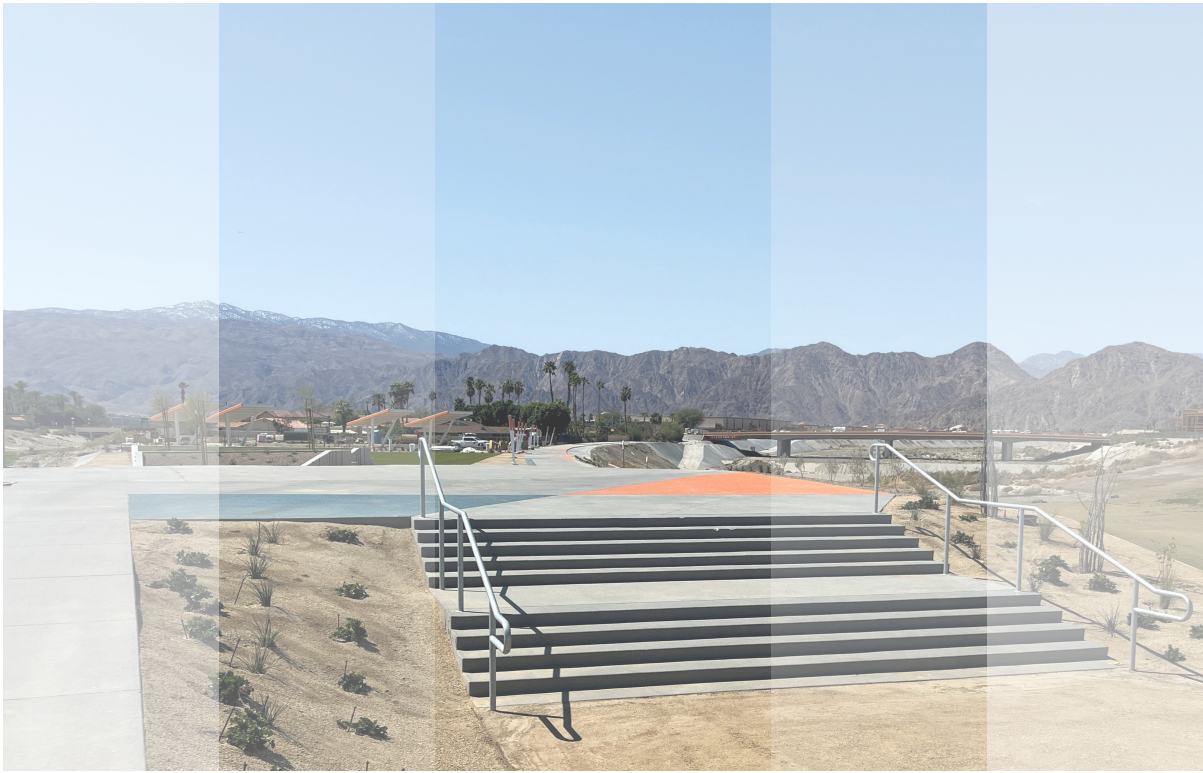


# Annual Budget

Coachella Valley Association of Governments FY 2025-26





# Annual Budget

Coachella Valley Association of Governments FY 2025–26

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# From the Executive Director

TO THE HONORABLE 71 MEMBERS OF THE CVAG GENERAL ASSEMBLY

*Riverside County Board of Supervisors; Mayors and City Council Members from the Cities of Blythe, Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, and Rancho Mirage; and Tribal Council Chairmen and Members from the Agua Caliente Band of Cahuilla Indians, the Cabazon Band of Cahuilla Indians, the Torres Martinez Desert Cahuilla Indians and the Twenty-Nine Palms Band of Mission Indians*

JUNE 2, 2025

We are living in uncertain and rapidly changing times. The new federal administration has created a whiplash effect across the nation as funding programs are reevaluated, long-standing practices are challenged, and new priorities are established.

Much like blowsand across our roadways, the ground beneath us seems to be shifting quickly. In just the last few months, we've scrambled to save federal funding allocations, seen grant requirements overhauled just days before an application deadline, and, during a recent visit to Sacramento, met with state partners who are left unsure about what guidance to provide us on programs.

This is not a political statement but rather a frank assessment of the hurdles agencies like ours—tasked with planning and building projects that will last for years and decades into the future—are now navigating. It also highlights what is so remarkable about CVAG and our bedrock belief that we will collaborate together as a region to take on challenges.

These changing times are putting greater emphasis on funds we can control locally, the projects we can manage directly, and plans that we can administer for transportation improvements and habitat conservation. The budget, here for your approval, reinforces how we will address these changing times while furthering our commitments to overhauling our transportation infrastructure for evolving uses and emerging technologies; investing in programs that conserve energy, improve air quality, and make

public spaces cooler; protecting our threatened species and open desert; and finding housing solutions for the Coachella Valley's chronically homeless.

Local control was a driving force behind the creation of the Coachella Valley Power Agency (CVPA), a new joint powers authority that will allow the communities served by Imperial Irrigation District (IID) to address electrical infrastructure challenges in eastern Riverside County. The CVPA was officially formed in May 2025 following votes by the County of Riverside and the Cities of Indio and La Quinta, with opportunities for additional jurisdictions to join in the future. CVAG's budget anticipates costs related to the initial launch and staffing needs, pending further direction from the new CVPA Board. The CVPA will give the Coachella Valley its long-desired voice in decision-making while collaborating closely with IID to stabilize electrical service and availability in the long term.

Addressing future infrastructure needs will also be a core priority for CVAG's Transportation Department this year, following CVAG's kick-off to the updated Transportation Project Prioritization Study (TPPS) and the ranking of regional arterial projects in the Coachella Valley based on a system of criteria that reflect our current needs as well as our vision for the future. Once adopted, the TPPS, Regional Arterial Cost Estimate (RACE), and the Regional Active Transportation Plan (ATP) provide a blueprint for regional investments.

The next TPPS update will also consider new forms of transportation, such as CV Rail, and align with broader initiatives, such as Riverside County Transportation Commission's Traffic Relief Plan.

We can't complete this project wishlist without resources, which is why CVAG staff continues to work through the federal uncertainties and collaborate with U.S. Reps. Ken Calvert and Raul Ruiz, and be innovative in how it approach state and federal grants for our projects. Having additional revenue will be critical as project costs continue to soar—as we have seen with our upcoming interchanges—and I would caution that new projects and ideas, such as a regional pavement management program, will be nearly impossible to start without it.

One of our top priorities in the current TPPS is addressing the frequent closing of Indian Canyon Drive in Palm Springs. CVAG staff continues to seek out additional funding to add to the \$57.6 million secured to date. Design and engineering work continues for the bridge structures, active transportation pathway, and other elements that will keep the roadway open during weather events.

Speaking of active transportation, you'll be hearing a lot about CV Link's grand openings in the coming months. Construction is wrapping up in June for the 40-plus miles along the Whitewater River (Coachella Valley Stormwater Channel), and no sooner does new pavement dry before we see pedestrians, cyclists, and low-speed electric vehicles using the multi-modal pathway to travel. This project has admittedly taken longer than we could have imagined when we started a decade ago. This is why we're not hesitating to start the planning and engineering on the extensions to the Salton Sea—recently authorized by CVAG's Transportation and Executive Committees—as well as the connection to Desert Hot Springs, which will be underway in the coming months.

We're also working with our member jurisdictions to plan and construct connections. We're also eyeing a 2027 construction start for the Arts and Music Line, a signature route in the cities of La Quinta, Indio, and Coachella. Largely funded by the \$36.483 million Active Transportation Program award, we are building nearly nine miles of protected bicycle facilities (Class 1 and Class 4) along Avenue 48, Van Buren Street, Hjorth Street, the La Quinta Evacuation Channel, and Dillon Road and more than six miles of new or upgraded Class 2 and Class 3 bike-ways that directly connect the project to 11 disadvantaged schools.

Travel along all of our major arterials will be moving more efficiently once we finish the construction of CV Sync and our regional signal synchronization project. Crews continue to replace conduits and install highly technical hardware and software systems, as well as technology that allows all participating cities to communicate and coordinate in real-time to manage traffic flow. The early deployment of CV Sync for the BNP Paribas Open and at the 2025 music festivals highlight the project's potential—and we'll really see the benefits materialize once we finish construction on the 21 major corridors that are being improved as part of Phase II.

This summer, we'll be moving our CV Sync Regional Traffic Operations Center (RTMC) to the City of Rancho Mirage's city yard in Thousand Palms. The move was prompted when the City of Palm Desert identified the RTMC's current building as a prime spot for a new City library—and the co-location with Rancho Mirage will help reinforce the coordination between CV Sync and City's own traffic operations. The new RTMC site will seamlessly connect to the improvements planned as part of CV Sync's Phase III and the Interstate 10 bypass plans along Varner Road.

In addition to our investments to make it easier to travel from Point A to Point B, we're making investments to create a sustainable and resilient region. We now have four local cities poised to receive project investments from the Inland Regional Energy Network (I-REN), which is a partnership with the Western Riverside Council of Governments (WRCOG) and San Bernardino Council of Governments (SBCOG). I-REN is designed to connect residents, businesses, and local governments to nearly \$66 million in resources to Riverside and San Bernardino Counties available through 2027. Program deployment focuses on three areas: Public Sector, Codes & Standards, and Workforce Education & Training. The project incentives now being rolled out will help achieve increased energy savings for our communities. We also are advocating for the expansion of I-REN funding to directly benefit residential and commercial projects as part of the next I-REN Business Plan, which will guide investments past 2027.

We will continue to look for funding sources that allow our region to implement programs to address extreme heat, climate adaptation, and urban greening. We're poised to finalize a Priority Climate Action Plan (PCAP), which will provide regional guidance

on reducing greenhouse emissions and other harmful air pollution. And we'll continue to be outspoken in our advocacy for improving air quality, particularly with South Coast Air Quality Management District and their baffling response to the prolonged dust suggesting the conditions since Tropical Storm Hilary are "normal."

Our greenhouse gas emission reductions have come faster than expected in the City of Palm Springs, where Desert Community Energy (DCE) is the default electricity provider. CVAG provides the staff for this Community Choice Aggregation program, which since 2020 has been giving residents locally controlled and carbon free electricity options. In the last year, DCE improved its financial footing, achieved a BBB issuer credit rating from S&P Global Ratings (S&P)—which is higher than Pacific Gas and Electric and Southern California Edison's own ratings—and celebrated approving a long-term Power Purchase Agreement for additional wind energy generated in north Palm Springs.

CVAG also serves as the staff for the Coachella Valley Conservation Commission (cvcc), which manages the Coachella Valley Multiple Species Habitat Conservation Plan (cvmshcp). The cvcc and its partners continue to stay ahead of schedule in acquiring land, protecting about 105,000 acres since 1996.

In December 2024, we hosted the 10th Annual National Habitat Conservation Plan Coalition meeting at the Riviera in Palm Springs. cvcc also coordinated two like exchanges over the course of 2024. The first, proposed by the Coachella Valley Water District, will facilitate flood control activities in the Whitewater Floodplain Conservation Area, while the second, proposed by the City of Coachella, will allow for the buildout of a master-planned community on the outskirts of the East Indio Hills Conservation Area.

Looking ahead, the cvcc will need to be creative about how we manage the ever-increasing land management responsibilities. We've rolled out a grant-funded ranger program and were recently awarded \$500,000, the maximum award level, from CalRecycle to remove illegally dumped waste at 15 sites and implement physical barriers such as fencing and boulders at key locations.

Unfortunately, the cvcc's large swaths of open desert are prime opportunities for homelessness encampments. CVAG staff is now coordinating with Riverside County to apply for additional funding to help

connect those individuals with shelter and housing. CVAG will also be able to leverage the work it's completing through our CV Housing First program, where our staff has now housed more than 230 chronically homeless individuals since bringing the program in-house in January 2021. This program is laser-focused on serving the chronically homeless individuals known as the CV 200—a by-name list of individuals that resets each calendar year—by working with local law enforcement, code enforcement and emergency room partners. In the coming months, we're looking to expand this list to the CV 225 as the City of Desert Hot Springs is reconnecting with the program in the coming fiscal year.

We are finding solutions for the hardest-to-house individuals through a comprehensive approach that includes case management while clients are living in CVAG's own apartments and rented hotel rooms and building relationships with future clients through outreach. We will continue to be open and transparent about our program metrics and the clients we can and cannot help get off the streets through this program. Our partnerships with agencies, behavioral health specialists, and landlords have contributed to our success. We'll also advocate for ways to address our program's big challenges, whether it is the lack of available affordable housing or limits on available housing vouchers.

It takes a committed and hardworking staff to implement the programs and policy objectives that CVAG, cvcc, DCE and now CVPA are spearheading. This budget includes plans to streamline their work and create efficiencies for all agencies, including tenant improvements and significant administrative investments such as an Enterprise Resource Planning (ERP) system and an asset management program.

I'm incredibly proud of our team and their dedication to implementing programs that advance CVAG's and allied agencies' missions to improve transportation, conserve precious habitat, promote green energy solutions, and provide social services to those who are less fortunate.

I look forward to a milestone year.

*Tom Kirk*  
Executive Director  
Coachella Valley Association of Governments

## MEMBER JURISDICTION ROSTER



### AGUA CALIENTE BAND OF CAHUILLA INDIANS

Tribal Chair Reid D. Milanovich  
Tribal Vice Chair Anthony Purnel  
Tribal Sec/Treas Savana R. Saubel  
Tribal Councilmember Virginia Siva Gillespie  
Tribal Councilmember John R. Preckwinkle III

### CABAZON BAND OF CAHUILLA INDIANS

Tribal Chair Douglas Welmas  
Tribal Vice Chair San Juanita Callaway  
Tribal Sec/Treas Helen Ruth Callaway  
Tribal Liaison Alexis Nichols  
Tribal CM at-Large Brenda Soulliere

### CITY OF BLYTHE

Mayor Joseph DeConinck  
Vice Mayor Johnny Rodriguez  
Councilmember Joseph Halby III  
Councilmember Sam Burton  
Councilmember Summer Spraggins

### CITY OF CATHEDRAL CITY

Mayor Nancy Ross  
Mayor Pro Tem Raymond Gregory  
Councilmember Ernesto Gutierrez  
Councilmember Rita Lamb  
Councilmember Mark Carnevale

### CITY OF COACHELLA

Mayor Steven Hernandez  
Mayor Pro Tem Denise Delgado  
Councilmember Stephanie Virgen  
Councilmember Frank Figueroa  
Councilmember Yadira Perez

### CITY OF DESERT HOT SPRINGS

Mayor Scott Matas  
Mayor Pro Tem Gary Gardner  
Councilmember Jan Pye  
Councilmember Dirk Voss  
Councilmember Daniel Pitts

### CITY OF INDIAN WELLS

Mayor Bruce Whitman  
Mayor Pro Tem Dana Reed  
Councilmember Greg Sanders  
Councilmember Toper Taylor  
Councilmember Brian Penna

### CITY OF INDIO

Mayor Glenn Miller  
Mayor Pro Tem Elaine Holmes  
Councilmember Waymond Fermon  
Councilmember Oscar Ortiz  
Councilmember Benjamin Guitron, IV

### CITY OF LA QUINTA

Mayor Linda Evans  
Mayor Pro Tem Deborah McGarrey  
Councilmember Kathleen Fitzpatrick  
Councilmember John Peña  
Councilmember Steve Sanchez

### CITY OF PALM DESERT

Mayor Jan Harnik  
Mayor Pro Tem Evan Trubee  
Councilmember Gina Nestande  
Councilmember Karina Quintanilla  
Councilmember Joe Pradetto

### CITY OF PALM SPRINGS

Mayor Ron deHarte  
Mayor Pro Tem Naomi Soto  
Councilmember Grace Garner  
Councilmember Jeffrey Bernstein  
Councilmember David H. Ready

### CITY OF RANCHO MIRAGE – CHAIR

Mayor Ted Weill  
Mayor Pro Tem Lynn Mallotto  
Councilmember Steve Downs  
Councilmember Eve Fromberg Edelstein  
Councilmember Michael O'Keefe

### COUNTY OF RIVERSIDE – VICE CHAIR

1st District Supervisor Jose Medina  
2nd District Supervisor Karen Spiegel  
3rd District Supervisor Chuck Washington  
4th District Supervisor V. Manuel Perez  
5th District Supervisor Yxstian Gutierrez

### TORRES MARTINEZ DESERT CAHUILLA INDIANS

Tribal Chair Joseph Mirelez  
Tribal Vice Chair RoseMarie Morreo  
Tribal Secretary Tina Jimenez-Adair  
Tribal Treasurer Elena Loya  
Tribal Councilmember Gary Resvaloso

### TWENTY-NINE PALMS BAND OF MISSION INDIANS

Tribal Chair Darrell Mike



## POLICY COMMITTEE STRUCTURE



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# Accomplishments in 2024–25

## *Transportation*

**Continued** the design of the Addressing Climate Change, Emergencies, and Sand Storms (ACCESS) along Indian Canyon project. This includes improvements that protect at-risk transportation infrastructure, increase the community's climate resiliency, enhance mobility, preserve the environment, and improve public health and safety for residents and visitors.

**Continued** the construction of the CV Link project, with completion of all construction planned for Summer 2025 in the cities of Palm Springs, Cathedral City, Palm Desert, La Quinta, Indio, and Coachella.

**Awarded** the construction of a CV Link community connector in Coachella to provide additional accessibility to the regional pathway and continued coordination with Cathedral City for the completion of a second community connector at Esperanza Park. Both projects are planned to be completed in the Summer of 2025.

**Managed** the construction of CV Sync Phase II, with completion planned for 2026, which includes more than \$86 million of improvements along 21 regional corridors.

**Continued** the design of CV Sync Phase III–Varner Road to continue the project's development and design a bypass to Interstate 10.

**Demonstrated** the tremendous impact regional synchronization can have in managing traffic for the valley's largest events by working with cities for the Ironman triathlon, the BNP Paribas Open, and the Coachella and Stagecoach music festivals. Began a partnership with Goldenvoice for an on-site traffic management operation during the music festivals.

**Continued** the design of the Arts & Music Line project, with construction planned to begin in 2027, through the cities of La Quinta, Indio, Coachella, unincorporated Riverside County, and tribal lands of the Cabazon Band of Cahuilla Indians and Twenty-Nine Palms Band of Mission Indians.

**Continued** work on the Coachella Valley Broadband Strategic Plan, a nearly \$1 million grant-funded effort planned for completion in 2025, to study solutions for areas in the Coachella Valley that are unserved or underserved with fast, reliable broadband service.

**Continued** coordinating with CVAG member agencies on opportunities to leverage the CV Sync project and expand broadband connectivity to municipal facilities and for commercial broadband in the community. Cities pursuing this include Indio, Palm Springs, Cathedral City and Agua Caliente Band of Cahuilla Indians and Twenty-Nine Palms Band of Mission Indians.

**Continued** development of a Regional Pavement Management Program for CVAG's Regional Arterial Roadway Network planned to be completed in 2025, which could reduce the financial maintenance burden on cities and the County if additional regional transportation funds accrue to CVAG.

**Commenced** the update to the Transportation Project Prioritization Study (TPPS) and companion documents, including a regional logistics impact study. The work will include updating the Transportation Uniform Mitigation Fee (TUMF) Nexus Study. The project kicked off with a study session of the Transportation Committee in October 2024. The study is planned to be completed in 2026.

**Approved** additional funding for Cathedral City to complete the study of the Da Vall Drive / I-10 Interchange and for Coachella to complete the study of Dillon Road Interchanges with I-10 and SR 86 projects.

**Approved** allocating over \$14 million in Local Partnership Program (LPP) funds through the Riverside County Transportation Commission for the Monroe Street / I-10 Interchange project in accordance with CVAG's "fair share" funding MOU with RCTC.

**Allocated** additional regional funding to continue the design and development of agency-led regional projects, including the intersection of Avenue 50 and Jackson Street in Indio; Jackson Street and I-10 Interchange project led by the County; the Jefferson Street Widening project in Indio; the Avenue 44 Bridge replacement project in Indio; the Dune Palms Road bridge project in La Quinta; and Avenue 50 improvements in Coachella.

**Commenced** the implementation of an Enterprise Asset Management system to be launched in 2025.

**Commenced** studies of extension of the CV Link to Desert Hot Springs and to Mecca and North Shore.

**Began** the Cool Streets for Affordable Housing Neighborhoods program, funded through the Governor's Office of Land Use and Climate Innovation's Extreme Heat and Community Resilience Program.

**Commenced** an update to the Transportation Policy and Procedures, planned for completion in 2025.

**Following** CVAG Chair Scott Matas' call to action, launched an ad hoc committee to work with Caltrans on graffiti abatement and highway improvements to Interstate 10 in the Coachella Valley.

### *Energy & Sustainability*

**Coordinated** with Western Riverside Council of Governments (WRCOG) and San Bernardino Council of Governments (SBCOG) on the Inland Empire Regional Energy Network (I-REN), which is a multi-year, \$65 million award across two counties and three councils of governments.

**Incentives** for new I-REN projects are expected to total over \$330,000 and reduce municipal investments by 40%. The projects are expected to save around \$115,000 per year in utility costs over their lifespan.

**The current** cycle of I-REN Fellows has placed 2 Fellows (with host sites and NGOs and CVAG) and has featured enhanced tours, networking, and leadership development. I-REN also rolled out Codes and Standards training.

**Convened** stakeholders such as the South Coast Air Quality Management District to assess air quality data and address the growing concerns of dust caused by the mud flows from Tropical Storm Hilary.

