 1/27/2012 |
| 2 Est. Cash, Beg Balance (Book) | 159,495 | (289,985) | 108,497 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 |
| 3 Receipts: | | | | | | | | | | | | |
| 4 LTF Operating - recurring | | | 2,889,143 | | | | 2,889,143 | | | | | 2,889,143 |
| 5 LTF GASB 43/45 | | | 71,667 | | | | 71,667 | | | | | 71,667 |
| 6 FET Credit (Capital) | 79,647 | | | | | 83,804 | | | | 80,000 | | |
| 7 CalPERS CERBT Receipt | | | | 213,800 | | | | | | | | |
| 8 Farebox | 104,667 | 165,014 | 65,000 | 130,000 | 130,000 | 130,000 | 130,000 | 130,000 | 130,000 | 130,000 | 130,000 | 130,000 |
| 9 Total Other Farebox | | 171,545 | 4,915 | 52,655 | 76,209 | 1,022 | 191,934 | 41,351 | 23,267 | 17,146 | | 189,110 |
| 10 Total Other Local | 2,071 | 651 | 1,000 | 25,000 | 1,000 | 1,000 | 1,000 | 1,000 | 25,000 | 1,000 | 1,000 | 4,500 |
| 11 FTA Operating | 353,322 | 57,283 | | | 306,511 | | | | | 65,000 | | |
| 12 Capital - Local, State | | 55,189 | | 48,844 | 25,000 | | 98,000 | | 25,000 | | 25,000 | |
| 13 Echo - FTA Capital | | 232,602 | | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 |
| 14 Transfer from Investment to Gen Acct. | | 800,000 | | 2,244,451 | | 674,924 | | 733,399 | 1,841,883 | 612,604 | 304,150 | |
| 15 Disbursements: | | | | | | | | | | | | |
| 16 Payroll = Net+Tax | (1,199) | (558,237) | | (737,000) | | (575,000) | | (590,000) | | (590,000) | | (650,000) |
| 17 A/P Wires | (309,057) | (120,565) | (130,782) | (1,640,750) | (168,670) | (20,750) | (247,750) | (20,750) | (1,750,150) | (20,750) | (165,150) | (140,750) |
| 18 A/P Checks | (200,506) | (301,051) | (235,000) | (235,000) | (235,000) | (235,000) | (235,000) | (235,000) | (235,000) | (235,000) | (235,000) | (235,000) |
| 19 Capital Expenditures | (178,424) | (103,948) | (110,000) | (152,000) | (110,000) | (110,000) | (110,000) | (110,000) | (110,000) | (110,000) | (110,000) | (110,000) |
| 20 Transfer to Investment from Gen Acct. | (300,000) | | (2,614,439) | | (75,050) | | (2,838,994) | | | | | (2,198,670) |
| 20 Transfer to GASB Trust Acct. | | | | | | | | | | | | |
| 21 Actual Ending Book Balance / Targeted Minimum Balance | (289,985) | 108,497 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 |

22 LAIF Account:

| | | | | | | | | | | | | |
|----------------------------------|-----------|-----------|-----------|-------------|-----------|-----------|-------------|-----------|-------------|-----------|-----------|-------------|
| 23 Beginning balance | 1,500,000 | 1,800,000 | 1,000,000 | 3,000,000 | 3,000,000 | 3,000,000 | 3,000,000 | 3,000,000 | 3,000,000 | 3,000,000 | 3,000,000 | 3,000,000 |
| 24 Quarterly Interest Income | | | | | | | | | | | 1,392 | |
| 25 Transfers to/from Gen Acct. | 300,000 | (800,000) | 2,614,439 | (2,244,451) | 75,050 | (674,924) | 2,838,994 | (733,399) | (1,841,883) | (612,604) | (304,150) | 2,198,670 |
| 26 Transfers to/from County Pool | - | - | (614,439) | 2,244,451 | (75,050) | 674,924 | (2,838,994) | 733,399 | 1,841,883 | 612,604 | 302,758 | (2,198,670) |
| 27 Ending balance | 1,800,000 | 1,000,000 | 3,000,000 | 3,000,000 | 3,000,000 | 3,000,000 | 3,000,000 | 3,000,000 | 3,000,000 | 3,000,000 | 3,000,000 | 3,000,000 |