**Completed** the Long-Term Governance and Electrical Services Strategic Plan and initiated and coordinated efforts for the next phase of work related to the Imperial Irrigation District's (IID) Coachella Valley Energy Commission.

**Initiated** negotiations with IID stakeholders and finalized a joint powers authority agreement to establish the Coachella Valley Power Agency to address representation and electrical infrastructure needs for the communities served by IID while providing staff support to Imperial Irrigation District's Coachella Valley Energy Commission.



**Maintained** CVAG's Regional Street Sweeping Program to address particulate matter, with additional agreements providing regional street sweeping services through 2026.

**Through** the EPA's Climate Pollution Reduction Grant Program, CVAG has completed a subregional Greenhouse Gas Inventory and is developing Comprehensive Climate Action Plans for all cities in the region, which will be completed in the fall of 2025.

**Continued** work on longstanding programs such as tire recycling, used oil recycling, and Property Assessed Clean Energy (PACE), including securing additional funding for the tire amnesty program.

**Received** funding for a regional urban tree planting and shade initiative to increase shading, build climate resilience, and reduce the impacts of increased heat.

#### *Community Resources*

**Lessened** the number of chronically homeless individuals in the region through the CV Housing First program by securing permanent housing solutions for 50 of the CV 200 in 2024 and another 13 individuals in the first quarter of 2025.

**Led** a homelessness program that had transparent and regularly reported data, leading to support from the Executive and Homelessness Committees to seek increased contributions and multi-year agreements with member jurisdictions.

**Coordinated** additional resources for homeless individuals through partnerships and agreements that leveraged legal and behavioral health services for CV 200 clients.

**Secured** an additional \$116,094.32 in Homeless Housing, Assistance and Prevention (HHAP) funding for the CV Housing First outreach efforts.

**Launched** two projects funded by \$3.7 million in Regional Early Action Planning (REAP 2.0) funds, including coordination with the Southern California Association of Governments and Riverside County Transportation Commission.

**Facilitated** a joint meeting of the Homelessness and Public Safety Committees to understand the regional

ramifications of the Supreme Court Ruling in *Grants Pass v. Johnson* and allowance of stronger encampment cleanup at the local level.

**Developed** a good neighbor policy that furthers cooperation among member jurisdictions for addressing homelessness and encampments on public property.

**Amid** the wildfires devastating Los Angeles, led regional conversations about the Coachella Valley's readiness for widespread fires.

**Advocated** for fixes and policy changes that improve the stability of the 911 system in the Coachella Valley.

#### *Finance & Administration*

**Completed** the initial steps in overhauling the agency's financial software with an Enterprise Resource Planning (ERP) system implementation.

**Removed** paper and replaced with one hundred percent electronic processing of accounts payable in advance of the new ERP system.

**Updated** policies to allow for more robust investment options while maintaining safety, liquidity, and yield.

**Created** a deferred compensation working group of employees at various classifications to monitor offerings, guide investment decisions, and ensure training.

**Continued** the phase-in of new software to streamline internal operations and gain efficiency for all three agencies, including the implementation of an Enterprise Asset Management System

**Advocated** the positions outlined in CVAG's State and Federal Legislative Platform as part of efforts to secure additional funding for regional projects.

**Began** coordinating a staffing agreement for the new Coachella Valley Power Agency's consideration and ensured CVAG's internal systems were ready to fold in another joint powers agreement if authorized.

**Inked** an agreement with the City of Palm Desert to terminate the existing lease at the Parkview building early and make way for the City's new library project which will include a customized space for CVAG's public meetings.



**Coordinated** with the City of Rancho Mirage to find a new home for the CV Sync Regional Traffic Management Center and entered into a long-term lease for space at the City's Yard in Thousand Palms.

#### *Desert Community Energy*

**Celebrated** five years (April 2020–April 2025) of serving Palm Springs residents and businesses with 100% Carbon Free electricity, which has been critical to Palm Springs reducing GHG emissions and helping address climate change.

**Demonstrated** financial stability by receiving an investor-grade credit rating of BBB from S&P Global Ratings Inc.

**Approved** a 15-year power purchase agreement for the Phoenix wind project with Terra-Gen in North Palm Springs as part of DCE's Mid-term Reliability Procurement.

**Increased** DCE's pro-rata share of the Cape Generating Station 1 project with Fervo Energy from 3 MW to 4 MW of geothermal energy, with an updated delivery date of January 2031.

**Executed** a services agreement with Best, Best, & Krieger for regulatory compliance and filing support services.

**Restarted** the Community Advisory Committee for the 2024–26 membership term with seven current members.

**Executed** a three-year extension of the services contract with Calpine Community Energy, LLC for data management services.

**Worked** with the CVAG Transportation Department to identify solar, wind, or battery opportunities in connection with the ACCESS project on Indian Canyon Drive.

#### *Coachella Valley Conservation Commission*

**Hosted** the 10th Annual National Habitat Conservation Plan Coalition meeting at the Riviera in Palm Springs in December 2024. The meeting was the best-attended NHCPC Annual Meeting yet, with over 147 attendees from industry, government, and non-profits that work with or implement Habitat Conservation Plans across the country.

**Coordinated** two like exchanges over the course of 2024. The first, proposed by the Coachella Valley Water District, will facilitate flood control activities in the Whitewater Floodplain Conservation Area, while the second, proposed by the City of Coachella, will allow for the buildout of a master-planned community on the outskirts of the East Indio Hills Conservation Area.

**Negotiated** a transfer of conservation objectives between the City of La Quinta and the County of Riverside as part of finalizing the Peninsular Bighorn Sheep Barrier Fence project.

**Negotiated** the reimplementation of the tipping fee and the repayment of fees in arrears since 2021, which will enhance revenue streams for management and monitoring activities.

**Completed** a Maintenance and Monitoring Plan for the Peninsular Bighorn Sheep Barrier Fence in La Quinta, in coordination with the wildlife agencies.

**Awarded** \$500,000, the maximum award level, from CalRecycle to remove illegally dumped waste at 15 sites and implement physical barriers such as fencing and boulders at key locations.

**Worked** with Oswit Land Trust and other partners to maintain the Palm Hills area, including a contract with the Southern California Mountains Foundation Urban Conservation Corps to provide cleanup, invasive species, and trail improvement support.

**Increased** engagement with the public through volunteer events and outreach in coordination with the Native American Land Conservancy and The Living Desert.

**Coordinated** with partners to manage more than 100,000 acres of conservation land, including continuing MOUs with the Desert Recreation District for maintenance and with the Desert Hot Springs Police to address enforcement issues in problematic areas.

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# Budget Overview

The CVAG fiscal year 2025–2026 budget outlines the revenues and expenditures for the projects and programs CVAG anticipates for the coming fiscal year. The budget mirrors the scope of topics that CVAG’s programs cover, including administration, transportation, energy, sustainability, community resources, and homelessness.

CVAG's Overall Agencywide Summary shows a projected deficit of nearly \$7 million in 2025–26. This is common for an agency such as CVAG, which offers regional support for transportation projects. The 2025–26 deficit is primarily due to increased demand for regional funding on approved arterial projects and the utilization of accounting fund balances accumulated in previous years for Transportation Uniform Mitigation Fee eligible projects like the Ave 50 bridge in the City of Coachella and other projects mentioned on the following pages. The Coachella Valley Housing First program also contributes to the deficit to a much lesser extent.

CVAG's General Fund provides financial support for its day-to-day operations, including administrative costs and support for CVAG's policy committees. The General Fund also supports various programs without special revenue or external funding sources and can help offset Cost of Living Adjustments to salaries. The General Fund is anticipated to grow by approximately \$250 thousand.

This year's budget follows the same fiscally conservative approach CVAG has historically used. Most project and overhead costs are budgeted at a line-item level for accurate assessment and often include increases from the 2024–25 year-end estimates. These cost increases are initially aligned with recent inflation rates, which have exceeded 2.9%, and many have been budgeted at higher rates. Other

expenditures have been projected to increase by even larger amounts due to uncertainty about future cost increases. CVAG staff have made efforts to identify and address these challenges where possible.

The budget also continues the long-standing philosophy of relying heavily on non-local revenue streams, like grants and other state and federal funds, for projects and programs, including the staffing resources needed to implement them. The budget includes several new and substantial funding sources CVAG has secured and brought to the Coachella Valley. As CVAG staff implement a new accounting system, a comprehensive reassessment and reconfiguration of the Chart of Accounts will be conducted. Several funds and cost centers will be eliminated and converted to projects or programs, or consolidated into other funds to better track funding sources to expenditures, and some departmental groupings will also be realigned. This will enable more effective reporting and create a dynamic data set rather than the current linear structure. CVAG expects these changes to be reflected in the 2026–27 budget, which will significantly differ from the current budget. These modifications will conform with recommendations and best practices from the Governmental Accounting Standards Board, resulting in a substantially different budget presentation.

The following provides a condensed summary of 2025–2026 Budgeted Revenues and Expenditures.

Subsequent pages of the budget, generally organized by department, provide additional details about the projects and programs.

## Revenues

Member Agency Dues are budgeted at about \$610 thousand. The base amount is increased annually in line with the Consumer Price Index (CPI) percentage change for all items indexed (all urban consumers, Riverside-San Bernardino-Ontario) for the year ending January 2025 as developed by the Bureau of Labor Statistics, United States Department of Labor. The Administrative/Personnel Committee, during its meeting on April 28, 2025, recommended the 2.9% CPI increase on the base amount. The dues are then applied to each non-tribal member agency based on calculated proportions of assessed values and populations. The tribal members are charged membership dues at the rate of the smallest dollar value for a non-tribal member.

Revenues from Measure A and the Transportation Uniform Mitigation Fee (TUMF) provide for the Coachella Valley's regional share of transportation programs. CVAG is charged with all transportation planning and administration of a multi-million-dollar regional arterial construction program. The Riverside County Transportation Commission (RCTC) stewards CVAG's share of the Measure A sales tax revenue, and CVAG then invoices RCTC on a reimbursement basis; RCTC's draft 2025–26 budget projects relatively stable Measure A collections with only a 1% decrease anticipated as compared to the prior fiscal year. At the return-to-source level, CVAG anticipates a significant decrease in the Measure A revenue reimbursements it draws down from RCTC in 2025–26. This is because while CVAG's regional share of local arterials is projected to increase across the Coachella Valley, regional work on other projects like CV Link will end as the project is slated for completion; CV Sync is also nearing completion and will utilize Measure A less than in years past. The major regional arterials budgeted for using a mix of Measure A and TUMF include Indian Canyon in Palm Springs and several projects in the eastern Coachella Valley. These include continued construction on Avenue 50 with the anticipated bridge project over the Whitewater River (wwr) in the City of Coachella.

Other regional projects are also occurring in the City of Indio, including Jackson St. and Monroe St. at I-10, the Avenue 44 bridge over the wwr, and the Jackson Street Widening project from Ave 49 to Ave 52.

The CVAG Executive Committee has approved a 2.03% increase to the Transportation Uniform Mitigation Fee (TUMF) to adjust for inflation. The increase will take effect in January 2026. TUMF is assessed on all development that would generate additional vehicle trips on the regional arterial network, with varying rates based on land use. Development trends in the Coachella Valley have been cooling since an initial surge post-pandemic, including in residential development, which has historically provided the bulk of fee dollars received. Lack of infrastructure, especially electrical utility connections, has stymied multiple major residential projects locally, but across the nation, high interest rates have driven down demand, while a continued labor shortage impacts housing supply. Global economic uncertainty regarding the costs of construction materials and labor availability may further contribute to depressed levels of development both nationwide and here in the Coachella Valley. As a result, CVAG staff predict residential buildout will either remain the same or slightly decrease compared to the previous year. Developers are increasingly looking at the Coachella Valley as a candidate for large-scale warehouses, fulfillment centers, and other logistics industry facilities; the massive footprint required by these facilities may result in substantial, one-time influxes in revenue. Nonetheless, residential and industrial development patterns tend to be erratic, and CVAG is therefore making a conservative projection of TUMF revenues, assuming stagnant development with a minor adjustment for inflation. This results in a budgeted amount of approximately \$7.5 million in total TUMF revenue.

Other Transportation Funding revenues provide external resources for CVAG's internally led projects, such as the multi-million-dollar CV Link and CV Sync regional projects.

CVAG expects to complete the construction of CV Link in 2025–26. As with all regional transportation projects, CVAG prioritizes and fast-tracks the use of outside funding, including spending down federal and state funds first. For CV Link, that has meant spending federal and state Active Transportation

Funding, Congestion Mitigation Air Quality, and South Coast Air Quality Management District funding in the early construction phases. CVAG is expected to finish drawing down the funding commitment from Desert Healthcare District/Foundation in the current fiscal year, leaving funding from Measure A to complete the project. Please reference the Operating Transfers discussion on page 23 for additional information on the current and future accounting relationship for project expenditures funded by Measure A or TUMF.

The CV Sync project brings in federal dollars in the form of Congestion Mitigation and Air Quality (CMAQ) funds, as well as locally used Measure A sales tax dollars.

The Inland Regional Energy Network (I-REN) launched in 2023-24 and provides for energy programs across the Coachella Valley. The proposed I-REN budget through 2027 is around \$65 million, representing an influx of annual investments to Riverside and San Bernardino Counties. The 2025-26 budget figures show roughly \$820 thousand projected as revenue to cover I-REN program costs, helping provide energy efficiency resources to increase cost savings and equitable access throughout the Coachella Valley.

CVAG is preparing to assume the administration of a new JPA during 2025-26. This newly established entity, the Coachella Valley Power Agency (CVPA), will symbolize a cooperative effort among various stakeholders to address representation and the evolving electrical infrastructure needs of the Coachella Valley communities served by the Imperial Irrigation District (IID). CVPA members will possess the authority to promote, develop, manage, and operate energy generation and distribution initiatives in the eastern Coachella Valley, with the goal of achieving reliable and cost-effective public power. Eligible members of the CVPA, as specified in the pending JPA agreement, include the Cities of La Quinta, Indio, Coachella, Indian Wells, Palm Desert, Rancho Mirage, Riverside County, and designated local Native Tribes. While CVPA has not officially been formed at the time of budget development, its formation is imminent. CVAG has budgeted reimbursement of start-up costs, including certain staff time, as the line item CVPA Administrative Reimbursement for

about \$930 thousand currently budgeted under its General Fund under Energy & Sustainability.

CVAG will continue to receive external funding from member jurisdictions for its CV Housing First (CVHF) program. Despite a reduction in revenue after the City of Desert Hot Springs chose to allocate anticipated program funds to another service in 2024-25. In 2025-26, the City of Desert Hot Springs is considering returning to the program, and the City's contribution is included in the 2025-26 budget.

Concurrently, the program is encountering rising costs associated with permanently housing the chronically homeless population, referred to as the CV 175. In recent fiscal years, the program has utilized reserves to maintain operations. The CVAG Executive Committee has authorized the Executive Director to execute Memoranda of Understanding with member jurisdictions to increase the CVHF contribution to \$125 thousand from \$100 thousand in 2025-26, with provisions for annual inflation adjustments reviewed by the Homeless Committee. CVAG staff will also continue exploring other funding opportunities, such as grants.

As investment income in the form of interest revenue affects all CVAG cost-centers/funds that maintain a fund balance, it is an important budgetary consideration. Lower interest rates generally mean less investment income for CVAG. According to the Chicago Mercantile Exchange Group's FedWatch Tool, target rate probabilities indicate a strong likelihood of rates between 3.00% and 3.50% by the end of 2025-26, indicating a decrease from 2024-25 yields. Given this and many other unknowns, CVAG has used fiscally conservative budgeting techniques to account for a potential decrease in investment income in 2025-26 compared to 2024-25.

## **Expenditures**

The budget anticipates another year of upfront investment in an enterprise resource planning system (ERP) as it nears implementation of the Finance module in the Summer of 2025 and then the Human Resources and Payroll platforms through early calendar year 2026. The new system, Oracle's NetSuite for Government, will enable CVAG to fully integrate its contracting, accounts payable/receivable,



personnel, and financial transaction and reporting systems across all cost-centers/funds. The upfront costs and investment in an ERP system encompass many one-time expenses, such as ERP implementation consultants, support from the Oracle project team, and temporary staffing to help those implementing the project. The total budgeted implementation costs allocated to all funds/cost-centers for ERP implementation, excluding recurring subscription costs, are about \$200 thousand for 2025-26, including about \$50 thousand in direct staff time capitalized to the implementation project. These services include external consultants to assist with project management and the software vendor's implementation costs. Once implementation is complete, these one-time costs will be eliminated. CVAG staff anticipate the new software will create many efficiencies across the agency to help staff focus less on administratively burdensome tasks and more on programmatic priorities.

CVAG staff are also working to implement a new Enterprise Asset Management (EAM) system approved by the Executive Committee to track work orders, equipment, and other assets related to CV Link and CV Sync as these projects are nearly completed; one-time costs for this implementation, excluding staff time, are about \$125 thousand. The 2025-26 budget allocates \$350 thousand for tenant improvements intended to integrate the currently fragmented office spaces under lease. The tenant improvements will facilitate enhancements designed to streamline operations, encourage departmental collaboration, and create a unified workspace. Furthermore, the project will include establishing a dedicated break room, contributing to an improved work environment for employees.

From a broader perspective, the 2025-26 budget is sensitive to unknown and continued inflationary and trade factors in the coming fiscal year. All expenditures were evaluated line-by-line, and projected price increases were applied agency-wide for conservative budgetary practices. Like other overhead costs, these costs are budgeted across departments and cost-centers/funds based on the budgeted personnel costs charged to each cost-center/fund. Additionally, CVAG's Finance Committee noted an increase in staff travel and training

expenditures from the 2024-25 budget. Most of this increase is attributable to training needed for the CV Sync program, specifically network training for Belden switches used in signal controller cabinets. Also contributing to the budgeted increase is leadership and organizational effectiveness development training to enhance goal setting.

With such wide-ranging responsibilities for the three agencies it currently administers, CVAG's staffing levels remain extremely lean. Independent contractors and consultants are utilized extensively to deliver projects and run programs. The cost of positions filled is often covered by funding secured for the specific programs, including transportation funding or reimbursement from agencies such as the Coachella Valley Conservation Commission (CVCC) and Desert Community Energy (DCE). This allows overhead costs to be spread more widely across various funding sources, reducing the impact on the General Fund and all other funds accounted for as cost centers in the agency.

The Administrative/Personnel Committee, at its April 28, 2025, meeting, recommended a 2025-26 2.9% cost of living increase for salaries and salary ranges (based on the same index used when evaluating Member Agency Dues), which amounts to approximately \$155 thousand and is included in the total salaries. This percentage change increase aligns with the relevant Consumer Price Index from the Bureau of Labor Statistics for Riverside County, which was 2.9% year-over-year in January 2025.

Total Agencywide salary costs are budgeted at \$5,517,194 for 42 Full-Time Equivalent (FTE) budgeted positions. Of this amount, \$360,057 is budgeted as part of Capital Outlay for specific capital projects in line with the annual audited financial statements; therefore, only \$5,157,137 is reflected in the Salaries line item of the 2025-26 Agencywide budget on page 20. It is important to note that CVAG typically remains significantly below budget each year. In addition, all budgeted yet vacant positions were budgeted at the maximum of the salary range; their actual salaries may be less than budgeted.

In 2023-24, CVAG implemented a new performance management system that established a link between annual reviews and merit increases by eliminating the former Step-Pay approach, which

generally saw 5% salary increases across the board, and replaced it with a Merit-Pay structure based on an open salary range philosophy with variable percentage salary increases each year for each employee based on performance. In the 2025-26 budget, salary increases, including those for promotions, averaged about 4 percent.

Fringe benefits were budgeted at the position level based on known factors, with some room for unexpected enrollment activity. The wellness plan offered by CVAG was budgeted at 100% participation, yet actual participation is typically under budget. In addition, all budgeted yet vacant positions were budgeted at the family plan offering amount. Given the timing of potential hires and their actual benefit elections, these actual benefit costs are expected to come under budget.

Pension liability is a significant budgetary concern for nearly every governmental agency in California. CVAG participates in the California Public Employee Retirement System (CalPERS) and makes contributions for its employees every pay period under two plans: Classic which is more costly and predates the 2013 California Public Employees' Pension Reform Act (PEPRA) plan. Starting July 1, 2025, CalPERS employer contribution rates will increase by 0.07% to 13.38% for Classic plan employees and 0.09% to 8.27% for PEPRA plan employees. In addition to these bi-weekly costs, government agencies have seen the pension liability grow as retired populations live longer and costs continue to increase. CVAG had an average active 84% PEPRA plan employees in 2024-25, which is higher than the roughly 64% of active CalPERS members who are PEPRA. In general, the more PEPRA payroll an agency has, the lower its future obligations.

In addition to the annual minimum payments needed to meet CalPERS funding requirements, CVAG must reduce the remaining Unfunded Accrued Liability (UAL), which accounts for the projected future costs of maintaining the CalPERS plans. Although CVAG carries a smaller UAL than many other agencies, CVAG Administrative/Personnel and Finance Committees have made a prudent decision to make Additional Discretionary Payments (ADP) to the Classic plan UAL each year. The first ADP was made for approximately \$1 million in 2019-20. CVAG made ADPs in 2021-22 for \$112 thousand, 2022-23 for \$101

thousand, 2023-24 at \$142 thousand, and 2024-25 at \$113 thousand. The ADP amount varies based on that year's required annual minimum contribution to CalPERS. This Classic plan ADP schedule has evolved as the UAL has changed each year based on payroll exposure and investment gains and losses on the CalPERS investment fund, and the Finance Committee reviews and makes recommendations on the ADP amount annually as part of the budget process. For 2025-26, the total payment budgeted for the Classic plan is \$300 thousand (an increase from the \$250 thousand payment made in recent fiscal years). This represents an ADP of about \$109 thousand as the required minimum contribution increased for 2025-26. CVAG's funded ratio for the Classic plan was 82.7% at the most recent valuation date of June 30, 2023, which is higher than the public agencies average of 72.3%, indicating that the ADP plan has been effective in lowering CVAG's overall future UAL costs. By increasing the ADP amount in 2025-26 and beyond, it is projected that CVAG will pay off its UAL ten years sooner than if it only made the minimum required payment each fiscal year. The PEPRA plan UAL is approximately \$150 thousand, and the minimum required payment in 2025-26 is about \$9 thousand.

The Finance Committee anticipates revisiting the UAL payment annually to provide direction based on evolving information, such as CalPERS fund performance. As is typical for governmental agencies, these costs are allocated to the various costing centers/funds based on respective personnel costs.

As identified in the discussion above about revenue, CVAG is slated to administer a new JPA called CVPA. Anticipated expenditures in 2025-26 related to this are currently accounted for in the General Fund. The costs include CVAG personnel costs; currently, no additional staff has been hired for these efforts, although additional staff may be needed as the agency matures. Other budgeted expenditures include non-personnel costs to cover legal and consultant fees to perform a study.

The Capital Project Summary included in this document lists the major Capital Improvement Program projects scheduled for activity in 2025-26 and future fiscal years. The cost estimates for currently slated projects utilize many external funding sources such as ATP and CMAQ. The projects

listed in the Capital Project Summary will continue to be a focus of the CVAG Transportation and Executive Committees, which have directed CVAG staff to complete a cash-flow analysis of regional transportation projects and an update to the 2016 Transportation Project Prioritization Study (TPPS). The TPPS update will include updates to companion documents to the TPPS, including the Active Transportation Plan (ATP), Regional Arterial Cost Estimate (RACE), the Traffic Census Report, and the Transportation Uniform Mitigation Fee (TUMF) Nexus Study. The project is planned to be completed in calendar year 2026.

With costs continuing to escalate on projects, major sources of revenue for many of CVAG's projects—including state and federal funding for bridges and interchanges—have been drying up, coupled with uncertainty about future federal funding. In the coming fiscal year, CVAG will aim to complete a value-engineering study and update project expenditure estimates for projects within CVAG's current TPPS. It will also seek policy guidance from the Transportation and Executive Committees on how to address cost sharing in the future.

It should be noted that the budget also identifies non-personnel costs, which are defined as all costs other than Salaries and Benefits and Operating Transfers. These non-personnel costs include indirect items to cover CVAG's overhead expenditures, such as office building rent, tenant improvements, ERP and EAM system implementation and ongoing costs, utilities and general supplies, along with the staff's proportionate share of general administration salaries and benefits which become allocated to each department.

In the current budget, these non-personnel costs have been grouped into broader categories of Office Operations, Meeting Attendance Stipends, Employee Travel or Training, Facility Expenses, and Professional Services.

Office Operations represent expenditures such as printing, office supplies, and computer software. Meeting Attendance Stipends represent the costs paid in the form of meeting stipends to CVAG committee members and other nominal meeting support costs. Employee Travel or Training is largely represented by employee mileage reimbursements, much of which is for the CV Housing First caseworkers

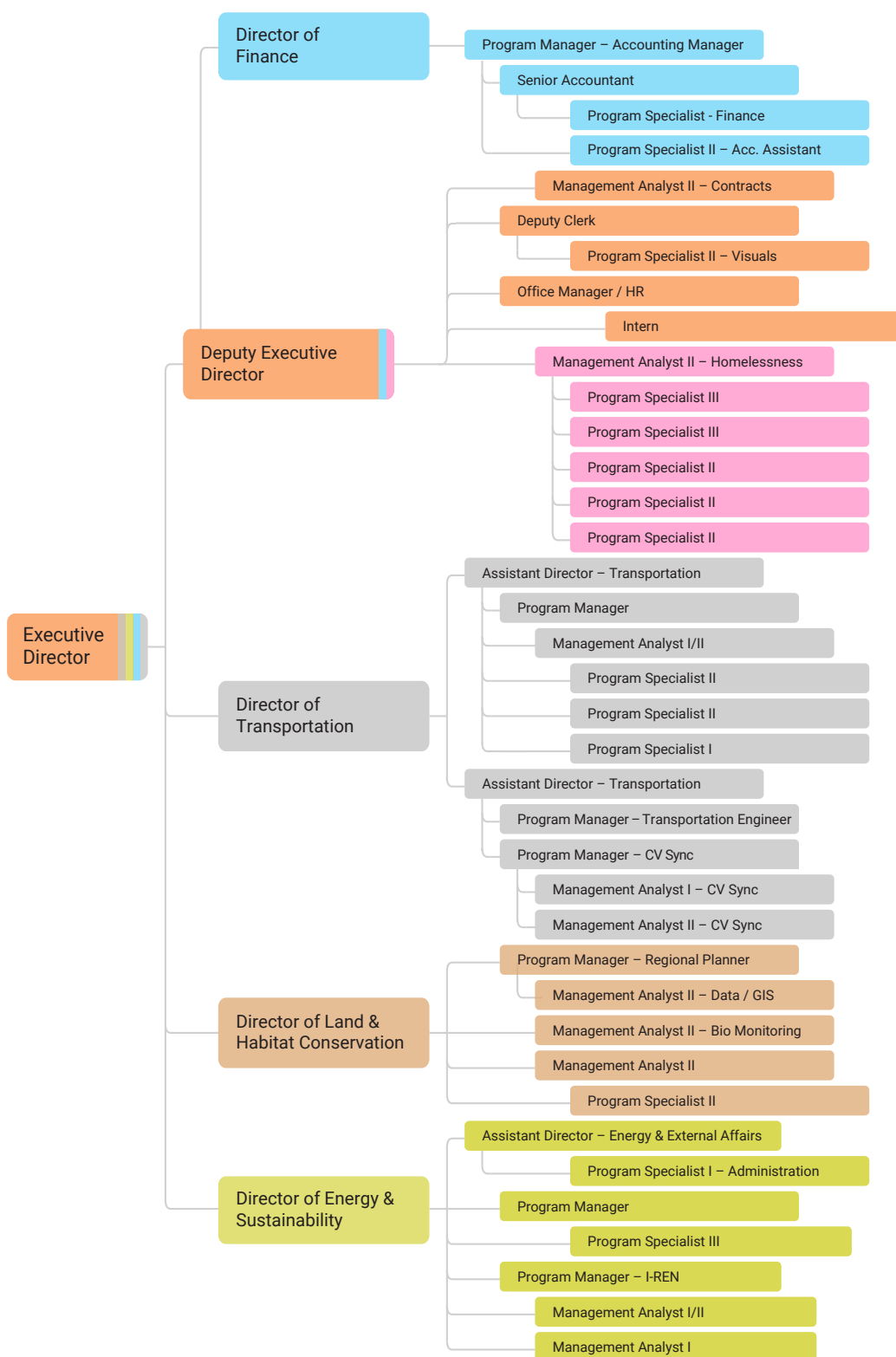
traveling across the Coachella Valley to work with clients and includes meeting registration for staff travel and training agency-wide. Facility Expenses include office maintenance, general liability insurance, and, increasingly, utility costs. Examples of Professional Services expenditures are the cost of external consultants, independent contractors, and legal and accounting services. CVAG also provides staff for the Coachella Valley Conservation Commission (CVCC) and Desert Community Energy (DCE), reimbursing those expenses under the terms of administrative agreements.

During the year ended June 30, 2023, CVAG implemented Governmental Accounting Standards Board (GASB) Statements No. 87 and No.96 for Leases and Subscription-Based Information Technology Arrangements. The qualified rent and subscription costs are split between Interest Expense and Debt Service. The present value of the whole lease or subscription term is recognized as Capital Outlay and offset by the issuance of lease revenue in the General Fund. Additionally, in 2024–25, CVAG established a new fund titled "610 - Other Transportation Funding" to help account for various transportation funding sources that may not fall into a special revenue fund like Measure A or TUMF. Additionally, this fund will help account for local share contributions to transportation projects.

Located in the 2023–24 Actual costs column throughout the comparative budgetary information is a line item listed as Gain/Loss, and in 2023–24, it represents paper gains required to be disclosed in the annual audited financial statements under the US Generally Accepted Accounting Principles (US GAAP). Bond prices correlate inversely to interest rate yields, so paper gains will likely occur when yields decrease. As these gains/losses do not affect budgeted cash flows and have historically not been budgeted, they are only presented as actuals to ensure fund balances tie to the audited financial statements.

Finally, certain amounts in the prior-year budget, current year-end estimate, and actual financial statements have been reclassified for comparative purposes to conform to the presentation of the current-year budget. These reclassifications did not result in any change to previously reported net position or change in net position, but may demonstrate overages in one category and underages in another.

## ORGANIZATION CHART





## ALLOCATED POSITIONS

\*Denotes unbudgeted position

Class Title	Salary Range
Executive Director	Contract
Deputy Executive Director	35
Chief Operating Officer *	33
Director - Energy & Sustainability	30
Director - Finance & Administration	30
Director - Land & Habitat Conservation	30
Director - Transportation	30
Assistant Director - Energy & External Affairs	27
Assistant Director - Transportation	27
Assistant Director - Transportation	27
Program Manager - Accounting/Finance	24
Program Manager - CV Sync	24
Program Manager - Energy & Sustainability	24
Program Manager - External Affairs *	24
Program Manager - I-REN	24
Program Manager - Land & Habitat Conservation	24
Program Manager - Transportation	24
Program Manager - Transportation *	24
Program Manager - Transportation Engineer	24
Deputy Clerk	17
Senior Accountant	17
Management Analyst II - Energy & Sustainability	16
Management Analyst II - Land & Habitat Conservation	16
Management Analyst II - Land & Habitat Conservation	16
Management Analyst II - Community Resources	16
Management Analyst II - Community Resources *	16
Management Analyst II - Contracts Administration	16
Management Analyst II - GIS/Data	16
Management Analyst II - Transportation	16
Management Analyst II - Transportation - CV Sync	16
Accountant *	14
Management Analyst I - Transportation - CV Sync	14
Management Analyst I - Energy & Sustainability	14
Management Analyst I - Land & Habitat Conservation *	14
Office Manager	14
Program Specialist III - Community Resources	13
Program Specialist III - Community Resources	13
Program Specialist III - Energy & Sustainability	13
Program Specialist II - Administration	11
Program Specialist II - Community Resources	11
Program Specialist II - Community Resources	11
Program Specialist II - Community Resources	11
Program Specialist II - Transportation	11
Program Specialist II - Transportation Engineer	11
Program Specialist II - Accounting/Finance	11
Program Specialist II - Energy & Sustainability - DCE *	11
Program Specialist II - Land & Habitat Conservation	11
Program Specialist I - Accounting/Finance	9
Program Specialist I - Transportation	9
Program Specialist I - Administration	9
Program Assistant - Administration *	7

## SALARY SCHEDULE

Includes budgeted 2.9% COLA

Schedule	Minimum	Maximum
1	43,112	61,973
2	45,267	65,072
3	47,531	68,326
4	49,907	71,742
5	52,403	75,329
6	55,023	79,095
7	57,774	83,050
8	60,663	87,203
9	63,696	91,563
10	66,881	96,141
11	70,225	100,948
12	73,736	105,995
13	77,423	111,295
14	81,294	116,860
15	85,359	122,703
16	89,627	128,838
17	94,108	135,280
18	98,813	142,044
19	103,754	149,146
20	108,942	156,604
21	114,389	164,434
22	120,108	172,655
23	126,114	181,288
24	132,419	190,353
25	139,040	199,870
26	145,992	209,864
27	153,292	220,357
28	160,956	231,375
29	169,004	242,943
30	177,454	255,091
31	186,327	267,845
32	195,643	281,237
33	205,426	295,299
34	215,697	310,064
35	226,482	325,568
36	237,806	341,846
37	249,696	358,938

Exec. Dir. Contract 357,712



# Fiscal Overview

## MEMBER AGENCY DUES

The main source of revenues in the General Fund is dues assessed and collected from member cities, Tribal Governments, and CVAG boundaries within Riverside County. These membership dues are used to fund the expenses of CVAG and its programs, committees, and other budgeted expenses which are not otherwise chargeable to individual departments, projects, or other funding sources.

Jurisdiction	Population	% of Total	Dues	Assessed Value	% of Total	Dues	Total Dues
Blythe	13,267	3.08%	\$8,487	\$1,017,423,982	0.86%	\$2,370	\$10,856
Cathedral City	50,911	11.81%	\$32,542	\$6,734,142,893	5.71%	\$15,734	\$48,276
Coachella	43,173	10.02%	\$27,610	\$2,924,369,123	2.48%	\$6,834	\$34,443
Desert Hot Springs	32,654	7.58%	\$20,886	\$3,166,071,453	2.69%	\$7,412	\$28,298
Indian Wells	4,797	1.11%	\$3,059	\$8,057,635,368	6.84%	\$18,847	\$21,906
Indio	90,680	21.05%	\$58,002	\$12,635,729,726	10.72%	\$29,538	\$87,541
La Quinta	38,370	8.90%	\$24,524	\$19,725,339,533	16.74%	\$46,126	\$70,650
Palm Desert	50,889	11.81%	\$32,542	\$20,494,234,987	17.40%	\$47,945	\$80,487
Palm Springs	43,791	10.16%	\$27,995	\$19,988,528,615	16.96%	\$46,732	\$74,728
Rancho Mirage	16,992	3.94%	\$10,856	\$12,273,801,209	10.41%	\$28,684	\$39,541
Riverside County (CVAG Boundaries)	45,420	10.54%	\$29,042	\$10,835,522,416	9.19%	\$25,323	\$54,365
Agua Caliente Band of Cahuilla Indians	-	-	-	-	-	-	\$10,856
Cabazon Band of Cahuilla Indians	-	-	-	-	-	-	\$10,856
Torres Martinez Desert Cahuilla Indians	-	-	-	-	-	-	\$10,856
Twenty-Nine Palms Band of Mission Indians	-	-	-	-	-	-	\$10,856
<b>Totals</b>	<b>430,944</b>	<b>100.00%</b>	<b>\$275,545</b>	<b>\$117,852,799,305</b>	<b>100.00%</b>	<b>\$275,545</b>	<b>\$594,516</b>

Population Source: State of California, Department of Finance, E-1 Population Estimates for Cities, Counties and the State with Annual Percent Change—January 1, 2023 and 2024. Sacramento, California, May 2024.

Assessed Valuations: Riverside County 2023–24 Assessed Valuation Report. The total assessed valuation for the Coachella Valley Unified, Desert Sands Unified and Palm Springs Unified School Districts for fiscal year 2024–25 was \$116,835,375,323.

CVAG's boundaries are the same as the boundaries of the above school districts within Riverside County's boundaries. Riverside County's share of that assessed valuation was calculated by subtracting the assessed valuation of all those cities within those school district boundaries which totals \$105,999,582,907. This leaves \$10,835,522,416 for the County of Riverside's assessed valuation in the Coachella Valley. These values use the Local Roll which does not include the State-Assessed Properties.

## OVERALL AGENCY SUMMARY

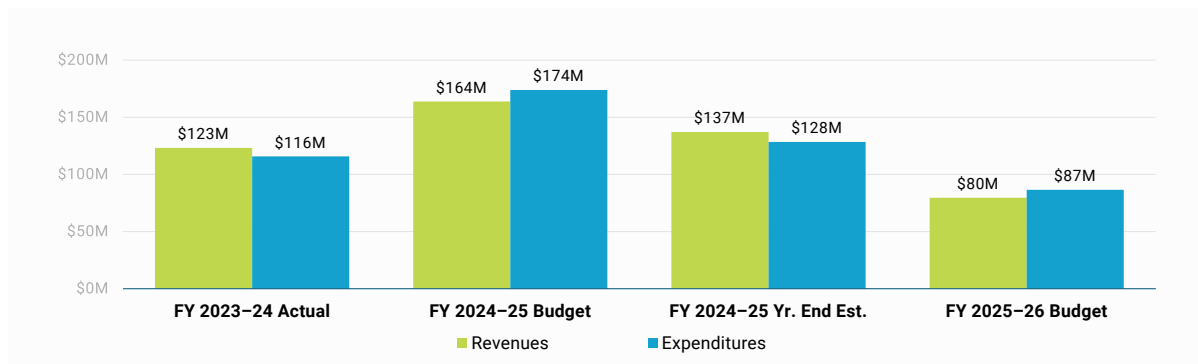
The Overall Agency Summary Report summarizes the fiscal year 2025–26 proposed budget. This report compares the proposed budget with the year-end revenue and expenditure estimates for 2024–25, the adopted budget for 2024–25, and the audited financial statements for 2023–24.

Revenues	FY 2023–24 Actual	FY 2024–25 Budget	FY 2024–25 Yr. End Est.	FY 2025–26 Budget
AB 2766	\$430,561	\$427,050	\$430,000	\$430,000
AB 939	\$16,234	\$16,235	\$16,523	\$16,522
Active Transportation Program (State)	\$2,029,502	\$1,484,417	\$1,257,104	\$1,600,000
Air Quality Enhancement/Colmac	\$190,000	\$150,000	\$190,000	–
AQMD - CV Link	\$2,493,578	–	–	–
AQMD - Street Sweeping	\$226,973	\$220,000	\$220,000	\$220,000
Contributions	\$63,041	\$77,000	\$87,000	\$287,000
CPUC - LATA Grant	\$200,000	\$670,342	\$561,308	\$230,000
CV Link (CMAQ)	\$188,164	\$11,860,836	\$11,891,836	–
CVAG Dues	\$581,782	\$596,940	\$596,940	\$611,494
CVCC Administrative Reimbursement	\$1,195,493	\$1,683,141	\$1,680,736	\$1,692,586
CVPA Administrative Reimbursement	–	–	–	\$934,264
DCE Administrative Reimbursement	\$676,721	\$985,603	\$894,406	\$1,205,752
DHCD Desert Health Care District	\$1,670,000	\$1,670,000	\$1,650,000	–
Gain (Loss) in Investments	\$669,334	–	–	–
I-REN Admin Reimbursement	\$602,845	\$748,608	\$514,285	\$820,658
Investment Income	\$2,000,469	\$1,369,399	\$2,390,506	\$1,532,849
Loan Repayments	\$10,421	\$10,421	\$10,421	\$10,421
Measure A	\$52,705,373	\$88,815,748	\$78,077,532	\$47,519,629
Measure A - In-Lieu TUMF Revenue	–	–	\$12,640	–
Member Agencies and Partners - CVHF	\$1,307,437	\$1,277,450	\$1,279,169	\$1,571,771
Other Finance Source - ROU	–	–	\$486,476	\$271,985
Other Finance Source - RTU	\$480,447	\$523,035	\$567,267	\$25,241
Other Revenues	\$10,381,170	\$10,027,000	\$66,318	\$217,570
PACE Funding	\$3,109	\$8,000	\$2,520	\$2,520
RCTC - LTF	\$697,500	\$697,500	\$697,500	\$666,000
RCTC - PP&M	–	\$93,723	\$185,000	\$314,042
RCTC Admin Reimbursements	\$1,375,454	\$6,664,448	\$2,187,662	\$3,111,686
SCAG	\$4,177	–	\$2,409,689	\$850,072
Signal Synchronization (CMAQ)	\$33,094,362	\$20,902,400	\$14,984,006	\$5,513,644
STIP Federal	\$3,432,750	\$2,806,953	\$2,419,907	–
Tire Amnesty Grant	–	\$50,000	\$36,915	\$25,000
Transportation Local Contribution	\$1,488,778	\$4,685,625	\$3,986,353	\$2,891,250
TUMF Revenues	\$4,931,424	\$5,244,197	\$7,321,769	\$7,526,147
Used Oil Grant	\$53,537	\$7,506	\$53,765	\$53,765
<b>Total Revenues</b>	<b>\$123,200,636</b>	<b>\$163,773,577</b>	<b>\$137,165,552</b>	<b>\$80,151,870</b>



## OVERALL AGENCY SUMMARY (Continued)

Expenditures	FY 2023–24 Actual	FY 2024–25 Budget	FY 2024–25 Yr. End Est.	FY 2025–26 Budget
Personnel	\$4,890,333	\$6,605,353	\$5,903,976	\$7,520,394
Benefits	\$1,552,156	\$2,077,099	\$1,944,890	\$2,363,257
Salaries	\$3,338,177	\$4,528,254	\$3,959,086	\$5,157,137
Non-Personnel	\$110,923,321	\$167,258,923	\$122,483,887	\$79,455,524
Capital Outlay	\$87,760,107	\$105,675,687	\$85,786,662	\$26,709,860
Construction/Project Costs	\$17,126,452	\$32,916,166	\$27,477,730	\$42,948,409
Consultants/Service Providers	\$972,631	\$9,511,235	\$2,623,182	\$1,795,096
Crisis Stabilization Unit Rent/Utilities - CVHF	\$345,797	\$303,502	\$300,922	\$411,320
Debt Service	\$2,250,877	\$2,447,948	\$2,487,923	\$2,674,744
Employee Travel or Training	\$55,167	\$57,678	\$57,910	\$161,788
Facility Expenses	\$352,777	\$512,536	\$517,689	\$539,987
Interest Expense	\$937,445	\$814,760	\$834,669	\$710,270
Meeting Attendance Stipends	\$28,925	\$55,225	\$47,775	\$54,525
Mobile Access Center - CVHF	\$4,211	\$6,200	\$5,249	\$5,700
Office Operations	\$333,755	\$388,153	\$354,930	\$475,370
Professional Services	\$750,207	\$14,566,832	\$1,987,108	\$2,965,456
Rapid Resolutions - CVHF	\$4,969	\$3,000	\$2,139	\$3,000
Operating Transfers	–	–	–	–
Operating Transfers In	(\$38,847,762)	(\$70,886,351)	(\$55,983,519)	(\$19,411,872)
Operating Transfers Out	\$38,847,762	\$70,886,351	\$55,983,519	\$19,411,872
<b>Total Expenditures</b>	<b>\$115,813,654</b>	<b>\$173,864,276</b>	<b>\$128,387,863</b>	<b>\$86,975,918</b>
<b>Balance</b>				
Beginning Balance	\$64,854,641	\$81,681,432	\$72,241,623	\$81,019,312
Net Excess (Deficit)	\$7,386,982	(\$10,090,699)	\$8,777,689	(\$6,824,048)
<b>Ending Balance</b>	<b>\$72,241,623</b>	<b>\$71,590,733</b>	<b>\$81,019,312</b>	<b>\$74,195,264</b>





## OPERATING TRANSFERS

Operating transfers refer to the movement of money from one fund to another. At the top of the hierarchy of CVAG's chart of accounts are "FUNDS." Fund-based accounting is a core concept in governmental accounting and has been central to CVAG's accounting since its formation. However, as seen in both this budget and previous ones, a "FUND" can be a fund such as Measure A (Fund 611), an independent agency like Desert Community Energy (210), a project such as CV Link (618), or even a program like Tire Recycling (207).