28 County Pool Account:

| | | | | | | | | | | | | |
|--------------------------------|------------|------------|------------|-------------|------------|------------|------------|------------|-------------|------------|------------|------------|
| 29 Beginning balance | 26,810,954 | 26,810,954 | 26,810,954 | 27,425,393 | 25,193,587 | 25,268,637 | 24,593,713 | 27,432,707 | 26,699,308 | 24,873,112 | 24,260,508 | 23,957,750 |
| 30 Quarterly Interest Income | | | | 12,645 | | | | | 15,687 | | | |
| 31 Transfers to/from Gen Acct. | - | - | - | - | - | - | - | - | - | - | - | - |
| 32 Transfers to/from LAIF | - | - | 614,439 | (2,244,451) | 75,050 | (674,924) | 2,838,994 | (733,399) | (1,841,883) | (612,604) | (302,758) | 2,198,670 |
| 33 Ending balance | 26,810,954 | 26,810,954 | 27,425,393 | 25,193,587 | 25,268,637 | 24,593,713 | 27,432,707 | 26,699,308 | 24,873,112 | 24,260,508 | 23,957,750 | 26,156,420 |

RIVERSIDE TRANSIT AGENCY
1825 Third Street
Riverside, CA 92507

December 7, 2011

TO: BOARD BUDGET AND FINANCE COMMITTEE
THRU: Larry Rubio, Chief Executive Officer
FROM: Vince Rouzaud, Chief Procurement and Logistics Officer
SUBJECT: Authorization to Award Agreement No. 11-050 to American Moving Parts (AMP) for Brake Kits

SUMMARY: To ensure the Agency's buses are safe and reliable for the riding public, the Agency's maintenance department has a preventative maintenance program that includes brake inspection, replacement and repair. Brake inspections are conducted weekly on every vehicle to determine wear and proper operability. For 40-foot heavy duty buses, mileage intervals between brake relines average approximately 25,000 miles for the rear axle and 125,000 miles for the front axle. Based on traveling approximately 50,000 miles per year, each bus will require approximately two front axle brake relines every 2.5 years and two rear axle brake relines annually.

Since safety is the Agency's top priority, staff determined it is a best practice to replace all brake wear items with new components to ensure the best and safest possible outcome rather than to assess whether a worn brake component is salvageable and will perform safely. As such, the Agency purchases all brake components in kits which contain all necessary parts for a complete brake reline. Additionally, this saves manpower hours as the warehouse personnel and mechanics do not have to pull and combine all the various components for the work to be performed.

The anticipated usage for the next 12 months is approximately 26 front axle brake kits and 209 rear axle brake kits.

On September 2, 2011 the Agency issued Invitation for Bid (IFB) No.11-050. The IFB was publicly advertised in a newspaper of general circulation and a notice was posted on the Agency's website along with a copy of the IFB document. The Agency also sent notices to the Chambers' of Commerce for those cities that are members of the Joint Powers Agreement (JPA) for distribution to their membership.

On September 30, 2011 the Agency received two responsive and responsible bids (Table 1).

Table 1

| Vendor | Total for up to 235 Brake Kits (Includes Sales Tax @ 7.75%) |
|---|--|
| American Moving Parts, Los Angeles, CA | \$ 205,706.75 |
| New Flyer Industries, Winnipeg, MB, Canada | \$ 251,483.97 |

Based on the above pricing, staff recommends award to the lowest responsive and responsible bidder, American Moving Parts.

Fiscal Impact:

This project is funded with Federal Transit Administration (FTA) Section 5307 and Local Transportation Funds (LTF).