Fund Transfer Out	Fund Transfer In	Amount
301 - AB 2766	702 - Regional Street Sweeping	\$676,166
301 - AB 2766	711 - Lawn Scalping Program	\$11,936
411 - SCAG	610 - Other Transportation Funding	\$395,476
411 - SCAG	618 - CV Link	\$444,616
501 - AB 939	207 - Tire Recycling	\$6,069
611 - Measure A	610 - Other Transportation Funding	\$178,399
611 - Measure A	618 - CV Link	\$6,223,388
611 - Measure A	624 - Signal Synchronization	\$10,458,854
612 - LTF / PP&M	618 - CV Link	\$1,016,967
<b>Total Operating Transfers</b>		<b>\$19,411,872</b>

As a part of implementing an Enterprise Resource Planning system in the coming year, CVAG is updating its chart of accounts to better distinguish funds from agencies from projects from programs. Until then, "operating transfers" are used to move monies between funds and will still be used, although to a lesser extent, under the new chart of accounts expected for the 2026–27 budget. For example, an operating transfer is recorded for the movement of money to match revenues with expenditures from FUND AB 2766 to FUND REGIONAL STREET SWEEPING.

Expenditures to CVAG member jurisdiction lead agencies related to regional projects, such as to the County of Riverside for the Interstate 10–Monroe interchange project, are incurred in the Measure A or TUMF funds under Construction/Project Costs. All expenditures related to CVAG-led projects are currently booked through a specific "FUND" for each project. External funding sources such as ATP are recorded directly in that "FUND." However, for CVAG internal funding, an operating transfer from Measure A or TUMF funds into the relevant project

fund occurs. This will be standardized in future budgets under the remapped chart of accounts.

In 2025–26, the Measure A fund allocates about \$51 million in expenditures and operating transfers. These costs are mainly for approved regional arterials such as Indian Canyon Drive in Palm Springs, Jackson Street widening in Indio, and the Avenue 50 Bridge in Coachella. Operating transfers represent just shy of \$17 million of the total \$51 million in Measure A to FUNDS CV Link and CV Sync. These operating transfers are significantly less than in 2024–25, as these current construction capital projects are expected to be completed in 2025–26.

As with all regional transportation projects, CVAG prioritizes and fast-tracks the use of outside funding, including spending down federal and state funds first. For CV Link, that has meant spending federal and state Active Transportation Funding, Congestion Mitigation Air Quality, and South Coast Air Quality Management District funding in the early construction phases. Most of the remaining funding for CV Link will come from Measure A in 2025–26.

## CAPITAL PROJECT SUMMARY

The following capital project expenditures for regional arterials include costs for project phases previously approved via reimbursement agreement by the Executive Committee. For CVAG-led projects like CV Link and CV Sync, the costs include all known cost projections through project completion.

Approved Capital Projects – Transportation	FY 2025–26	FY 2026–27	FY 2027–28	FY 2028–29
<b>I-10 Jackson Interchange</b> PS&E & ROW Phase • Lead: City of Indio Funded from Regional / Local Fund Sources	\$1,570,000	–	–	–
<b>I-10 Monroe Interchange</b> PS&E & ROW Phase, Construction in 2025–26 • Lead: City of Indio Funded from Regional / Local Fund Sources	\$4,700,000	\$4,335,300	\$17,054,091	\$14,500,200
<b>Indian Canyon (Garnet Avenue to/including RR Crossing Bridge)</b> Right of Way, Utilities, Construction in 2023–24 • Lead: City of Palm Springs Funded from STIP / HBRR / Regional / Local Fund Sources	\$3,000,000	–	–	–
<b>Avenue 50 Widening (Calhoun to Cesar Chavez)</b> Design, Construction in 2024 • Lead: City of Coachella Funded from Regional / Local Fund Sources	\$1,460,817	–	–	–
<b>Ramon Road Bridge Widening over WWR</b> Final Design and Right of Way (Pending HBP Funding) • Lead: City of Palm Springs Funded from HBP / Regional / Local Fund Sources	\$400,000	\$600,000	\$2,500,000	\$2,700,000
<b>Vista Chino Bridge over WWR</b> Final Design and Right of Way (Pending HBP Funding) • Lead: City of Palm Springs Funded from HBP / Regional / Local Fund Sources	\$40,000	\$220,000	\$3,800,000	\$3,860,000
<b>South Palm Canyon Bridge over Tahquitz Creek</b> Final Design and Right of Way (Pending HBP Funding) • Lead: City of Palm Springs Funded from HBP / Regional / Local Fund Sources	\$700,000	–	–	–
<b>East Palm Canyon Bridge over Palm Canyon Wash</b> Environmental, Utility, Coordination and Right of Way • Lead: City of Palm Springs Funded from HBP / Regional / Local Fund Sources	\$150,000	–	–	–
<b>Avenue 50/86 Interchnage</b> Design • Lead: City of Coachella Funded from Regional / Local Fund Sources	\$1,655,000	–	–	–
<b>Avenue 44 Bridge over WWR</b> Construction 2022 (Pending HBP Funding) • Lead: City of Indio Funded from HBP / Regional / Local Fund Sources	\$5,032,000	–	–	–
<b>Jefferson Street (Ave 38 to Sun City Blvd)</b> Design • Lead: City of Indio Funded from Regional / Local Fund Sources	\$111,812	–	–	–
<b>Date Palm (I-10 to Varner Rd.)</b> Design • Lead: Cathedral City Funded from Regional / Local Fund Sources	\$86,000	–	–	–
<b>Airport Blvd. Bridge over CVSWC</b> Construction • Lead: Riverside County Funded from HBP / Regional / Local Fund Sources	\$2,390,000	–	–	–



## CAPITAL PROJECT SUMMARY (Continued)

Approved Capital Projects — Transportation	FY 2025–26	FY 2026–27	FY 2027–28	FY 2028–29
<b>CV Link Program</b> Construction • Lead: CVAG Funded from STIP / ATP / CMAQ / AQMD / DHCD / Local Fund Sources	\$5,610,000	–	–	–
<b>CV Sync (Phase 2)</b> Construction • Lead: CVAG Funded from CMAQ / STIP / Local Fund Sources	\$11,322,600	–	–	–
<b>I-10 Bypass/CV Sync (Phase 3)</b> Design • Lead: CVAG Funded from Regional / Local Fund Sources	\$1,100,000	–	–	–
<b>Avenue 50 Bridge over CVSWC</b> Design/Construction • Lead: City of Coachella Funded from HBP / Regional / Local Fund Sources	\$6,600,000	–	–	–
<b>Arts &amp; Music Line</b> Design • Lead: CVAG Funded from ATP / Regional / Local Fund Sources	\$5,534,000	\$35,500,000	\$35,500,000	–
<b>Avenue 50 Widening (Jefferson to Jackson)</b> Design • Lead: City of Indio Funded from Regional / Local Fund Sources	\$258,261	–	–	–
<b>Flooding &amp; Blowsand Projects (ACCESS Indian Canyon)</b> Design/Construction • Lead: CVAG Funded from LTCAP/Regional / Local Fund Sources	\$1,448,000	\$10,000,000	\$10,000,000	–
<b>Avenue 48 Widening (Van Buren to Dillon)</b> Design • Lead: Riverside County Funded from Regional / Local Fund Sources	\$180,000	–	–	–
<b>Cathedral Canyon Drive and CV Link / Canyon Shores Traffic Signal</b> Design • Lead: Cathedral City Funded from Regional / Local Fund Sources	\$161,302	–	–	–
<b>Jackson Street Widening (Ave 49 to Ave 52)</b> Design • Lead: City of Indio Funded from Regional / Local Fund Sources	\$9,306,000	\$3,102,000	–	–
<b>Varner Road (Palm Drive to Date Palm Drive)</b> Design • Lead: Cathedral City Funded from Regional / Local Fund Sources	\$473,785	–	–	–
<b>Avenue 66 Grade Separation</b> Design • Lead: Riverside County Funded from Regional/Local Fund Sources	\$10,000	–	–	–
<b>Avenue 50 Bridge (Washington St/LQ Evacuation Channel)</b> Design • Lead: City of La Quinta Funded from Regional / Local Fund Sources	\$35,000	–	–	–
<b>CV Link Connectors</b> Construction • Lead: CVAG Funded from Clean California / Regional / Local Fund Sources	\$554,596	–	–	–
<b>Total</b>	<b>\$63,889,173</b>	<b>\$53,757,300</b>	<b>\$68,854,091</b>	<b>\$21,060,200</b>

## BUDGET BY PROGRAMS

An overview of the financial activities anticipated in each program for fiscal year 2025–26.

Revenues	Transportation	Energy & Sustainability	Community Resources	Finance & Administration	FY 2025–26 Budget
AB 2766	–	–	\$430,000	–	\$430,000
AB 939	–	\$16,522	–	–	\$16,522
Active Transportation Program (State)	\$1,600,000	–	–	–	\$1,600,000
AQMD - Street Sweeping	–	–	\$220,000	–	\$220,000
Contributions	–	–	\$227,000	\$60,000	\$287,000
CPUC - LATA Grant	\$230,000	–	–	–	\$230,000
CVAG Dues	–	–	–	\$611,494	\$611,494
CVCC Administrative Reimbursement	–	\$1,692,586	–	–	\$1,692,586
CVPA Administrative Reimbursement	–	–	–	\$934,264	\$934,264
DCE Administrative Reimbursement	–	\$1,205,752	–	–	\$1,205,752
I-REN Admin Reimbursement	–	\$820,658	–	–	\$820,658
Investment Income	\$1,445,496	\$2,759	\$62,268	\$22,327	\$1,532,849
Loan Repayments	\$10,421	–	–	–	\$10,421
Measure A	\$47,519,629	–	–	–	\$47,519,629
Member Agencies and Partners - CVHF	–	–	\$1,571,771	–	\$1,571,771
Other Finance Source - ROU	\$271,985	–	–	–	\$271,985
Other Finance Source - RTU	–	–	–	\$25,241	\$25,241
Other Revenues	\$173,320	–	\$42,250	\$2,000	\$217,570
PACE Funding	–	\$2,520	–	–	\$2,520
RCTC - LTF	\$666,000	–	–	–	\$666,000
RCTC - PP&M	\$314,042	–	–	–	\$314,042
RCTC Admin Reimbursements	\$3,111,686	–	–	–	\$3,111,686
SCAG	\$850,072	–	–	–	\$850,072
Signal Synchronization (CMAQ)	\$5,513,644	–	–	–	\$5,513,644
Tire Amnesty Grant	–	\$25,000	–	–	\$25,000
Transportation Local Contribution	\$2,891,250	–	–	–	\$2,891,250
TUMF Revenues	\$7,526,147	–	–	–	\$7,526,147
Used Oil Grant	–	\$53,765	–	–	\$53,765
<b>Total Revenues</b>	<b>\$72,123,693</b>	<b>\$3,819,562</b>	<b>\$2,553,288</b>	<b>\$1,655,326</b>	<b>\$80,151,870</b>

**BUDGET BY PROGRAMS** (Continued)

<b>Expenditures</b>	<b>Transportation</b>	<b>Energy &amp; Sustainability</b>	<b>Community Resources</b>	<b>Finance &amp; Administration</b>	<b>FY 2025–26 Budget</b>
Personnel	\$3,084,751	\$2,854,647	\$1,074,020	\$506,977	\$7,520,394
Benefits	\$970,136	\$871,220	\$362,242	\$159,659	\$2,363,257
Salaries	\$2,114,614	\$1,983,427	\$711,778	\$347,318	\$5,157,137
Non-Personnel	\$75,544,386	\$994,817	\$2,020,924	\$895,398	\$79,455,524
Capital Outlay	\$26,331,922	\$264,109	\$42,380	\$71,450	\$26,709,860
Construction/Project Costs	\$41,613,209	\$37,000	\$1,236,100	\$62,100	\$42,948,409
Consultants/Service Providers	\$1,174,276	\$84,870	\$10,719	\$525,231	\$1,795,096
Crisis Stabilization Unit Rent/ Utilities - CVHF	–	–	\$411,320	–	\$411,320
Debt Service	\$2,541,191	\$104,492	\$12,721	\$16,340	\$2,674,744
Employee Travel or Training	\$79,195	\$41,173	\$30,804	\$10,616	\$161,788
Facility Expenses	\$203,855	\$176,903	\$129,211	\$30,018	\$539,987
Interest Expense	\$657,315	\$40,917	\$5,168	\$6,870	\$710,270
Meeting Attendance Stipends	\$9,100	\$3,733	\$3,733	\$37,958	\$54,525
Mobile Access Center - CVHF	–	–	\$5,700	–	\$5,700
Office Operations	\$215,991	\$168,860	\$67,465	\$23,054	\$475,370
Professional Services	\$2,718,333	\$72,760	\$62,603	\$111,761	\$2,965,456
Rapid Resolutions - CVHF	–	–	\$3,000	–	\$3,000
Operating Transfers	\$78,629,136	\$3,849,463	\$3,094,944	\$1,402,374	\$86,975,918
Operating Transfers In	(\$18,717,701)	(\$6,069)	(\$688,102)	–	(\$19,411,872)
Operating Transfers Out	\$18,717,701	\$6,069	\$688,102	–	\$19,411,872
<b>Total Expenditures</b>	<b>78,379,136</b>	<b>\$3,849,463</b>	<b>\$2,894,944</b>	<b>\$1,402,374</b>	<b>\$86,525,918</b>
<b>Fund Balance</b>	<b>Transportation</b>	<b>Energy &amp; Sustainability</b>	<b>Community Resources</b>	<b>Finance &amp; Administration</b>	<b>FY 2025–26 Budget</b>
Beginning Fund Balance	\$74,292,524	\$141,911	\$2,931,499	\$3,653,378	\$81,019,312
Net Excess (Deficit)	(\$6,505,443)	(\$29,902)	(\$541,655)	\$252,952	(\$6,824,048)
<b>Ending Fund Balance</b>	<b>\$67,787,081</b>	<b>\$112,009</b>	<b>\$2,389,844</b>	<b>\$3,906,330</b>	<b>\$74,195,264</b>





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# Transportation

Since 1989, CVAG has been responsible for regional transportation planning in the Coachella Valley, creating plans for all people of all ages using various modes of transportation.

CVAG collaborates with its member jurisdictions to develop and manage a progressive regional road program and congestion mitigation program. Notable projects include the overhaul of six interchanges along the Interstate 10 Improvement Corridor. Priorities are regularly reviewed and included in the Transportation Project Prioritization Study (TPPS), the associated Regional Arterial Cost Estimate (RACE), and the Active Transportation Plan (ATP).

CVAG and member jurisdictions recently celebrated significant project completions, such as CV Link, CV Sync (Phase I), and the Dune Palms Bridge over the Coachella Valley Stormwater Channel. In fiscal year 2025–26, CVAG's Transportation Department will continue working with member jurisdictions to advance individual projects, including regional active transportation projects, and support efforts to secure external funding to lessen the impact on regional and local resources.

## *TUMF Program*

The Transportation Uniform Mitigation Fee (TUMF) program began in Fiscal Year 1989–90 to generate additional funds required for necessary improvements to the regional transportation system. Local jurisdictions may opt out of collecting TUMF; however, those not collecting forfeit their share of local Measure A funds to the regional arterial program.

With the COVID-19 pandemic, CVAG saw a downturn in local Measure A funding received by its member jurisdictions, leading to significant revenue

downturns. TUMF, like all development impact fees, requires demonstrating a nexus between the proposed development and the impacts to be mitigated. The assessment is based on the number of vehicle trips that new developments or site improvements may generate.

## *CV Link*

CVAG has been working on CV Link for the past decade. This major innovation in alternative transportation will provide a safe route for walking, running, biking, or using low-speed electric vehicles, such as golf carts. CV Link is expected to offer significant environmental, health, and economic benefits to generations of current and future residents and visitors. It will span more than 40 miles across the Coachella Valley.

In 2025, construction will be completed in the cities of Cathedral City, Palm Desert, Palm Springs, La Quinta, Indio, and Coachella, as well as in unincorporated Riverside County. The CV Link includes bridges and undercrossings—key safety features that allow CV Link users to avoid traditional vehicular traffic.

## *CV Sync*

Synchronizing traffic signals across the Coachella Valley has been a longstanding goal at CVAG. Design and engineering of CV Sync began in 2016, with the scope later expanding to include upgrading all traffic controllers, video detection, and vehicle detection software at over 500 intersections



to the same standard. The first phase of CV Sync—synchronizing signals on Highway 111, Washington Street, and Ramon Road—is fully operational. The second phase, which includes another 21 corridors, is currently under construction and expected to be completed in 2026.

CV Sync features technology that allows all cities to communicate and coordinate in real-time to manage traffic flow, which is particularly beneficial for large events that attract hundreds of thousands of tourists to the Coachella Valley. The project also deploys fiber-optic broadband technology throughout the valley, potentially unlocking federal and state funding opportunities and helping to advance broadband availability to unserved and underserved homes and businesses. The project spans the Coachella Valley but does not extend into the City of Rancho Mirage, which previously secured funding for its own signal synchronization project. Discussions continue with the City of Rancho Mirage to coordinate across systems and/or integrate systems.

## **Work Plan For 2025–26**

### *Project Management and Contract Administration*

The Transportation Department leads the implementation of the Transportation Project Prioritization Study (TPPS), Regional Arterial Cost Estimate (RACE), and Active Transportation Program (ATP). It also updates the Capital Improvement Program (CIP) and other transportation plans in partnership with member jurisdictions. This role involves staff time for project oversight (design, environmental, construction, and close-out), preparation of reimbursement agreements for regional arterial, interchange, and bridge projects, and review and approval of project billings in accordance with the project scope of work.

Staff also participate in project development team meetings and prepare associated staff reports. In recent years, the department has conducted cash flow analyses for regional projects and provided recommendations to maximize the state and federal level opportunities.

### *Regional Coordination of Programs*

CVAG works closely with partners, including the Riverside County Transportation Commission, to support the Riverside County Congestion Management

Program, analyze traffic patterns through the traffic count program, and advance regional transportation projects. Additionally, CVAG supports the RCTC Technical Advisory Committee and efforts for countywide SB 821 and Local Streets & Roads funding. CVAG has also helped advance the Coachella Valley Passenger Rail Service Development Plan.

Staff time is used to support the State Transportation Improvement Program (STIP) and Regional Transportation Improvement Program (RTIP), assist in the implementation of the TPPS, and monitor and examine the impacts of state policies. TPPS activities support the regional project construction program, which includes staff time to develop an annual prioritized list of construction projects and required financial resources.

CVAG also provides support for the Southern California Association of Governments' programs, including input to the Federal and Regional Transportation Improvement Plans (FTIP and RTIP) and assisting with transportation modeling refinements.

### *CV Link*

The 40-plus mile active transportation corridor is completing construction in 2025. Resources are dedicated to conducting project oversight of services needed for future phases (planning, environmental compliance, right-of-way, and phased construction of later segments). In 2025, CVAG will, in collaboration with Desert Hot Springs, Riverside County, and Torres Martinez Desert Cahuilla Indians, initiate studies of future extension of CV Link to Desert Hot Springs and the Salton Sea.

### *CV Sync*

Phase II of the valley-wide signal synchronization project is under construction, improving travel along an additional 21 corridors throughout the Coachella Valley. Phase III is in design and includes 22 miles along Varner Road. The project also includes a feasibility study to effectively make design improvements to Varner Road to serve as a bypass road to Interstate 10, should there be a directional or full free-way closure.

Staff time is allocated for project oversight of consultant services (environmental compliance, right-of-way, and phased construction plans), review of project billings, participation in project development team meetings, and preparation of associated reports.



### *Arts & Music Line*

The Arts & Music Line is a 15-mile project primarily along Avenue 48 in the cities of La Quinta, Indio, and Coachella. It provides safe routes to local schools and features bold color schemes, innovative lighting, and artwork, creating not only a safe and inviting route but also a destination.

The project includes two connections to CV Link and one to the polo grounds, home to the world-renowned Coachella and Stagecoach arts and music festivals. It also encompasses an education and awareness program begun in 2024 in advance of the project construction to prepare residents, students, seniors, and visitors for safe and effective use upon completion.

Staff time is dedicated to project oversight of consultant services (environmental compliance, design, right-of-way, and phased construction plans), review of project billings, participation in project development team meetings, and preparation of associated reports. Construction of the Arts & Music Line is planned to be awarded in fiscal year 2026–27.

### *ACCESS – Indian Canyon Project*

The ACCESS-Indian Canyon project aims to protect at-risk transportation infrastructure, increase climate resiliency, enhance mobility, preserve the environment, and improve public health and safety for residents and visitors. It includes raising Indian Canyon Drive with a bridge over the low-water crossing across the Whitewater River and an active transportation pathway on the west side of the road that will connect CV Link to the Palm Springs Train Station.

Staff time is used for project oversight of consultant services (environmental compliance, right-of-way, and phased construction plans), review of project billings, participation in project development team meetings, and preparation of associated reports.

### *Broadband Strategic Plan*

The Broadband Strategic Plan, initiated in 2023, focuses on planning, design, and engineering to enhance broadband access in unserved and underserved areas of the Coachella Valley. It addresses needs, gaps, implementation options, challenges, and opportunities. It leverages the fiber-optic backbone of the CV Sync program and the state's middle-mile infrastructure being built in the Coachella Valley.

The ultimate goal is to develop strategies for last-mile projects that deliver symmetric 100 Mbps download and upload speeds, particularly targeting underserved and unserved areas as required by grant conditions.

Staff responsibilities include overseeing consultant services, reviewing project billings, participating in project development meetings, and preparing related reports. A grant from the California Public Utilities Commission fully reimburses the consultant costs. The project is scheduled to be completed in 2025.

### *Planning for Future Transportation Needs*

This area involves support for multiple programs focusing on key project areas, including staff time and project management for GIS Information Services, the countywide transportation demand model, the regional arterial traffic count program, and transportation legislation review and analysis. CVAG staff also provides regional land use information to CVAG jurisdictions, developers, SCAG and Caltrans.

CVAG will begin in 2025 with an update to the 2016 Transportation Project Prioritization Study (TPPS). The TPPS update will include updates to companion documents to the TPPS, including the Active Transportation Plan (ATP), Regional Arterial Cost Estimate (RACE), and the Transportation Uniform Mitigation Fee (TUMF) Nexus Study. The project is planned to be completed in 2026.



### *Implementing the TUMF Program*

CVAG continues to dedicate staff time to support the TUMF and TUMF/GIS Interface programs. TUMF program activities include updating the program, monitoring its implementation of the TUMF program in member jurisdictions, performing annual fiscal reviews of building permits and monthly TUMF collections, researching, analyzing, and preparing reports for TUMF appeals, entering TUMF collections in the TUMF database, meeting with developers to review potential TUMF assessments, and performing special TUMF analyses upon request.

The TUMF/GIS Interface program requires support for continuing the development of integrating the TUMF collection process with electronic transmission of new development information for land use coverages and coordinating with RCTC on TUMF compliance.

### *Congestion Management and Air Quality Programs*

The Transportation Department supports air quality programs, including the regional street sweeping program. CVAG also helps ensure regional projects conform to the State Implementation Plan (SIP).

### *Fighting for the Region's Fair Share of Funding*

With project costs escalating, major revenue sources for many of CVAG's traditional transportation projects are diminishing. CVAG staff have provided committees with cash flow projections indicating the decline in Measure A sales tax and TUMF revenues. State and federal resources are not keeping pace with the demand. CVAG has been actively monitoring the transportation infrastructure funds being discussed at the state and federal levels and has recently engaged lobbying firms to help secure the region's fair share of funding.

### **Anticipated Milestones**

**Complete** construction of the CV Link in the cities of Palm Springs, Cathedral City, Palm Desert, La Quinta, Indio, and Coachella.

**Initiate** the study of future CV Link extensions to Desert Hot Springs and the Salton Sea.

**Manage** the construction of CV Sync Phase II and collaborate with member jurisdictions to fully implement the technologies installed in the project.

**Oversee** the CV Sync Phase III design and finalize the feasibility study of Varner Road as a bypass to Interstate 10, coordinating with member agencies and Caltrans—scope improvements recommended by CVAG's consultant at intersections along Varner Road for implementation consideration.

**Complete** the design and prepare for construction contracting of the Arts & Music Line project, coordinating with member agencies and stakeholders.

**Complete** the design and environmental clearance process for the ACCESS—Indian Canyon project. Continue coordination with member agencies and Caltrans on environmental and design issues as they arise.

**Complete** the design and the environmental clearance process of the Varner Road Flooding and Blowsand project. Continue coordination with member agencies on environmental and design issues as they arise.

**Initiate** updating the Transportation Project Prioritization Study (TPPS) to align with statewide trends and requirements, aiming for completion in 2026.

**Partner** with member jurisdictions to identify funding for and advance regional roadway, bridge, and interchange projects to improve travel and goods movement across the region.



## TRANSPORTATION BUDGET BY COST CENTER

Revenues / Funding Source	CV Link	LTF / PP&M	Measure A	Other	SCAG	CV Sync	TUMF	FY 2025–26 Budget
ATP (State)	\$100,000	–	–	\$1,500,000	–	–	–	\$1,600,000
CPUC - LATA Grant	–	–	–	\$230,000	–	–	–	\$230,000
Investment Income	\$500	\$53,037	\$1,017,684	–	–	–	\$374,275	\$1,445,496
Loan Repayments	–	–	\$10,421	–	–	–	–	\$10,421
Measure A	–	–	\$47,519,629	–	–	–	–	\$47,519,629
Other Finance Source - ROU	–	–	–	–	–	\$271,985	–	\$271,985
Other Revenues	\$173,320	–	–	–	–	–	–	\$173,320
RCTC - LTF	–	\$666,000	–	–	–	–	–	\$666,000
RCTC - PP&M	–	\$314,042	–	–	–	–	–	\$314,042
RCTC Admin Reimbursements	–	–	\$3,111,686	–	–	–	–	\$3,111,686
SCAG	–	–	–	–	\$850,072	–	–	\$850,072
Signal Synchronization (CMAQ)	–	–	–	–	–	\$5,513,644	–	\$5,513,644
Transportation Local Contribution	–	–	–	\$2,891,250	–	–	–	\$2,891,250
TUMF Revenues	–	–	–	–	–	–	\$7,526,147	\$7,526,147
<b>Total Revenues</b>	<b>\$273,820</b>	<b>\$1,033,079</b>	<b>\$51,659,421</b>	<b>\$4,621,250</b>	<b>\$850,072</b>	<b>\$5,785,629</b>	<b>\$7,900,422</b>	<b>\$72,123,693</b>
<b>Expenditures</b>								
Personnel	\$123,721	\$12,661	\$1,205,623	\$137,470	\$7,785	\$915,310	\$682,180	\$3,084,751
Benefits	\$37,803	\$4,239	\$395,510	\$31,763	\$2,430	\$278,268	\$220,124	\$970,136
Salaries	\$85,918	\$8,422	\$810,113	\$105,707	\$5,355	\$637,042	\$462,057	\$2,114,614
Non-Personnel	\$7,835,070	\$3,450	\$33,195,843	\$5,057,656	\$2,195	\$15,329,174	\$14,120,998	\$75,544,386
Capital Outlay	\$6,022,142	\$1,120	\$4,094,655	\$2,790,645	\$712	\$12,953,090	\$469,556	\$26,331,922
Construction/Project Costs	\$750,000	–	\$24,387,961	\$1,612,500	–	\$2,000,000	\$12,862,748	\$41,613,209
Consultants/Service Providers	\$993,699	\$127	\$87,199	\$1,592	\$81	\$85,081	\$6,498	\$1,174,276
Debt Service	\$26,044	\$396	\$2,444,537	\$4,113	\$252	\$44,915	\$20,935	\$2,541,191
Employee Travel or Training	\$1,108	\$88	\$61,663	\$2,700	\$56	\$7,968	\$5,612	\$79,195
Facility Expenses	\$15,923	\$728	\$67,366	\$7,822	\$463	\$73,292	\$38,261	\$203,855
Interest Expense	\$6,460	\$167	\$619,355	\$1,722	\$106	\$20,697	\$8,808	\$657,315
Meeting Attendance Stipends	–	–	\$5,915	–	–	–	\$3,185	\$9,100
Office Operations	\$7,837	\$539	\$124,514	\$7,506	\$344	\$44,216	\$31,035	\$215,991
Professional Services	\$11,855	\$285	\$1,302,679	\$629,056	\$181	\$99,916	\$674,360	\$2,718,333
Operating Transfers	(\$7,684,971)	\$1,016,967	\$16,860,642	(\$573,875)	\$840,092	(\$10,458,854)	–	–
Operating Transfers In	(\$7,684,971)	–	–	(\$573,875)	–	(\$10,458,854)	–	(\$18,717,701)
Operating Transfers Out	–	\$1,016,967	\$16,860,642	–	\$840,092	–	–	\$18,717,701
<b>Total Expenditures</b>	<b>273,820</b>	<b>\$1,033,079</b>	<b>\$51,262,108</b>	<b>\$4,621,250</b>	<b>\$850,072</b>	<b>\$5,785,629</b>	<b>\$14,803,178</b>	<b>\$78,629,136</b>
<b>Fund Balance</b>								
Beginning Fund Balance	–	\$422,688	\$60,211,772	–	–	–	\$13,658,064	\$74,292,524
Net Excess (Deficit)	–	–	\$397,313	–	–	–	(\$6,902,756)	(\$6,505,444)
<b>Ending Fund Balance</b>	<b>–</b>	<b>\$422,688</b>	<b>\$60,609,085</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>\$6,755,308</b>	<b>\$67,787,080</b>







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# Community Resources

Anchored in the belief that homelessness does not stop at an individual city's borders, CVAG's member jurisdictions have led regional solutions to address homelessness for about two decades. These strategies are coordinated through the CVAG Homelessness Committee, which includes representation from the Desert Healthcare District/Foundation.

CVAG's staff-operated CV Housing First program has permanently housed more than 250 chronically homeless individuals since its inception in January 2021. These clients are identified on the CV 200 list, a by-name list of chronically homeless individuals identified by local law enforcement, code enforcement, and other program providers as the most familiar faces. The program utilizes crisis stabilization units—apartments and hotel rooms where clients temporarily stay—while case managers work with individuals to secure a stable income or public benefits and then transition them into permanent housing solutions. CV Housing First also offers rapid resolution solutions to address the needs of recently homeless individuals quickly. These solutions may include assistance such as car repairs, providing transportation necessary for maintaining employment and housing stability.

The CV 200 list is reset annually as CVAG staff and its partners, such as police departments and sheriff's offices, work collaboratively to identify the highest utilizers of public resources. These are the same homeless individuals who frequently interact with public safety and police, loiter in front of local businesses, and often use local emergency rooms for healthcare. By identifying these individuals, CVAG employs outreach, including a mobile access center and case management, to transition them off the streets and into housing, thereby reducing overall public costs.

Support for the CV Housing First program and the transition to in-house operations has been strong. CVAG operates the program in eight of the nine Coachella Valley cities and adjacent unincorporated communities. One of the major issues that the Homelessness Committee has been looking to address is rising expenses, mostly due to the costs related to maintaining units and establishing clients in their own units. In fiscal year 2025–26, based on direction from the Homelessness Committee and Finance Committee, CVAG's Executive Committee has authorized an increased contribution of \$125,000 for participating cities and Tribal Nations.

CVAG will continue the program and provide quarterly reports demonstrating successes and challenges. These reports also track how many of CVAG's clients remain in their permanent housing solutions. CVAG staff will also work with the Homelessness Committee to explore ways to increase the number of individuals permanently housed. This has included promoting a "good neighbor" approach among jurisdictions and advocating for more vouchers to help subsidize housing solutions for homeless clients.

## Work Plan for 2025–26

The primary function is operating the CV Housing First program. This includes general administration of the Homelessness Committee, development and implementation of program goals, and preparation

and dissemination of agendas, minutes, and meeting schedules.

Staff also works at the direction of the Homelessness and Executive Committees to develop projects and programs that adopt a regional approach to addressing homelessness. This has involved coordination with program partners and stakeholders, particularly the County of Riverside and partners through the Continuum of Care.

#### *Alan Seman Bus Pass Program*

Since 2007, CVAG has offered a bus pass program in conjunction with community-based organizations and non-profit agencies throughout Coachella Valley to ensure homeless or near-homeless individuals have access to case management services, employment opportunities, and medical care. Named after the late Alan Seman, Mayor Pro Tem of the City of Rancho Mirage and an advocate for the transportation needs of people experiencing homelessness, the program is administered alongside the CV Housing First program.

#### *Public Safety*

The Public Safety Committee's general administration prepares agendas, presentations, and meeting materials. The Committee tracks, recommends, supports, or opposes programs impacting the area. It also facilitates collaboration between local and regional law enforcement agencies on major public safety issues, such as earthquake preparedness, the stability of the region's 911 emergency systems, and addressing street racing.

In the wake of devastating fires in Los Angeles, the Public Safety Committee led regional conversations to highlight the importance of being ready to address wildfires fueled by Santa Ana winds. In recent months, the Public Safety Committee has also collaborated with the Homelessness Committee to weigh the regional ramifications of the Supreme Court Ruling in *Grants Pass v. Johnson* and promote a "good neighbor" approach to reinforce CVAG member jurisdictions' commitment to regional homelessness solutions.

#### *SCAG*

CVAG works in partnership with the Southern California Association of Governments (SCAG), the nation's largest metropolitan planning organization (MPO), representing six counties, 191 cities and more than 19 million residents. SCAG's policy is set by the 86-member Regional Council, with CVAG member jurisdictions representing Regional Council Districts

2 and 66. CVAG appoints members to represent the region on SCAG's policy committees: Community, Economic, and Human Development; Energy and Environment; and Transportation.

CVAG also acts as the sub-regional coordinator to relay SCAG information to member jurisdictions, including details related to the Regional Transportation Plan and the Regional Housing Needs Assessment (RHNA). CVAG has received \$3.7 million to manage two Regional Early Action Planning (REAP) projects administered through SCAG and is working in partnership with Riverside County Transportation Commission (RCTC) to implement them. These planning studies will help inform future transportation planning and offer strategies that make walking, biking, and public transit more accessible for everyone.

#### *Pooled Resources for Regional Collaboration*

CVAG's Community Resources budget traditionally includes the street sweeping program, primarily funded by AB 2766 contributions from each jurisdiction to address the regional arterial roadway system. Future CVAG budgets may categorize this funding differently, as decisions on this program are recommended by the Energy & Sustainability Committee.

#### **Anticipated Milestones**

**Maintain** a focused effort on CV 200 services with the goal of permanently housing 65 individuals in 2025.

**Collaborate** with partner agencies and local law enforcement to assist non-CV 200 clients in engaging with the Mobile Access Center and outreach teams.

**Secure** multi-year support from member jurisdictions and partner organizations to align with the Homelessness and Executive Committees' direction and ensure stable funding levels for the foreseeable future.

**Advocate** for additional resources to increase the availability of vouchers for CV Housing First clients

**Promote** partnerships for behavioral health support for CV Housing First clients.

**Seek** additional grant support, including partnering with Riverside County to seek state funding to address encampment cleanups.

**Advocate** for legislative fixes and policy changes that improve the stability of the 911 system in the Coachella Valley

## COMMUNITY RESOURCES BUDGET BY COST CENTER

Revenues / Funding Source	AB 2766	Homeless	Lawn Scalping Program	Regional Street Sweeping	FY 2025–26 Budget
AB 2766	\$430,000	–	–	–	\$430,000
AQMD - Street Sweeping	–	–	–	\$220,000	\$220,000
Contributions	–	\$27,000	–	–	\$27,000
Investment Income	\$12,188	\$49,651	\$429	–	\$62,268
Member Agencies and Partners - CVHF	–	\$1,571,771	–	–	\$1,571,771
Other Revenues	–	–	\$16,000	\$26,250	\$42,250
<b>Total Revenues</b>	<b>\$442,188</b>	<b>\$1,648,422</b>	<b>\$16,429</b>	<b>\$246,250</b>	<b>\$2,353,288</b>
<b>Expenditures</b>					
Personnel	\$35,804	\$1,000,674	\$9,465	\$28,077	\$1,074,020
Benefits	\$10,533	\$341,159	\$2,449	\$8,102	\$362,242
Salaries	\$25,271	\$659,516	\$7,015	\$19,975	\$711,778
Non-Personnel	\$14,350	\$893,335	\$18,900	\$1,094,339	\$2,020,924
Capital Outlay	\$3,451	\$35,294	\$933	\$2,702	\$42,380
Construction/Project Costs	–	\$134,100	\$16,000	\$1,086,000	\$1,236,100
Consultants/Service Providers	\$381	\$9,932	\$106	\$301	\$10,719
Crisis Stabilization Unit Rent and Utilities - CVHF	–	\$411,320	–	–	\$411,320
Debt Service	\$1,224	\$10,209	\$330	\$957	\$12,721
Employee Travel or Training	\$263	\$30,260	\$73	\$208	\$30,804
Facility Expenses	\$2,238	\$124,613	\$606	\$1,753	\$129,211
Interest Expense	\$515	\$4,112	\$139	\$403	\$5,168
Meeting Attendance Stipends	\$3,733	–	–	–	\$3,733
Mobile Access Center - CVHF	–	\$5,700	–	–	\$5,700
Office Operations	\$1,689	\$63,962	\$475	\$1,339	\$67,465
Professional Services	\$856	\$60,833	\$238	\$676	\$62,603
Rapid Resolutions - CVHF	–	\$3,000	–	–	\$3,000
Operating Transfers	\$688,102	–	(\$11,936)	(\$676,166)	–
Operating Transfers In	–	–	(\$11,936)	(\$676,166)	(\$688,102)
Operating Transfers Out	\$688,102	–	–	–	\$688,102
<b>Total Expenditures</b>	<b>\$738,256</b>	<b>\$1,894,009</b>	<b>\$16,429</b>	<b>\$446,250</b>	<b>\$3,094,944</b>
<b>Fund Balance</b>					
Beginning Fund Balance	\$696,248	\$2,160,251	–	\$75,000	\$2,931,499
Net Excess (Deficit)	(\$296,068)	(\$245,587)	–	–	(\$541,655)
<b>Ending Fund Balance</b>	<b>\$400,180</b>	<b>\$1,914,664</b>	<b>–</b>	<b>\$75,000</b>	<b>\$2,389,844</b>





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# Energy & Sustainability

The Energy & Sustainability staff coordinates programs related to sustainability, water conservation, recycling and reuse of resources, air quality, and other environmental initiatives. These programs, such as the regional implementation of an urban greening guide, aim to enhance climate change awareness and promote methods to reduce greenhouse gas emissions.

The department supports the Energy & Sustainability Committee, which includes all CVAG member jurisdictions, the Coachella Valley Water District, Mission Springs Water District, and Imperial Irrigation District as voting members, and the Desert Water Agency as a non-voting member.

CVAG leads regional conversations and information sharing through staff-level roundtables, discussing ways to promote sustainable use of our natural resources and preserve our natural heritage for the Coachella Valley. CVAG also staffs two separate joint powers authorities: the Coachella Valley Conservation Commission (CVCC) and Desert Community Energy (DCE).

## **Work Plan for 2025–26**

### *Locally-Controlled Energy Efficiency Investments*

CVAG continues to focus on identifying and distributing funding for local projects through the Inland Regional Energy Network (I-REN). I-REN is a partnership with the Western Riverside Council of Governments (WRCOG) and the San Bernardino Council of Governments (SBCOG) and has \$65 million in resources to be invested through 2027.

I-REN has developed and focused its activities in three distinct areas: Public Sector, Codes

& Standards, and Workforce Education & Training. The I-REN vision is to connect residents, businesses, and local governments to a wide range of energy efficiency resources to increase cost savings and equitable access throughout Riverside and San Bernardino Counties.

Following the launch of the I-REN Public Sector Program, CVAG has worked with cities to develop Energy Resilience Roadmaps and is the only COG that has completed energy data analysis and Roadmaps for all its cities. These Roadmaps identify buildings with high energy costs and have helped Indian Wells, Palm Desert, Palm Springs, and Rancho Mirage initiate projects in a range of municipal facilities.

CVAG is currently leading programs related to Codes & Standards, working closely with local government building staff, such as Planning and Building Departments, to provide resources that support, train, and help streamline energy code compliance. This includes training sessions and online software systems to assist with building permits for energy projects like cool roofs, HVACs, and solar/microgrid systems.

At its inception, I-REN initiated a Fellowship program in partnership with CivicSpark. This partnership allows public agencies to utilize a Fellow at no cost. By partnering with marketing consultants

to increase application interest from both Fellows and agencies, I-REN ensures all qualified applicants find a placement. This provides them with 11 months of paid employment and valuable on-the-job experience, often facilitating career changes. This initiative benefits local agencies by providing skilled support and empowers local job seekers with meaningful career pathways.

#### *Improve Air Quality*

CVAG has a longstanding commitment to regional air quality improvement efforts. These efforts intensified after August 2023, when Tropical Storm Hilary caused unprecedented damage across the Coachella Valley. The storm deposited new mud and sediment, consisting of fine silt, which led to deteriorating air quality. The fine silt particles, much smaller than the typical storm deposits of gravel and sand, were more prone to becoming airborne.