Recommendation:

Approve and recommend this item to the full Board of Directors for their consideration as follows:

- Authorize staff to award Agreement No. 11-050 to American Moving Parts for brake kits in the amount of \$205,706.75.

RIVERSIDE TRANSIT AGENCY
1825 Third Street
Riverside, CA 92507

December 7, 2011

TO: BOARD BUDGET AND FINANCE COMMITTEE

THRU: Larry Rubio, Chief Executive Officer

FROM: Gordon Robinson, Director of Planning
Craig Fajnor, Chief Financial Officer

SUBJECT: Adopt FY12 Update to Transportation Uniform Mitigation Fee (TUMF)
Transportation Improvement Program (TIP) and Program of Projects (POP) for
FY12 through FY16

Summary: Each year, the Western Riverside Council of Governments (WRCOG) updates the Transportation Uniform Mitigation Fee (TUMF) revenue forecast for a five-year cycle. The forecast is provided to the Agency for use in its annual Transportation Improvement Program (TIP) update as required in the TUMF Program Administrative Plan. The TIP shows a five-year cash flow programming of TUMF revenues coupled with forecasted project expenditures. The updated TIP reflects additional transit enhancements, changes in estimated project costs, project phase schedules, and funding allocations.

The last TUMF TIP update was adopted by the Board in December 2010. This year's update, which covers FY12 through FY16, is based on an updated Program of Projects (POP) that includes a Comprehensive Operational Analysis (COA), four transit centers, and eight transit enhancement projects to guide and accommodate future transit growth throughout the region. The POP update, like the TIP, reflects changes in project expenditures, project phasing, and funding. The timing and distribution of funds is based on the annual TUMF revenue forecast provided by WRCOG as well as funding received through other sources. The forecasted TUMF revenues for FY12 through FY16 are reduced by \$1.0 million from last year per guidance received from WRCOG.

The Agency's TUMF revenue balance, as of the end of FY11, is \$14.3 million. An additional \$1.2 million in projected revenue and interest is forecasted through FY16. The Agency usually uses TUMF funds as local match for federal funding but it can be used to fully fund a WRCOG approved activity. A minimum 80/20 ratio of federal to local participation is usually required when utilizing federal grant funding.

The current POP classifies projects into three categories: transit studies, transit centers, and transit stop enhancements. Details of each category are discussed as follows.

Transit Studies

The COA will provide the Agency with a roadmap for identifying adjustments to and/or adding new services and infrastructure within the bus system to increase efficiency, cost-effectiveness, and sustainability. An estimated TUMF funded expenditure of \$300,000 for FY12 through FY13 is included in the updated POP.

Transit Centers

The original WRCOG TUMF Nexus study included ten transit center projects proposed for development. Three transit centers, which are further discussed below, are planned for implementation within the next five-year period. It should be noted that the Corona Transit Center is identified on the attached TIP spreadsheet despite already being operational. It is only identified because there are still reimbursable TUMF funds outstanding. Further, the Perris Transit Center was completed utilizing just over \$1 million in TUMF funds.

The table below shows the location, features/amenities, and estimated expenditures of the three transit centers planned for implementation within the next five-year period:

| Location | Features/Amenities | Total Estimated Cost |
|----------------------------|---|----------------------|
| Hemet Transit Center | Bus transfer station, 2-4 bus bays, shelters, parking | \$1.4 Million |
| Riverside Transit Center | Bus transfer station, 8-10 bus bays, shelters, parking | \$7.5 Million |
| Twin Cities Transit Center | Bus transfer station, 10-14 bus bays, shelters, parking | \$8.0 Million |
| Total Estimated Cost | | \$16.9 Million |

Hemet Transit Center:

The City of Hemet has identified a potential site for the Hemet Transit Center which is to be located adjacent to the proposed Hemet Courthouse near State and Devonshire. The proposed transit center is planned to have 2 to 4 bus bays. Approved funding to date is \$1.4 million through Federal and TUMF funds.