CVAG will continue to advocate to the South Coast Air Quality Management District (SCAQMD) to identify possible solutions to the ongoing problems caused by these particles and to provide input on other work to reduce the health impacts of air pollution.

Most of the air basin's criteria pollutants originate from the South Coast Air Basin. PM10 is produced locally and has been the focus of a longstanding partnership between SCAQMD and CVAG. CVAG's regional street sweeping program is the primary control measure for PM10 in the Salton Sea Air Basin.

#### *Coordinate Transition from CVEC to CVPA*

CVAG has been actively collaborating with the Imperial Irrigation District (IID), member jurisdictions, and the Coachella Valley Water District (CVWD) to address long-term electricity service issues in eastern Riverside County. CVAG has a staffing agreement to provide IID with support for its Coachella Valley Energy Commission (CVEC) and efforts to reach a consensus on future electrical service matters, such as infrastructure needs in the Coachella Valley, representation, and governance options for IID's Coachella Valley ratepayers.

In 2024, CVAG expanded its role by entering into an agreement with Leading Resources Incorporated (LRI) to lead the Long-Term Governance and Electrical Services Strategic Plan, funded by IID and CVWD.

By the end of 2024, the CVEC unanimously approved a resolution determining that the creation of a joint powers authority (JPA), the Coachella

Valley Power Agency (CVPA), was the optimal option to address governance and representation, and the electrical infrastructure needs for the communities served by IID. In early 2025, CVAG took the lead in finalizing a JPA agreement for consideration by impacted agencies.

#### *Coordinate Community Recycling Programs*

CVAG oversees several regional recycling programs. The CVAG Waste Tire Amnesty and Used Oil Recycling programs are funded by grants from CalRecycle and facilitate collection events throughout the Coachella Valley. The tire amnesty events provide residents with a convenient location to bring unwanted tires for proper recycling, preventing improper disposal or illegal dumping on vacant lands. The used oil recycling program hosts events where residents can recycle used oil and filters properly, avoiding improper disposal or illegal dumping.

#### *Property Owner Investments in Clean Energy*

PACE, or Property Assessed Clean Energy, is a program that enables property owners, both residential and commercial, to finance energy improvement measures on their properties and repay those improvements through their property taxes. The idea is to allow property owners to enhance their quality of life without upfront costs, repaying the improvements gradually over time. Typically, the energy savings from the improvements offset the increase in annual tax bills. CVAG continues to monitor and report on the status of residential and commercial PACE providers operating within CVAG's member jurisdictions, although these activities are decreasing.

#### *Support Efforts to Revitalize the Salton Sea*

CVAG and its Energy & Sustainability Committee are strong advocates for maintaining and revitalizing the Salton Sea. Staff activities include providing letters of support and disseminating information to member jurisdictions about various initiatives, such as the North Lake Concept developed by the Salton Sea Authority. Additionally, CVAG staff provides committee members with information regarding regionally significant issues, including geothermal development in the Salton Sea region, lithium extraction, and the exploration of importing ocean water from the Sea of Cortez as part of the Salton Sea's restoration.

### *Staff Resources for Sister Agencies*

Through staffing agreements, CVAG also administers two other joint powers authorities. The department supports the Coachella Valley Conservation Commission (CVCC) in implementing the Coachella Valley Multiple Species Habitat Conservation Plan. The CVCC is responsible for a successful land acquisition program and the management of conservation lands. It also coordinates biological monitoring of the 27 animal and plant species and 27 natural communities covered by the plan. Since 1996, the baseline year for the CVMSHCP, over 100,000 acres of conservation lands have been acquired.

CVAG also provides staff for Desert Community Energy (DCE), a Community Choice Energy program (also known as Community Choice Aggregation) comprising the cities of Palm Springs and Palm Desert. Community Choice Energy programs are legal entities that enable communities to source their own electricity, ending the monopolies held by traditional Investor-Owned Utilities. DCE provides locally controlled and carbon-free electricity options and is entering its sixth year of operations. DCE serves 82 percent of the City's electric customers and has helped the City achieve greenhouse gas emission reductions of more than 200,000 metric tons and counting. DCE continues to build its reserves and is on solid financial footing.

### **Anticipated Milestones**

#### *Coachella Valley Association of Governments*

**Implement** I-REN projects in seven cities into the construction phase and work with two more cities to select and fund projects.

**Identify** host agencies for the 2025 I-REN Fellows program.

**Track** air quality concerns caused by persistent dust storms and seek partnerships with Desert Healthcare District, Caltrans, South Coast Air Quality Management District, and other stakeholders to develop solutions.

**Advocate** for the region as the I-REN Executive Committee develops policies to protect the region's share of funding.

**Finalize** the formation of the Coachella Valley Power Agency, implement policies, programs,

and mechanisms, and initiate plans to address the electrical infrastructure needs of the eastern Coachella Valley.

**Develop** Comprehensive Climate Action Plans for each city.

**Spearhead** another cycle of tire recycling and used oil filter recycling programs throughout the region.

**Awarded** a \$3 million grant, with IID as lead and CVAG as sub-applicant, from the California Department of Forestry and Fire Protection (Cal Fire) to plant 3,000 trees over three years in the Coachella Valley. As this funding is derived from the Inflation Reduction Act, a federal review of federally funded programs caused the grant funds to freeze. As such, advocating for reinstatement of the grant in Sacramento, and coordinating with IID in preparation for a determination by the federal government to unfreeze the funds.

#### *Desert Community Energy*

**Procure** additional renewable energy and battery energy storage resources to meet DCE's climate action goals and help ensure future rate stability.

**Continue** building financial reserves to put DCE on solid financial footing.

**Research** and initiate residential and commercial customer programs.

**Expand** customer outreach and marketing with feedback from the Community Advisory Committee.

**Evaluate** a solar, wind, and/or battery component of CVAG's Addressing Climate Change, Emergencies and Sand Storms (ACCESS) project along Indian Canyon Drive.

**Expand** the Carbon Free Business Recognition program to include more commercial customers.

#### *Coachella Valley Conservation Commission*

**Evaluate** and identify solutions for long-term needs of property acquisitions, including increased management and monitoring needs as part of a Market and Nexus Study.

**Implement** a \$500,000 CalRecycle grant for Illegal Disposal Site Abatement, which will be used to remove debris and waste, including hazardous materials, tires, vehicles, and other waste, from 15 known sites in the Desert Hot Springs and County areas.



**Implement** a cooperative ranger program for conservation lands which will train ranger cadets for deployment in the field. This program will be part of a collaboration with local, state, and federal partners to address the long-term management of conservation lands.

**Implement** two California Department of Fish and Wildlife Local Assistance Grants that support technological innovations in biomonitoring and genetics.

**Complete** engineering designs for the Wildlife Connectivity Assessment for Interstate 10 and Closely Associated Transportation Infrastructure in the Banning Pass.

**Create** efficiencies to improve the public's understanding of the CVMSHCP, including integrating the asset management database with the ERP system to make online versions of the budget, annual plan, and annual report documents more efficient and accessible.

**Identify** and create funding proposals and public policy to support the restoration, stewardship, and access to public lands incorporated into MSHCP/NCCPS.



## ENERGY & SUSTAINABILITY BUDGET BY COST CENTER

Revenues / Funding Source	AB 939	Aerial Photog	CVCC	DCE	I-REN	PACE	Tire Recycling	Used Oil Recycling	FY 2025–26 Budget
AB 939	\$16,522	–	–	–	–	–	–	–	\$16,522
CVCC Admin Reimbursement	–	–	\$1,692,586	–	–	–	–	–	\$1,692,586
DCE Admin Reimbursement	–	–	–	\$1,205,752	–	–	–	–	\$1,205,752
I-REN Admin Reimbursement	–	–	–	–	\$820,658	–	–	–	\$820,658
Investment Income	\$705	–	–	–	–	\$901	–	\$1,153	\$2,759
PACE Funding	–	–	–	–	–	\$2,520	–	–	\$2,520
Tire Amnesty Grant	–	–	–	–	–	–	\$25,000	–	\$25,000
Used Oil Grant	–	–	–	–	–	–	–	\$53,765	\$53,765
<b>Total Revenues</b>	<b>\$17,227</b>	<b>–</b>	<b>\$1,692,586</b>	<b>\$1,205,752</b>	<b>\$820,658</b>	<b>\$3,421</b>	<b>\$25,000</b>	<b>\$54,918</b>	<b>\$3,819,562</b>
Expenditures	AB 939	Aerial Photog	CVCC	DCE	I-REN	PACE	Tire Recycling	Used Oil Recycling	FY 2025–26 Budget
Personnel	\$5,782	–	\$1,268,910	\$923,980	\$629,777	\$3,081	\$8,461	\$14,656	\$2,854,647
Benefits	\$1,651	–	\$394,492	\$272,908	\$195,208	\$775	\$2,143	\$4,043	\$871,220
Salaries	\$4,132	–	\$874,418	\$651,072	\$434,569	\$2,305	\$6,318	\$10,614	\$1,983,427
Non-Personnel	\$5,435	\$10,000	\$423,676	\$281,772	\$190,881	\$956	\$22,608	\$59,488	\$994,817
Capital Outlay	\$550	–	\$116,518	\$86,621	\$57,817	\$307	\$841	\$1,456	\$264,109
Construction/Project Costs	–	\$10,000	\$7,000	–	–	–	\$20,000	–	\$37,000
Consultants/Service Providers	\$62	–	\$13,169	\$9,805	\$6,545	\$35	\$95	\$55,160	\$84,870
Debt Service	\$194	–	\$52,299	\$30,631	\$20,445	\$108	\$297	\$517	\$104,492
Employee Travel or Training	\$43	–	\$20,728	\$13,178	\$7,024	\$24	\$66	\$110	\$41,173
Facility Expenses	\$357	–	\$81,028	\$56,271	\$37,559	\$199	\$546	\$944	\$176,903
Interest Expense	\$82	–	\$18,971	\$12,879	\$8,596	\$46	\$125	\$218	\$40,917
Meeting Attendance Stipends	\$3,733	–	–	–	–	–	–	–	\$3,733
Office Operations	\$273	–	\$79,758	\$49,341	\$38,180	\$159	\$425	\$724	\$168,860
Professional Services	\$140	–	\$34,206	\$23,047	\$14,716	\$78	\$214	\$359	\$72,760
Operating Transfers	\$6,069	–	–	–	–	–	(\$6,069)	–	–
Operating Transfers In	–	–	–	–	–	–	(\$6,069)	–	(\$6,069)
Operating Transfers Out	\$6,069	–	–	–	–	–	–	–	\$6,069
<b>Total Expenditures</b>	<b>\$17,286</b>	<b>\$10,000</b>	<b>\$1,692,586</b>	<b>\$1,205,752</b>	<b>\$820,658</b>	<b>\$4,037</b>	<b>\$25,000</b>	<b>\$74,144</b>	<b>\$3,849,463</b>
Fund Balance	AB 939	Aerial Photog	CVCC	DCE	I-REN	PACE	Tire Recycling	Used Oil Recycling	FY 2025–26 Budget
Beginning Fund Balance	\$28,411	\$23,921	\$89	–	–	\$34,466	–	\$55,024	\$141,911
Net Excess (Deficit)	(\$59)	(\$10,000)	–	–	–	(\$616)	–	(\$19,226)	(\$29,900)
<b>Ending Fund Balance</b>	<b>\$28,352</b>	<b>\$13,921</b>	<b>\$89</b>	<b>–</b>	<b>–</b>	<b>\$33,850</b>	<b>–</b>	<b>\$35,798</b>	<b>\$112,011</b>



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# Finance & Administration

CVAG staff provides the day-to-day resources needed to implement programs that improve transportation, conserve precious habitat, promote sustainability, and provide solutions for chronically homeless individuals. Through staffing agreements, CVAG staff also administer the Coachella Valley Conservation Commission and Desert Community Energy.

The coming budget anticipates administrative oversight to launch the Coachella Valley Power Agency, a new joint powers authority formed by local jurisdictions to address the unique and growing electrical infrastructure for the communities in the Coachella Valley served by Imperial Irrigation District (IID).

CVAG's Finance and Administration Departments ensure seamless operations for its various departments and programs. CVAG management continues to take a conservative and prudent approach to its recommendations, as seen in recent financial recommendations related to building fund balances and reducing CVAG's future obligations by paying down unfunded pension liabilities.

## Work Plan for 2025–26

### *General Assembly*

The General Assembly is the top policy-making body of CVAG. It comprises 75 members, including the Riverside County Board of Supervisors, Mayors, City Councilmembers, and five Tribal Members from each member Tribal Nation. The General Assembly meets annually to elect officers, adopt an annual budget, and set a vision for the year.

### *Executive Committee*

The Executive Committee is a 19-member policy-making body of CVAG that meets between sessions

of the General Assembly. Membership comprises the Riverside County Board of Supervisors, Mayors of each member city, and the Chairs of each member Tribal Nation, unless a member's jurisdictional body designates another member of the City or Tribal Council to serve as the member. The Executive Committee is the instrument for a regional approach to policy-making for the local governments of the Coachella Valley.

### *Program Operations & Implementations*

CVAG's programs have expanded, contracted, and changed over the decades. What began as a regional planning agency has evolved into one that plans, delivers projects, and operates programs on a regional level. CVAG and its associated joint powers agencies (CVCC and DCE) are the lead or implementing agencies for a wide range of programs, which include:

**Constructing** active transportation infrastructure such as CV Link and the Arts & Music Line.

**Deploying** Intelligent Transportation System technologies through CV Sync and the regional synchronization of traffic signals.

**Implementing** air quality programs such as the regional street sweeping program to limit airborne dust.





**Operating** the CV Housing First program to provide permanent housing solutions for chronically homeless individuals across the Coachella Valley.

**Acquiring** land through the cvcc and managing thousands of acres of habitat to protect threatened species and implement the Coachella Valley Multiple Species Habitat Conservation Plan.

**Purchasing** carbon-free electricity for ratepayers as DCE is the default electric choice in the City of Palm Springs.

#### **Anticipated Milestones**

Implement the modernization of CVAG's financial systems by transitioning from an antiquated

accounting process to an Enterprise Resource Planning (ERP) system.

**Streamline** operations in the Finance Department and Human Resources to make all three agencies more efficient and effective, including shifting to all electronic filings and conversion to direct deposit for elected officials' stipend payments.

**Encourage** participation by the public and member jurisdictions through improvements to the agenda system and online communications.

**Ensure** the public's business is conducted in a transparent, accommodating, and accessible manner, including continued advocacy for the use of videoconferencing for meetings.



## GENERAL FUND BY PROGRAM

Revenues / Funding Source	Community Resources	Energy & Sustainability	Administration	FY 2025–26 Budget
Contributions	–	–	\$60,000	\$60,000
CVAG Dues	\$161,007	\$343,962	\$106,525	\$611,494
CVPA Admin. Reimbursement	–	\$934,264	–	\$934,264
Investment Income	–	–	\$22,327	\$22,327
Other Finance Source - RTU	–	–	\$25,241	\$25,241
Other Revenues	–	–	\$2,000	\$2,000
<b>Total Revenues</b>	<b>\$161,007</b>	<b>\$1,278,226</b>	<b>\$216,093</b>	<b>\$1,655,326</b>

Expenditures	Community Resources	Energy & Sustainability	Administration	FY 2025–26 Budget
Personnel	\$47,944	\$459,033	–	\$506,977
Benefits	\$17,822	\$141,836	–	\$159,659
Salaries	\$30,122	\$317,196	–	\$347,318
Non-Personnel	\$30,082	\$761,349	\$103,966	\$895,398
Capital Outlay	\$4,008	\$42,201	\$25,241	\$71,450
Construction/Project Costs	–	–	\$62,100	\$62,100
Consultants/Service Providers	\$454	\$524,777	–	\$525,231
Debt Service	\$1,417	\$14,923	–	\$16,340
Employee Travel or Training	\$314	\$10,302	–	\$10,616
Facility Expenses	\$2,603	\$27,414	–	\$30,018
Interest Expense	\$596	\$6,275	–	\$6,870
Meeting Attendance Stipends	\$17,600	\$3,733	\$16,625	\$37,958
Office Operations	\$2,071	\$20,983	–	\$23,054
Professional Services	\$1,020	\$110,741	–	\$111,761
<b>Total Expenditures</b>	<b>\$78,026</b>	<b>\$1,220,382</b>	<b>\$103,966</b>	<b>\$1,402,374</b>

Fund Balance	FY 2025–26 Budget
Beginning Fund Balance	\$3,653,378
Net Excess (Deficit)	\$252,952
<b>Ending Fund Balance</b>	<b>\$3,906,330</b>

For the FY 2025–26 General Fund budget, the Coachella Valley Power Agency (CVPA) estimated expenditures total about \$935 thousand, with \$290 thousand allocated to personnel costs. \$645 thousand is designated for nonpersonnel expenditures, the majority of which is planned for consultants conducting a fee study, along with legal services and general and administrative costs.



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## Funds / Cost Centers

This section of the document presents the financial overview of each fund, which can also be considered cost centers for CVAG’s various projects and programs.

In each report, the proposed fiscal year 2025-26 budget is compared with the financial figures for 2023-24, the adopted budget for 2024-25 as well as the estimated year-end figures for 2024-25. The budget continues to incorporate CVAG’s long-standing focus of relying on outside funding—particularly grants, and state and federal funds—to fund projects, programs, and the related administrative costs.

## 101 - GENERAL FUND

	FY 2023–24 Actual	FY 2024–25 Budget	FY 2024–25 Yr. End Est.	FY 2025–26 Budget
<b>Beginning Fund Balance</b>	<b>\$ 2,135,179</b>	<b>\$ 2,707,138</b>	<b>\$ 2,717,868</b>	<b>\$ 3,653,378</b>
<b>Revenues / Funding Source</b>				
Gain (Loss) in Investments	\$ 32,172	-	-	-
Other Revenues	\$ 1,108	-	-	-
CVPA Administrative Reimbursement	-	-	-	\$ 934,264
Contributions	\$ 36,041	\$ 50,000	\$ 60,000	\$ 60,000
Other Revenues	-	-	-	-
Other Revenues	\$ 242,635	-	\$ 15,338	-
Other Revenues	\$ 19,607	-	\$ 1,962	\$ 2,000
CVAG Dues	\$ 581,782	\$ 596,940	\$ 596,940	\$ 611,494
Other Finance Source	\$ 480,447	\$ 523,035	\$ 486,476	\$ 25,241
Investment Income	\$ 25,855	\$ 19,771	\$ 33,490	\$ 22,327
<b>Total Revenues / Funding Source</b>	<b>\$ 1,419,646</b>	<b>\$ 1,189,746</b>	<b>\$ 1,194,205</b>	<b>\$ 1,655,326</b>
<b>Expenditures / Expenditure</b>				
<b>Personnel</b>				
Salaries	\$ 129,348	\$ 188,330	\$ 177,371	\$ 347,318
Benefits	\$ 56,994	\$ 84,878	\$ 85,281	\$ 159,659
<b>Total Personnel</b>	<b>\$ 186,342</b>	<b>\$ 273,208</b>	<b>\$ 262,652</b>	<b>\$ 506,977</b>
<b>Non-Personnel</b>				
Office Operations	\$ 8,754	\$ 8,435	\$ 12,245	\$ 23,054
Meeting Attendance Stipends	\$ 19,058	\$ 37,958	\$ 31,875	\$ 37,958
Employee Travel or Training	\$ 671	\$ 325	\$ 2,597	\$ 10,616
Facility Expenses	\$ 10,479	\$ 14,085	\$ 17,422	\$ 30,018
Professional Services	\$ 1,782	\$ 3,151	\$ 9,839	\$ 111,761
Consultants/Service Providers	\$ 68,446	\$ 181,091	\$ 64,439	\$ 525,231
Construction/Project Costs	\$ 50,927	\$ 50,060	\$ 60,100	\$ 62,100
Capital Outlay	\$ 481,411	\$ 539,657	\$ 507,796	\$ 71,450
Debt Service	\$ 4,472	\$ 6,816	\$ 8,416	\$ 16,340
Interest Expense	\$ 2,434	\$ 2,589	\$ 3,928	\$ 6,870
<b>Total Non-Personnel</b>	<b>\$ 648,435</b>	<b>\$ 844,165</b>	<b>\$ 718,657</b>	<b>\$ 895,398</b>
<b>Operating Transfers</b>				
Operating Transfers Out	\$ 2,180	\$ 277,386	\$ 302,386	-
Operating Transfers In	-	(\$ 1,000,000)	(\$ 1,025,000)	-
<b>Total Operating Transfers</b>	<b>\$ 2,180</b>	<b>(\$ 722,614)</b>	<b>(\$ 722,614)</b>	<b>-</b>
<b>Total Expenditures / Expenditure</b>	<b>\$ 836,957</b>	<b>\$ 394,760</b>	<b>\$ 258,695</b>	<b>\$ 1,402,374</b>
<b>Net Excess (Deficit)</b>	<b>\$ 582,689</b>	<b>\$ 794,986</b>	<b>\$ 935,510</b>	<b>\$ 252,952</b>
<b>Ending Fund Balance</b>	<b>\$ 2,717,868</b>	<b>\$ 3,502,124</b>	<b>\$ 3,653,378</b>	<b>\$ 3,906,330</b>

For the FY 2025–26 General Fund budget, the Coachella Valley Power Agency (CVPA) estimated expenditures total about \$935 thousand, with \$290 thousand allocated to personnel costs. \$645 thousand is designated for nonpersonnel expenditures, the majority of which is planned for consultants conducting a fee study, along with legal services and general and administrative costs.