Riverside Transit Center:

The Agency is continuing to work closely with the City of Riverside to complete the feasibility study with identified design alternatives for the Riverside Transit Center location. As part of this effort, a cost benefit and financial projection analysis is currently underway. Total funds secured to date for the proposed transit center is \$7.5 million which includes Federal, TUMF, and local funds.

Twin Cities Transit Center:

The Twin Cities Transit Center is a joint project with the cities of Temecula and Murrieta. Work is continuing with the two cities to identify a final location as the originally identified site at 27199 Jefferson Avenue may not be feasible due to environmental concerns expressed by the Army Corp of Engineers. The transit center is proposed to have 10 to 14 bus bays adjacent to a park-and-ride facility. Total project cost is estimated at \$8.0 million. Total funding secured to date is \$3.3 million consisting of Federal, TUMF, and local funds.

Although there are no immediate plans for the development of the Banning/Beaumont/Calimesa, Lake Elsinore/Canyon Lake, and Moreno Valley transit centers at this time, these projects are identified in the 2012 Regional Transportation Plan Update approved by the Board of Directors in June 2011 and subsequently submitted to the Southern California Association of Governments. Estimated project costs with proposed amenities are listed below.

| Location | Features/Amenities | Total Estimated Cost |
|---------------------------|---|----------------------|
| Banning/Beaumont/Calimesa | Bus transfer station, 6-8 bus bays, shelters, parking | \$8.0 Million |
| Lake Elsinore/Canyon Lake | Bus transfer station, 4-6 bus bays, shelters, parking | \$7.0 Million |
| Moreno Valley | Bus transfer station, 6-8 bus bays, shelters, parking | \$6.0 Million |
| Total Estimated Cost | | \$21.0 Million |

Based on forecasted growth, the Menifee and Norco/Eastvale transit center projects are proposed for development at a future point in time.

Transit Stop Enhancements

In addition to the COA and transit centers, the Agency has programmed transit stop enhancement projects to enhance the capacity needed to accommodate future ridership growth. The WRCOG TUMF Nexus Study (2009) concludes that various improvements are needed as a result of future development. Improvements to the public transportation system are recognized and enhancements to infrastructure are critical to creating both a highly effective operation that increases mobility for transit-dependent riders and serves as a sustainable alternative to automobile travel.

Transit enhancements eligible for TUMF funding include bus stop amenities, and Advanced Traveler Information System (ATIS) technology to improve system-wide utilization and communication. ATIS will be installed in bus stops along the proposed Bus Rapid Transit (BRT) corridor and at various transit stops as funding allows. The ATIS provides real-time information on bus arrivals and departures, as well as other beneficial information the riding public

can utilize to plan their trips. The inclusion of these projects increases the capacity for passengers connecting at major transfer locations that are served by regional, express, and local routes. The following enhancement projects, excluding the COA, are identified for implementation within the next five years:

| Projects for Future Growth Impacts * | Estimated TUMF Funded Expenditures between FY12 and FY16 |
|--|--|
| Tyler Mall Transfer Station | \$250,000 |
| Moreno Valley Mall Transfer Station | \$125,000 |
| Riverside Metrolink Station | \$75,000 |
| City of Perris Transfer Nodes | \$75,000 |
| Limonite and Hamner (Eastvale Gateway) | \$50,000 |
| Lake Elsinore Outlet Center | \$50,000 |
| Menifee Town Center Transfer Station | \$50,000 |
| Total Estimated Expenditures | \$675,000 |

* Projects are listed in descending order of estimated value.

Attachment A is the FY12 through FY16 TUMF TIP/POP which contains estimated TUMF funding totals by project number, description, status, and phase. These projects will be funded with Federal, TUMF, and other local funds. Costs are estimated based on the COA scope of work, the number of units to support (e.g.: facilities, shelters, seating, signage, transit buses, and related materials), and vendor costs for technology improvements.

Fiscal Impact:

\$15.5 million of TUMF expenditures are forecasted between FY12 and FY16.

Recommendation:

- Approve and recommend this item to the full Board of Directors for their consideration as follows:
- Adopt FY12 update to Western Riverside Council of Government's Transportation Uniform Mitigation Fee (TUMF) Transportation Improvement Program (TIP) and Program of Projects (POP) for FY12 through FY16.

ATTACHMENT A

Draft February 2012 Riverside Transit Agency's 5-Year Transportation Improvement Program

| Fiscal Year | | | FY11-12 | FY12-13 | FY13-14 | FY14-15 | FY15-16 | Current Phase Balance | Total Phase Payments/ Expenditures | Original Phase Cost |
|--|--|------------------------|---------------|---------------|--------------|--------------|--------------|----------------------------|------------------------------------|---------------------|
| Forecast Revenues | | | \$ 220,902 | \$ 220,902 | \$ 225,320 | \$ 229,827 | \$ 234,423 | \$ 16,132,052 | \$ (5,589,582) | \$ 21,721,634 |
| Actual Carryover Revenues (As of 6/30/2011) | | | \$ 14,264,437 | \$ 13,545,413 | \$ 1,577,800 | \$ 1,247,136 | \$ 919,348 | Adopted March 2011 TIP | | |
| Estimated Interest | | | \$ 50,699 | \$ 68,832 | \$ 9,016 | \$ 7,385 | \$ 5,769 | 5-Year Avail Forecast/Cash | 5-Year Programmed | 5-Year Delta |
| Available Revenues | | Status* Phase** | \$ 14,536,039 | \$ 13,835,147 | \$ 1,812,136 | \$ 1,484,348 | \$ 1,159,540 | \$ 17,259,991 | \$ 17,397,154 | \$ (137,163) |
| 06-NW-RTA-2001 | City of Corona Transit Center - (North of SR-91, west of I-15 and south of Corona Metrolink Station) | CPL PA&ED | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | CPL ENG | \$ 0 | \$ - | \$ - | \$ - | \$ - | \$ 0 | \$ (104,789) | \$ 104,789 |
| | | CPL ROW | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (1,002,660) | \$ 1,002,660 |
| | | PND CON | \$ 73,325 | \$ - | \$ - | \$ - | \$ - | \$ 73,325 | \$ (3,402,457) | \$ 3,475,782 |
| 09-HS-RTA-1130 | City of Hemet Transit Center - (North of Wentworth Drive at the terminus of Scaramella Circle) | PLN PA&ED | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | PLN ENG | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | PLN ROW | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | PLN CON | \$ 10,760 | \$ 787,805 | \$ - | \$ - | \$ - | \$ 798,565 | \$ - | \$ 798,565 |
| 06-NW-RTA-1112 | City of Riverside Transit Center - (Downtown Terminal at University and Mission Inn Avenues) | STD PA&ED | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | PLN ENG | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (3,090) | \$ 3,090 |
| | | PLN ROW | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | PLN CON | \$ 155,188 | \$ 4,405,787 | \$ - | \$ - | \$ - | \$ 4,560,975 | \$ - | \$ 4,560,975 |
| 09-SW-RTA-1132 | Twin Cities (Temecula/Murrieta)Transit Center - (Adjacent to I-15 adjoining the proposed French Valley Parkway Interchange) | PLN PA&ED | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | PLN ENG | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | PLN ROW | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | PLN CON | \$ 291,352 | \$ 6,069,496 | \$ - | \$ - | \$ - | \$ 6,360,848 | \$ - | \$ 6,360,848 |
| Transit Service Enhancements | | | | | | | | \$ 3,743,799 | \$ (26,586) | \$ 3,770,385 |
| 07-NW-RTA-1118 | Enhancements | PLN ENH | \$ - | \$ 479,259 | \$ 565,000 | \$ 565,000 | \$ 1,159,540 | \$ 2,768,799 | \$ (26,586) | \$ 2,795,385 |
| 11-NW-RTA-1142 | Tyler Mall Transfer Station | PLN ENH | \$ 175,000 | \$ 75,000 | \$ - | \$ - | \$ - | \$ 250,000 | \$ - | \$ 250,000 |
| 11-NW-RTA-1143 | Long Range Planning Study (COA) | PLN ENH | \$ 160,000 | \$ 140,000 | \$ - | \$ - | \$ - | \$ 300,000 | \$ - | \$ 300,000 |
| 11-CN-RTA-1145 | City of Perris Transfer Nodes | PLN ENH | \$ 50,000 | \$ 25,000 | \$ - | \$ - | \$ - | \$ 75,000 | \$ - | \$ 75,000 |
| 11-CN-RTA-1144 | Moreno Valley Mall Transfer Station | PLN ENH | \$ 25,000 | \$ 100,000 | \$ - | \$ - | \$ - | \$ 125,000 | \$ - | \$ 125,000 |
| 11-CN-RTA-1146 | Lake Elsinore Outlet Center | PLN ENH | \$ 50,000 | \$ - | \$ - | \$ - | \$ - | \$ 50,000 | \$ - | \$ 50,000 |
| 11-NW-RTA-1147 | Riverside Metrolink Station | PLN ENH | \$ - | \$ 75,000 | \$ - | \$ - | \$ - | \$ 75,000 | \$ - | \$ 75,000 |
| 11-NW-RTA-1148 | Limonite and Hamner (Eastvale Gateway) | PLN ENH | \$ - | \$ 50,000 | \$ - | \$ - | \$ - | \$ 50,000 | \$ - | \$ 50,000 |
| 11-CN-RTA-1149 | Menifee Town Center Transfer Station | PLN ENH | \$ - | \$ 50,000 | \$ - | \$ - | \$ - | \$ 50,000 | \$ - | \$ 50,000 |
| Enhancement Balance | | | | | | | | \$ 3,743,799 | \$ (26,586) | \$ 3,770,385 |
| Total Capital Expenditures | | | \$ 990,625 | \$ 12,257,347 | \$ 565,000 | \$ 565,000 | \$ 1,754,080 | | | |
| Total Balance Carryover* | | | \$ 13,545,413 | \$ 1,577,800 | \$ 1,247,136 | \$ 919,348 | \$ (594,540) | | | |