## 202 - PACE

	FY 2023-24 Actual	FY 2024-25 Budget	FY 2024-25 Yr. End Est.	FY 2025-26 Budget
<b>Beginning Fund Balance</b>	<b>\$ 43,222</b>	<b>\$ 48,002</b>	<b>\$ 42,999</b>	<b>\$ 34,466</b>
<b>Revenues / Funding Source</b>				
PACE Funding	\$ 3,109	\$ 8,000	\$ 2,520	\$ 2,520
Investment Income	\$ 1,043	\$ 777	\$ 1,351	\$ 901
Total Revenues / Funding Source	\$ 4,151	\$ 8,777	\$ 3,870	\$ 3,421
<b>Expenditures / Expenditure</b>				
<b>Personnel</b>				
Salaries	\$ 2,513	\$ 3,007	\$ 512	\$ 2,305
Benefits	\$ 941	\$ 1,167	\$ 314	\$ 775
Total Personnel	\$ 3,455	\$ 4,174	\$ 826	\$ 3,081
<b>Non-Personnel</b>				
Office Operations	\$ 130	\$ 138	\$ 65	\$ 159
Meeting Attendance Stipends	-	-	-	-
Employee Travel or Training	\$ 7	\$ 5	\$ 3	\$ 24
Facility Expenses	\$ 192	\$ 230	\$ 69	\$ 199
Professional Services	\$ 337	\$ 51	\$ 414	\$ 78
Consultants/Service Providers	\$ 122	\$ 17	(\$ 6)	\$ 35
Construction/Project Costs	-	-	-	-
Capital Outlay	\$ 6	\$ 267	\$ 95	\$ 307
Debt Service	\$ 82	\$ 111	\$ 44	\$ 108
Interest Expense	\$ 44	\$ 42	\$ 21	\$ 46
Total Non-Personnel	\$ 919	\$ 862	\$ 704	\$ 956
<b>Operating Transfers</b>				
Operating Transfers Out	-	\$ 10,875	\$ 10,875	-
Operating Transfers In	-	-	-	-
Total Operating Transfers	-	\$ 10,875	\$ 10,875	-
Total Expenditures / Expenditure	\$ 4,374	\$ 15,911	\$ 12,404	\$ 4,037
Net Excess (Deficit)	(\$ 223)	(\$ 7,135)	(\$ 8,533)	(\$ 616)
<b>Ending Fund Balance</b>	<b>\$ 42,999</b>	<b>\$ 40,867</b>	<b>\$ 34,466</b>	<b>\$ 33,850</b>

## 203 - AERIAL PHOTOGRAPHY

	FY 2023–24 Actual	FY 2024–25 Budget	FY 2024–25 Yr. End Est.	FY 2025–26 Budget
<b>Beginning Fund Balance</b>	<b>\$ 23,921</b>	<b>\$ 23,921</b>	<b>\$ 23,921</b>	<b>\$ 23,921</b>
<b>Expenditures / Expenditure</b>				
<b>Non-Personnel</b>				
Construction/Project Costs	-	\$ 10,000	-	\$ 10,000
Total Non-Personnel	-	\$ 10,000	-	\$ 10,000
Total Expenditures / Expenditure	-	\$ 10,000	-	\$ 10,000
Net Excess (Deficit)	-	(\$ 10,000)	-	(\$ 10,000)
<b>Ending Fund Balance</b>	<b>\$ 23,921</b>	<b>\$ 13,921</b>	<b>\$ 23,921</b>	<b>\$ 13,921</b>

## 205 - HOMELESS

	FY 2023–24 Actual	FY 2024–25 Budget	FY 2024–25 Yr. End Est.	FY 2025–26 Budget
<b>Beginning Fund Balance</b>	<b>\$ 2,680,331</b>	<b>\$ 2,551,971</b>	<b>\$ 2,478,488</b>	<b>\$ 2,160,251</b>
<b>Revenues / Funding Source</b>				
Gain (Loss) in Investments	\$ 22,870	-	-	-
Other Revenues	-	-	-	-
Member Agencies and Partners - CVHF	\$ 1,307,437	\$ 1,277,450	\$ 1,279,169	\$ 1,571,771
Contributions	\$ 27,000	\$ 27,000	\$ 27,000	\$ 27,000
Investment Income	\$ 57,497	\$ 40,296	\$ 74,477	\$ 49,651
<b>Total Revenues / Funding Source</b>	<b>\$ 1,414,804</b>	<b>\$ 1,344,746</b>	<b>\$ 1,380,646</b>	<b>\$ 1,648,422</b>
<b>Expenditures / Expenditure</b>				
<b>Personnel</b>				
Salaries	\$ 571,456	\$ 636,334	\$ 613,472	\$ 659,516
Benefits	\$ 323,334	\$ 360,458	\$ 331,257	\$ 341,159
<b>Total Personnel</b>	<b>\$ 894,790</b>	<b>\$ 996,792</b>	<b>\$ 944,729</b>	<b>\$ 1,000,674</b>
<b>Non-Personnel</b>				
Office Operations	\$ 50,028	\$ 49,360	\$ 53,579	\$ 63,962
Meeting Attendance Stipends	-	-	-	-
Employee Travel or Training	\$ 23,547	\$ 22,802	\$ 19,850	\$ 30,260
Facility Expenses	\$ 105,163	\$ 120,418	\$ 126,619	\$ 124,613
Professional Services	\$ 23,137	\$ 29,190	\$ 52,846	\$ 60,833
Consultants/Service Providers	\$ 23,451	\$ 3,700	\$ 5,916	\$ 9,932
Construction/Project Costs	\$ 133,149	\$ 128,070	\$ 109,161	\$ 134,100
Rapid Resolutions - CVHF	\$ 4,969	\$ 3,000	\$ 2,139	\$ 3,000
Mobile Access Center - CVHF	\$ 4,211	\$ 6,200	\$ 5,249	\$ 5,700
Crisis Stabilization Unit Rent and Utilities - CVHF	\$ 345,797	\$ 303,502	\$ 300,922	\$ 411,320
Capital Outlay	\$ 2,132	\$ 56,394	\$ 62,926	\$ 35,294
Debt Service	\$ 4,838	\$ 10,888	\$ 10,239	\$ 10,209
Interest Expense	\$ 1,436	\$ 3,372	\$ 4,709	\$ 4,112
<b>Total Non-Personnel</b>	<b>\$ 721,857</b>	<b>\$ 736,895</b>	<b>\$ 754,154</b>	<b>\$ 893,335</b>
<b>Operating Transfers</b>				
Operating Transfers In	-	-	-	-
<b>Total Operating Transfers</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Expenditures / Expenditure</b>	<b>\$ 1,616,647</b>	<b>\$ 1,733,687</b>	<b>\$ 1,698,884</b>	<b>\$ 1,894,009</b>
<b>Net Excess (Deficit)</b>	<b>(\$ 201,843)</b>	<b>(\$ 388,941)</b>	<b>(\$ 318,237)</b>	<b>(\$ 245,587)</b>
<b>Ending Fund Balance</b>	<b>\$ 2,478,488</b>	<b>\$ 2,163,030</b>	<b>\$ 2,160,251</b>	<b>\$ 1,914,664</b>

## 207 - TIRE RECYCLING

	FY 2023–24 Actual	FY 2024–25 Budget	FY 2024–25 Yr. End Est.	FY 2025–26 Budget
<b>Beginning Fund Balance</b>	-	-	(\$ 35,579)	-
<b>Revenues / Funding Source</b>				
Tire Amnesty Grant	-	\$ 50,000	\$ 36,915	\$ 25,000
Other Revenues	-	-	-	-
Total Revenues / Funding Source	-	\$ 50,000	\$ 36,915	\$ 25,000
<b>Expenditures / Expenditure</b>				
<b>Personnel</b>				
Salaries	\$ 2,804	\$ 6,904	\$ 3,773	\$ 6,318
Benefits	\$ 969	\$ 2,293	\$ 2,492	\$ 2,143
Total Personnel	\$ 3,773	\$ 9,197	\$ 6,266	\$ 8,461
<b>Non-Personnel</b>				
Office Operations	\$ 150	\$ 310	\$ 235	\$ 425
Meeting Attendance Stipends	-	-	-	-
Employee Travel or Training	\$ 7	\$ 12	\$ 15	\$ 66
Facility Expenses	\$ 219	\$ 526	\$ 420	\$ 546
Professional Services	\$ 30	\$ 116	\$ 96	\$ 214
Consultants/Service Providers	\$ 148	\$ 40	(\$ 4)	\$ 95
Construction/Project Costs	\$ 31,915	\$ 35,711	\$ 5,000	\$ 20,000
Capital Outlay	\$ 19	\$ 610	\$ 566	\$ 841
Debt Service	\$ 90	\$ 255	\$ 239	\$ 297
Interest Expense	\$ 49	\$ 97	\$ 112	\$ 125
Total Non-Personnel	\$ 32,627	\$ 37,677	\$ 6,679	\$ 22,608
<b>Operating Transfers</b>				
Operating Transfers Out	\$ 30,762	\$ 3,126	\$ 798	-
Operating Transfers In	(\$ 31,582)	-	(\$ 12,408)	(\$ 6,069)
Total Operating Transfers	(\$ 820)	\$ 3,126	(\$ 11,610)	(\$ 6,069)
Total Expenditures / Expenditure	\$ 35,579	\$ 50,000	\$ 1,335	\$ 25,000
Net Excess (Deficit)	(\$ 35,579)	-	\$ 35,580	-
<b>Ending Fund Balance</b>	<b>(\$ 35,579)</b>	-	-	-



## 210 - DESERT COMMUNITY ENERGY

	FY 2023-24 Actual	FY 2024-25 Budget	FY 2024-25 Yr. End Est.	FY 2025-26 Budget
<b>Beginning Fund Balance</b>	-	-	-	-
<b>Revenues / Funding Source</b>				
PACE Funding	-	-	-	-
Other Revenues	-	-	-	-
DCE Administrative Reimbursement	\$ 676,721	\$ 985,603	\$ 894,406	\$ 1,205,752
<b>Total Revenues / Funding Source</b>	<b>\$ 676,721</b>	<b>\$ 985,603</b>	<b>\$ 894,406</b>	<b>\$ 1,205,752</b>
<b>Expenditures / Expenditure</b>				
<b>Personnel</b>				
Salaries	\$ 405,750	\$ 571,349	\$ 475,655	\$ 651,072
Benefits	\$ 159,461	\$ 215,061	\$ 205,105	\$ 272,908
<b>Total Personnel</b>	<b>\$ 565,211</b>	<b>\$ 786,410</b>	<b>\$ 680,760</b>	<b>\$ 923,980</b>
<b>Non-Personnel</b>				
Office Operations	\$ 27,451	\$ 38,106	\$ 38,536	\$ 49,341
Meeting Attendance Stipends	-	-	-	-
Employee Travel or Training	\$ 5,372	\$ 6,587	\$ 6,472	\$ 13,178
Facility Expenses	\$ 32,691	\$ 43,263	\$ 46,615	\$ 56,271
Professional Services	\$ 5,536	\$ 9,579	\$ 13,350	\$ 23,047
Consultants/Service Providers	\$ 16,837	\$ 8,316	\$ 3,761	\$ 9,805
Construction/Project Costs	-	-	-	-
Capital Outlay	\$ 2,155	\$ 50,533	\$ 57,719	\$ 86,621
Debt Service	\$ 13,929	\$ 20,936	\$ 22,695	\$ 30,631
Interest Expense	\$ 7,540	\$ 7,966	\$ 10,591	\$ 12,879
<b>Total Non-Personnel</b>	<b>\$ 111,510</b>	<b>\$ 185,286</b>	<b>\$ 199,739</b>	<b>\$ 281,772</b>
<b>Operating Transfers</b>				
Operating Transfers Out	-	\$ 13,906	\$ 13,906	-
Operating Transfers In	-	-	-	-
<b>Total Operating Transfers</b>	<b>-</b>	<b>\$ 13,906</b>	<b>\$ 13,906</b>	<b>-</b>
<b>Total Expenditures / Expenditure</b>	<b>\$ 676,721</b>	<b>\$ 985,603</b>	<b>\$ 894,406</b>	<b>\$ 1,205,752</b>
<b>Net Excess (Deficit)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Ending Fund Balance</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## 211 - I-REN

	FY 2023–24 Actual	FY 2024–25 Budget	FY 2024–25 Yr. End Est.	FY 2025–26 Budget
<b>Beginning Fund Balance</b>	<b>(\$ 238,065)</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Revenues / Funding Source</b>				
I-REN Admin Reimbursement	\$ 602,845	\$ 748,608	\$ 514,285	\$ 820,658
Contributions	-	-	-	-
Other Revenues	-	-	\$ 650	-
<b>Total Revenues / Funding Source</b>	<b>\$ 602,845</b>	<b>\$ 748,608</b>	<b>\$ 514,935</b>	<b>\$ 820,658</b>
<b>Expenditures / Expenditure</b>				
<b>Personnel</b>				
Salaries	\$ 212,054	\$ 434,461	\$ 264,724	\$ 434,569
Benefits	\$ 97,405	\$ 184,855	\$ 135,789	\$ 195,208
<b>Total Personnel</b>	<b>\$ 309,459</b>	<b>\$ 619,316</b>	<b>\$ 400,513</b>	<b>\$ 629,777</b>
<b>Non-Personnel</b>				
Office Operations	\$ 14,285	\$ 21,756	\$ 24,931	\$ 38,180
Meeting Attendance Stipends	-	-	-	-
Employee Travel or Training	\$ 1,173	\$ 3,249	\$ 2,744	\$ 7,024
Facility Expenses	\$ 17,388	\$ 33,134	\$ 26,302	\$ 37,559
Professional Services	\$ 3,857	\$ 8,165	\$ 7,085	\$ 14,716
Consultants/Service Providers	\$ 8,107	\$ 2,515	\$ 2,060	\$ 6,545
Construction/Project Costs	-	-	-	-
Capital Outlay	\$ 1,244	\$ 38,328	\$ 32,393	\$ 57,817
Debt Service	\$ 7,414	\$ 16,035	\$ 12,890	\$ 20,445
Interest Expense	\$ 4,032	\$ 6,111	\$ 6,016	\$ 8,596
<b>Total Non-Personnel</b>	<b>\$ 57,501</b>	<b>\$ 129,293</b>	<b>\$ 114,422</b>	<b>\$ 190,881</b>
<b>Operating Transfers</b>				
Operating Transfers Out	-	-	\$ 25,000	-
Operating Transfers In	(\$ 2,180)	-	(\$ 25,000)	-
<b>Total Operating Transfers</b>	<b>(\$ 2,180)</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Expenditures / Expenditure</b>	<b>\$ 364,779</b>	<b>\$ 748,608</b>	<b>\$ 514,935</b>	<b>\$ 820,658</b>
<b>Net Excess (Deficit)</b>	<b>\$ 238,065</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Ending Fund Balance</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

### 301 - AB 2766

	FY 2023–24 Actual	FY 2024–25 Budget	FY 2024–25 Yr. End Est.	FY 2025–26 Budget
<b>Beginning Fund Balance</b>	<b>\$ 733,083</b>	<b>\$ 929,285</b>	<b>\$ 792,696</b>	<b>\$ 696,248</b>
<b>Revenues / Funding Source</b>				
AB2766	\$ 430,561	\$ 427,050	\$ 430,000	\$ 430,000
Gain (Loss) in Investments	\$ 9,254	-	-	-
Other Revenues	\$ 185	-	-	-
Investment Income	\$ 14,114	\$ 9,762	\$ 18,282	\$ 12,188
<b>Total Revenues / Funding Source</b>	<b>\$ 454,114</b>	<b>\$ 436,812</b>	<b>\$ 448,282</b>	<b>\$ 442,188</b>
<b>Expenditures / Expenditure</b>				
<b>Personnel</b>				
Salaries	\$ 31,063	\$ 31,799	\$ 19,978	\$ 25,271
Benefits	\$ 13,169	\$ 13,175	\$ 9,592	\$ 10,533
<b>Total Personnel</b>	<b>\$ 44,232</b>	<b>\$ 44,975</b>	<b>\$ 29,570</b>	<b>\$ 35,804</b>
<b>Non-Personnel</b>				
Office Operations	\$ 1,648	\$ 1,423	\$ 1,217	\$ 1,689
Meeting Attendance Stipends	\$ 2,133	\$ 3,733	\$ 3,400	\$ 3,733
Employee Travel or Training	\$ 78	\$ 55	\$ 59	\$ 263
Facility Expenses	\$ 2,530	\$ 2,393	\$ 1,782	\$ 2,238
Professional Services	\$ 407	\$ 534	\$ 543	\$ 856
Consultants/Service Providers	\$ 1,330	\$ 185	\$ 270	\$ 381
Construction/Project Costs	-	-	-	-
Capital Outlay	\$ 188	\$ 2,817	\$ 2,064	\$ 3,451
Debt Service	\$ 1,062	\$ 1,158	\$ 752	\$ 1,224
Interest Expense	\$ 576	\$ 440	\$ 351	\$ 515
<b>Total Non-Personnel</b>	<b>\$ 9,953</b>	<b>\$ 12,740</b>	<b>\$ 10,438</b>	<b>\$ 14,350</b>
<b>Operating Transfers</b>				
Operating Transfers Out	\$ 340,317	\$ 442,998	\$ 504,721	\$ 688,102
Operating Transfers In	-	-	-	-
<b>Total Operating Transfers</b>	<b>\$ 340,317</b>	<b>\$ 442,998</b>	<b>\$ 504,721</b>	<b>\$ 688,102</b>
<b>Total Expenditures / Expenditure</b>	<b>\$ 394,501</b>	<b>\$ 500,712</b>	<b>\$ 544,729</b>	<b>\$ 738,256</b>
<b>Net Excess (Deficit)</b>	<b>\$ 59,613</b>	<b>(\$ 63,900)</b>	<b>(\$ 96,447)</b>	<b>(\$ 296,068)</b>
<b>Ending Fund Balance</b>	<b>\$ 792,696</b>	<b>\$ 865,385</b>	<b>\$ 696,248</b>	<b>\$ 400,180</b>

### 321 - USED OIL RECYCLING GRANT

	FY 2023–24 Actual	FY 2024–25 Budget	FY 2024–25 Yr. End Est.	FY 2025–26 Budget
<b>Beginning Fund Balance</b>	<b>\$ 82,386</b>	<b>\$ 55,776</b>	<b>\$ 13,521</b>	<b>\$ 55,024</b>
<b>Revenues / Funding Source</b>				
Gain (Loss) in Investments	\$ 1,756	-	-	-
Used Oil Grant	\$ 53,537	\$ 7,506	\$ 53,765	\$ 53,765
Investment Income	\$ 1,335	\$ 1,571	\$ 1,730	\$ 1,153
<b>Total Revenues / Funding Source</b>	<b>\$ 56,628</b>	<b>\$ 9,077</b>	<b>\$ 55,495</b>	<b>\$ 54,918</b>
<b>Expenditures / Expenditure</b>				
<b>Personnel</b>				
Salaries	\$ 8,026	\$ 11,830	\$ 4,763	\$ 10,614
Benefits	\$ 2,827	\$ 4,104	\$ 2,538	\$ 4,043
<b>Total Personnel</b>	<b>\$ 10,853</b>	<b>\$ 15,935</b>	<b>\$ 7,301</b>	<b>\$ 14,656</b>
<b>Non-Personnel</b>				
Office Operations	\$ 9,511	\$ 540	\$ 291	\$ 724
Meeting Attendance Stipends	-	-	-	-
Employee Travel or Training	\$ 21	\$ 20	\$ 14	\$ 110
Facility Expenses	\$ 606	\$ 894	\$ 426	\$ 944
Professional Services	\$ 90	\$ 198	\$ 128	\$ 359
Consultants/Service Providers	\$ 64,291	\$ 9,679	\$ 5,061	\$ 55,160
Construction/Project Costs	\$ 8,117	-	-	-
Capital Outlay	\$ 25	\$ 1,046	\$ 502	\$ 1,456
Debt Service	\$ 259	\$ 433	\$ 183	\$ 517
Interest Expense	\$ 138	\$ 165	\$ 85	\$ 218
<b>Total Non-Personnel</b>	<b>\$ 83,059</b>	<b>\$ 12,976</b>	<b>\$ 6,691</b>	<b>\$ 59,488</b>
<b>Operating Transfers</b>				
Operating Transfers Out	\$ 31,582	-	-	-
Operating Transfers In	-	-	-	-
<b>Total Operating Transfers</b>	<b>\$ 31,582</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Expenditures / Expenditure</b>	<b>\$ 125,494</b>	<b>\$ 28,910</b>	<b>\$ 13,992</b>	<b>\$ 74,144</b>
<b>Net Excess (Deficit)</b>	<b>(\$ 68,865)</b>	<b>(\$ 19,834)</b>	<b>\$ 41,503</b>	<b>(\$ 19,226)</b>
<b>Ending Fund Balance</b>	<b>\$ 13,521</b>	<b>\$ 35,942</b>	<b>\$ 55,024</b>	<b>\$ 35,798</b>