| Summary Table | | | | | | | | | | |
|---------------------------|---------------|---------------|--------------|--------------|--------------|--------------------------------------|-------------------------|----------------|--|--|
| Fiscal Year | FY11/12 | FY12/13 | FY13/14 | FY14/15 | FY15/16 | 5-Year Total Available Forecast/Cash | 5-Year Total Programmed | 5-Year Balance | | |
| Available Revenues | \$ 14,536,039 | \$ 13,835,147 | \$ 1,812,136 | \$ 1,484,348 | \$ 1,159,540 | \$ 15,446,511 | \$ 16,132,052 | \$ (685,541) | | |
| Programmed | \$ 990,625 | \$ 12,257,347 | \$ 565,000 | \$ 565,000 | \$ 1,754,080 | \$ 15,446,511 | \$ 16,132,052 | \$ (685,541) | | |
| Carryover Balance | \$ 13,545,413 | \$ 1,577,800 | \$ 1,247,136 | \$ 919,348 | \$ (594,540) | | | | | |

NOTES: *Total Funded Carryover Balance does not reflect total available cash

*Status: PLN=Planned, STD=Started, PND=Pending final invoice, CPL=Completed, TER=Terminated.

**Phases: planning=PA&ED, engineering=ENG, right-of-way=ROW, construction=CON, enhancements=ENH, Actual Revenue Forecasts thru 6/30/11

Yellow highlight=obligated funding by phase; Red font=adjustments and payments.

Actual Carryover and Payments reflected through June 30, 2011