## 411 - SCAG

	FY 2023–24 Actual	FY 2024–25 Budget	FY 2024–25 Yr. End Est.	FY 2025–26 Budget
<b>Beginning Fund Balance</b>	-	-	-	-
<b>Revenues / Funding Source</b>				
SCAG	\$ 4,177	-	\$ 2,409,689	\$ 850,072
Total Revenues / Funding Source	\$ 4,177	-	\$ 2,409,689	\$ 850,072
<b>Expenditures / Expenditure</b>				
<b>Personnel</b>				
Salaries	\$ 12,479	\$ 5,690	\$ 10,394	\$ 5,355
Benefits	\$ 4,707	\$ 2,474	\$ 4,841	\$ 2,430
Total Personnel	\$ 17,186	\$ 8,164	\$ 15,235	\$ 7,785
<b>Non-Personnel</b>				
Office Operations	\$ 674	\$ 286	\$ 621	\$ 344
Meeting Attendance Stipends	-	-	-	-
Employee Travel or Training	\$ 29	\$ 10	\$ 29	\$ 56
Facility Expenses	\$ 1,065	\$ 1,296	\$ 906	\$ 463
Professional Services	\$ 183	\$ 96	\$ 521	\$ 181
Consultants/Service Providers	\$ 455	\$ 33	\$ 32,056	\$ 81
Construction/Project Costs	-	-	-	-
Capital Outlay	\$ 51	\$ 504	\$ 969	\$ 712
Debt Service	\$ 445	\$ 629	\$ 348	\$ 252
Interest Expense	\$ 242	\$ 265	\$ 162	\$ 106
Total Non-Personnel	\$ 3,143	\$ 3,118	\$ 35,612	\$ 2,195
<b>Operating Transfers</b>				
Operating Transfers Out	-	-	\$ 2,358,842	\$ 840,092
Operating Transfers In	(\$ 16,151)	(\$ 11,282)	-	-
Total Operating Transfers	(\$ 16,151)	(\$ 11,282)	\$ 2,358,842	\$ 840,092
Total Expenditures / Expenditure	\$ 4,177	-	\$ 2,409,689	\$ 850,072
Net Excess (Deficit)	-	-	-	-
<b>Ending Fund Balance</b>	-	-	-	-

# 501 - AB 939

	FY 2023–24 Actual	FY 2024–25 Budget	FY 2024–25 Yr. End Est.	FY 2025–26 Budget
<b>Beginning Fund Balance</b>	<b>\$ 19,325</b>	<b>\$ 34,267</b>	<b>\$ 49,549</b>	<b>\$ 28,411</b>
<b>Revenues / Funding Source</b>				
AB939	\$ 16,234	\$ 16,235	\$ 16,523	\$ 16,522
Gain (Loss) in Investments	(\$ 198)	-	-	-
Other Revenues	\$ 185	-	-	-
Investment Income	\$ 816	\$ 209	\$ 1,058	\$ 705
Total Revenues / Funding Source	\$ 17,036	\$ 16,444	\$ 17,580	\$ 17,227
<b>Expenditures / Expenditure</b>				
<b>Personnel</b>				
Salaries	\$ 9,162	\$ 5,442	\$ 6,721	\$ 4,132
Benefits	\$ 3,983	\$ 2,735	\$ 3,528	\$ 1,651
Total Personnel	\$ 13,144	\$ 8,177	\$ 10,249	\$ 5,782
<b>Non-Personnel</b>				
Office Operations	\$ 482	\$ 235	\$ 405	\$ 273
Meeting Attendance Stipends	\$ 2,133	\$ 3,733	\$ 3,400	\$ 3,733
Employee Travel or Training	\$ 24	\$ 9	\$ 23	\$ 43
Facility Expenses	\$ 748	\$ 423	\$ 666	\$ 357
Professional Services	\$ 125	\$ 91	\$ 185	\$ 140
Consultants/Service Providers	\$ 371	\$ 32	\$ 68	\$ 62
Construction/Project Costs	-	-	-	-
Capital Outlay	\$ 59	\$ 481	\$ 784	\$ 550
Debt Service	\$ 317	\$ 205	\$ 314	\$ 194
Interest Expense	\$ 172	\$ 78	\$ 146	\$ 82
Total Non-Personnel	\$ 4,431	\$ 5,288	\$ 5,990	\$ 5,435
<b>Operating Transfers</b>				
Operating Transfers Out	-	\$ 10,071	\$ 22,479	\$ 6,069
Operating Transfers In	(\$ 30,762)	(\$ 2,328)	-	-
Total Operating Transfers	(\$ 30,762)	\$ 7,743	\$ 22,479	\$ 6,069
Total Expenditures / Expenditure	(\$ 13,187)	\$ 21,208	\$ 38,718	\$ 17,286
Net Excess (Deficit)	\$ 30,224	(\$ 4,764)	(\$ 21,137)	(\$ 59)
<b>Ending Fund Balance</b>	<b>\$ 49,549</b>	<b>\$ 29,503</b>	<b>\$ 28,411</b>	<b>\$ 28,352</b>

## 601 - TUMF

	FY 2023–24 Actual	FY 2024–25 Budget	FY 2024–25 Yr. End Est.	FY 2025–26 Budget
<b>Beginning Fund Balance</b>	<b>\$ 15,314,669</b>	<b>\$ 16,351,115</b>	<b>\$ 15,698,155</b>	<b>\$ 13,658,064</b>
<b>Revenues / Funding Source</b>				
Contributions	-	-	-	-
Gain (Loss) in Investments	\$ 129,459	-	-	-
TUMF Revenues	\$ 4,931,424	\$ 5,244,197	\$ 7,321,769	\$ 7,526,147
Other Revenues	\$ 1,404	-	(\$ 32)	-
Measure "A" - "In-Lieu" TUMF Revenue	-	-	\$ 12,640	-
RCTC - PP & M	-	-	-	-
Transportation Local Contribution	-	-	-	-
Investment Income	\$ 451,437	\$ 268,093	\$ 568,713	\$ 374,275
<b>Total Revenues / Funding Source</b>	<b>\$ 5,513,724</b>	<b>\$ 5,512,290</b>	<b>\$ 7,903,090</b>	<b>\$ 7,900,422</b>
<b>Expenditures / Expenditure</b>				
<b>Personnel</b>				
Salaries	\$ 346,120	\$ 432,646	\$ 391,382	\$ 462,057
Benefits	\$ 139,903	\$ 204,635	\$ 185,171	\$ 220,124
<b>Total Personnel</b>	<b>\$ 486,023</b>	<b>\$ 637,280</b>	<b>\$ 576,553</b>	<b>\$ 682,180</b>
<b>Non-Personnel</b>				
Office Operations	\$ 33,198	\$ 23,243	\$ 33,676	\$ 31,035
Meeting Attendance Stipends	\$ 1,960	\$ 3,430	\$ 3,185	\$ 3,185
Employee Travel or Training	\$ 4,778	\$ 7,451	\$ 2,828	\$ 5,612
Facility Expenses	\$ 27,081	\$ 25,499	\$ 35,843	\$ 38,261
Professional Services	\$ 197,292	\$ 661,036	\$ 303,433	\$ 674,360
Consultants/Service Providers	\$ 20,252	\$ 2,270,929	\$ 90,105	\$ 6,498
Construction/Project Costs	\$ 4,339,948	\$ 11,016,340	\$ 8,619,021	\$ 12,862,748
Capital Outlay	\$ 2,288	\$ 15,297	\$ 45,413	\$ 469,556
Debt Service	\$ 11,308	\$ 12,366	\$ 16,581	\$ 20,935
Interest Expense	\$ 6,109	\$ 5,078	\$ 7,734	\$ 8,808
<b>Total Non-Personnel</b>	<b>\$ 4,644,214</b>	<b>\$ 14,040,667</b>	<b>\$ 9,157,820</b>	<b>\$ 14,120,998</b>
<b>Operating Transfers</b>				
Operating Transfers Out	-	\$ 5,008,809	\$ 208,809	-
Operating Transfers In	-	-	-	-
<b>Total Operating Transfers</b>	<b>-</b>	<b>\$ 5,008,809</b>	<b>\$ 208,809</b>	<b>-</b>
<b>Total Expenditures / Expenditure</b>	<b>\$ 5,130,237</b>	<b>\$ 19,686,756</b>	<b>\$ 9,943,182</b>	<b>\$ 14,803,178</b>
<b>Net Excess (Deficit)</b>	<b>\$ 383,487</b>	<b>(\$ 14,174,466)</b>	<b>(\$ 2,040,092)</b>	<b>(\$ 6,902,756)</b>
<b>Ending Fund Balance</b>	<b>\$ 15,698,155</b>	<b>\$ 2,176,649</b>	<b>\$ 13,658,064</b>	<b>\$ 6,755,308</b>

## 610 - OTHER TRANSPORTATION FUNDING

	FY 2023–24 Actual	FY 2024–25 Budget	FY 2024–25 Yr. End Est.	FY 2025–26 Budget
<b>Beginning Fund Balance</b>	-	-	(\$ 1,232,320)	-
<b>Revenues / Funding Source</b>				
Transportation Local Contribution	\$ 1,423,385	\$ 4,685,625	\$ 3,986,353	\$ 2,891,250
Other Revenues	-	\$ 9,900,000	-	-
CPUC - LATA Grant	\$ 200,000	\$ 670,342	\$ 561,308	\$ 230,000
Active Transportation Program (State)	-	-	-	\$ 1,500,000
<b>Total Revenues / Funding Source</b>	<b>\$ 1,623,385</b>	<b>\$ 15,255,967</b>	<b>\$ 4,547,661</b>	<b>\$ 4,621,250</b>
<b>Expenditures / Expenditure</b>				
<b>Personnel</b>				
Salaries	\$ 42,625	\$ 165,655	\$ 86,920	\$ 105,707
Benefits	\$ 19,297	\$ 60,737	\$ 36,793	\$ 31,763
<b>Total Personnel</b>	<b>\$ 61,922</b>	<b>\$ 226,393</b>	<b>\$ 123,713</b>	<b>\$ 137,470</b>
<b>Non-Personnel</b>				
Office Operations	\$ 1,916	\$ 1,249	\$ 5,252	\$ 7,506
Meeting Attendance Stipends	-	-	-	-
Employee Travel or Training	\$ 155	-	\$ 290	\$ 2,700
Facility Expenses	\$ 3,180	\$ 7,405	\$ 7,210	\$ 7,822
Professional Services	\$ 123,051	\$ 10,570,342	\$ 569,909	\$ 629,056
Consultants/Service Providers	\$ 15,847	\$ 976,125	\$ 1,232,376	\$ 1,592
Construction/Project Costs	\$ 2,037,413	\$ 2,815,750	\$ 1,601,096	\$ 1,612,500
Capital Outlay	\$ 609,777	-	\$ 1,073,458	\$ 2,790,645
Debt Service	\$ 1,626	\$ 3,599	\$ 3,236	\$ 4,113
Interest Expense	\$ 819	\$ 1,592	\$ 1,507	\$ 1,722
<b>Total Non-Personnel</b>	<b>\$ 2,793,783</b>	<b>\$ 14,376,061</b>	<b>\$ 4,494,334</b>	<b>\$ 5,057,656</b>
<b>Operating Transfers</b>				
Operating Transfers In	-	-	(\$ 1,302,706)	(\$ 573,875)
<b>Total Operating Transfers</b>	<b>-</b>	<b>-</b>	<b>(\$ 1,302,706)</b>	<b>(\$ 573,875)</b>
<b>Total Expenditures / Expenditure</b>	<b>\$ 2,855,705</b>	<b>\$ 14,602,454</b>	<b>\$ 3,315,341</b>	<b>\$ 4,621,250</b>
<b>Net Excess (Deficit)</b>	<b>(\$ 1,232,320)</b>	<b>\$ 653,513</b>	<b>\$ 1,232,320</b>	<b>-</b>
<b>Ending Fund Balance</b>	<b>(\$ 1,232,320)</b>	<b>\$ 653,513</b>	<b>-</b>	<b>-</b>



## 611 - MEASURE A

	FY 2023–24 Actual	FY 2024–25 Budget	FY 2024–25 Yr. End Est.	FY 2025–26 Budget
<b>Beginning Fund Balance</b>	<b>\$ 48,332,418</b>	<b>\$ 57,848,742</b>	<b>\$ 54,013,751</b>	<b>\$ 60,211,772</b>
<b>Revenues / Funding Source</b>				
RCTC - PP & M	-	-	-	-
Loan Repayments	\$ 10,421	\$ 10,421	\$ 10,421	\$ 10,421
Gain (Loss) in Investments	\$ 474,464	-	-	-
RCTC Admin Reimbursements	\$ 1,375,454	\$ 6,664,448	\$ 2,187,662	\$ 3,111,686
SCAG	-	-	-	-
Transportation Local Contribution	\$ 65,393	-	-	-
Other Revenues	\$ 3,369,374	-	(\$ 60)	-
Measure "A"	\$ 52,705,373	\$ 88,815,748	\$ 78,077,532	\$ 47,519,629
Investment Income	\$ 1,385,725	\$ 1,019,725	\$ 1,610,485	\$ 1,017,684
<b>Total Revenues / Funding Source</b>	<b>\$ 59,386,205</b>	<b>\$ 96,510,341</b>	<b>\$ 81,886,040</b>	<b>\$ 51,659,421</b>
<b>Expenditures / Expenditure</b>				
<b>Personnel</b>				
Salaries	\$ 541,810	\$ 857,197	\$ 611,608	\$ 810,113
Benefits	\$ 218,119	\$ 398,063	\$ 290,891	\$ 395,510
<b>Total Personnel</b>	<b>\$ 759,929</b>	<b>\$ 1,255,260</b>	<b>\$ 902,499</b>	<b>\$ 1,205,623</b>
<b>Non-Personnel</b>				
Office Operations	\$ 59,293	\$ 144,847	\$ 58,727	\$ 124,514
Meeting Attendance Stipends	\$ 3,640	\$ 6,370	\$ 5,915	\$ 5,915
Employee Travel or Training	\$ 8,529	\$ 13,930	\$ 5,086	\$ 61,663
Facility Expenses	\$ 45,872	\$ 49,325	\$ 61,294	\$ 67,366
Professional Services	\$ 370,568	\$ 434,690	\$ 609,328	\$ 1,302,679
Consultants/Service Providers	\$ 63,901	\$ 5,947,751	\$ 253,557	\$ 87,199
Construction/Project Costs	\$ 9,724,593	\$ 18,087,041	\$ 16,202,677	\$ 24,387,961
Capital Outlay	\$ 1,926,547	\$ 233,169	\$ 3,119,422	\$ 4,094,655
Debt Service	\$ 2,154,024	\$ 2,291,267	\$ 2,296,339	\$ 2,444,537
Interest Expense	\$ 887,634	\$ 754,607	\$ 758,399	\$ 619,355
<b>Total Non-Personnel</b>	<b>\$ 15,244,599</b>	<b>\$ 27,963,000</b>	<b>\$ 23,370,744</b>	<b>\$ 33,195,843</b>
<b>Operating Transfers</b>				
Operating Transfers Out	\$ 37,700,344	\$ 64,162,241	\$ 51,414,777	\$ 16,860,642
Operating Transfers In	-	-	-	-
<b>Total Operating Transfers</b>	<b>\$ 37,700,344</b>	<b>\$ 64,162,241</b>	<b>\$ 51,414,777</b>	<b>\$ 16,860,642</b>
<b>Total Expenditures / Expenditure</b>	<b>\$ 53,704,872</b>	<b>\$ 93,380,500</b>	<b>\$ 75,688,020</b>	<b>\$ 51,262,108</b>
<b>Net Excess (Deficit)</b>	<b>\$ 5,681,333</b>	<b>\$ 3,129,841</b>	<b>\$ 6,198,021</b>	<b>\$ 397,313</b>
<b>Ending Fund Balance</b>	<b>\$ 54,013,751</b>	<b>\$ 60,978,583</b>	<b>\$ 60,211,772</b>	<b>\$ 60,609,085</b>

## 612 - LTF / PP&M

	FY 2023–24 Actual	FY 2024–25 Budget	FY 2024–25 Yr. End Est.	FY 2025–26 Budget
<b>Beginning Fund Balance</b>	<b>\$ 428,420</b>	<b>\$ 1,056,127</b>	<b>\$ 422,688</b>	<b>\$ 422,688</b>
<b>Revenues / Funding Source</b>				
CPUC - LATA Grant	-	-	-	-
RCTC - PP & M	-	\$ 93,723	\$ 185,000	\$ 314,042
RCTC - LTF	\$ 697,500	\$ 697,500	\$ 697,500	\$ 666,000
Investment Income	\$ 61,417	\$ 8,689	\$ 79,555	\$ 53,037
<b>Total Revenues / Funding Source</b>	<b>\$ 758,917</b>	<b>\$ 799,913</b>	<b>\$ 962,055</b>	<b>\$ 1,033,079</b>
<b>Expenditures / Expenditure</b>				
<b>Personnel</b>				
Salaries	\$ 13,093	\$ 10,385	\$ 9,306	\$ 8,422
Benefits	\$ 5,755	\$ 5,295	\$ 4,240	\$ 4,239
<b>Total Personnel</b>	<b>\$ 18,848</b>	<b>\$ 15,681</b>	<b>\$ 13,546</b>	<b>\$ 12,661</b>
<b>Non-Personnel</b>				
Office Operations	\$ 669	\$ 455	\$ 577	\$ 539
Meeting Attendance Stipends	-	-	-	-
Employee Travel or Training	\$ 37	\$ 18	\$ 26	\$ 88
Facility Expenses	\$ 1,024	\$ 771	\$ 794	\$ 728
Professional Services	\$ 173	\$ 174	\$ 246	\$ 285
Consultants/Service Providers	\$ 554	\$ 60	\$ 121	\$ 127
Construction/Project Costs	-	-	-	-
Capital Outlay	\$ 82	\$ 920	\$ 955	\$ 1,120
Debt Service	\$ 444	\$ 373	\$ 331	\$ 396
Interest Expense	\$ 240	\$ 142	\$ 155	\$ 167
<b>Total Non-Personnel</b>	<b>\$ 3,224</b>	<b>\$ 2,914</b>	<b>\$ 3,204</b>	<b>\$ 3,450</b>
<b>Operating Transfers</b>				
Operating Transfers Out	\$ 742,577	\$ 781,318	\$ 945,304	\$ 1,016,967
Operating Transfers In	-	-	-	-
<b>Total Operating Transfers</b>	<b>\$ 742,577</b>	<b>\$ 781,318</b>	<b>\$ 945,304</b>	<b>\$ 1,016,967</b>
<b>Total Expenditures / Expenditure</b>	<b>\$ 764,649</b>	<b>\$ 799,913</b>	<b>\$ 962,055</b>	<b>\$ 1,033,079</b>
<b>Net Excess (Deficit)</b>	<b>(\$ 5,732)</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Ending Fund Balance</b>	<b>\$ 422,688</b>	<b>\$ 1,056,127</b>	<b>\$ 422,688</b>	<b>\$ 422,688</b>

## 618 - CV LINK

	FY 2023–24 Actual	FY 2024–25 Budget	FY 2024–25 Yr. End Est.	FY 2025–26 Budget
<b>Beginning Fund Balance</b>	<b>(\$ 2,493,578)</b>	<b>-</b>	<b>(\$ 36,139)</b>	<b>-</b>
<b>Revenues / Funding Source</b>				
Other Revenues	\$ 2,000	\$ 100,000	\$ 1,780	\$ 173,320
AQMD-CV Link	\$ 2,493,578	-	-	-
Active Transportation Program (State)	\$ 2,029,502	\$ 1,484,417	\$ 1,257,104	\$ 100,000
DHCD Desert Health Care District	\$ 1,670,000	\$ 1,670,000	\$ 1,650,000	-
Active Transportation Program	-	-	-	-
CV Link (CMAQ)	\$ 188,164	\$ 11,860,836	\$ 11,891,836	-
RCTC - PP & M	-	-	-	-
STIP Federal	\$ 3,432,750	\$ 2,806,953	\$ 2,419,907	-
Other Finance Source	-	-	\$ 283,634	-
Investment Income	\$ 733	\$ 500	\$ 722	\$ 500
<b>Total Revenues / Funding Source</b>	<b>\$ 9,816,728</b>	<b>\$ 17,922,705</b>	<b>\$ 17,504,983</b>	<b>\$ 273,820</b>
<b>Expenditures / Expenditure</b>				
<b>Personnel</b>				
Salaries	\$ 84,492	\$ 113,582	\$ 55,481	\$ 85,918
Benefits	\$ 38,021	\$ 50,228	\$ 46,688	\$ 37,803
<b>Total Personnel</b>	<b>\$ 122,513</b>	<b>\$ 163,811</b>	<b>\$ 102,169</b>	<b>\$ 123,721</b>
<b>Non-Personnel</b>				
Office Operations	\$ 11,269	\$ 12,024	\$ 10,883	\$ 7,837
Meeting Attendance Stipends	-	-	-	-
Employee Travel or Training	\$ 366	\$ 460	\$ 676	\$ 1,108
Facility Expenses	\$ 15,125	\$ 21,174	\$ 19,117	\$ 15,923
Professional Services	\$ 9,388	\$ 877,167	\$ 376,346	\$ 11,855
Consultants/Service Providers	\$ 16,783	\$ 1,545	\$ 1,125,991	\$ 993,699
Construction/Project Costs	\$ 55,806	\$ 2,200	-	\$ 750,000
Capital Outlay	\$ 20,361,242	\$ 62,224,906	\$ 54,643,435	\$ 6,022,142
Debt Service	\$ 4,032	\$ 10,248	\$ 28,871	\$ 26,044
Interest Expense	\$ 2,170	\$ 3,930	\$ 7,355	\$ 6,460
<b>Total Non-Personnel</b>	<b>\$ 20,476,181</b>	<b>\$ 63,153,654</b>	<b>\$ 56,212,674</b>	<b>\$ 7,835,070</b>
<b>Operating Transfers</b>				
Operating Transfers Out	-	\$ 31,332	\$ 31,332	-
Operating Transfers In	(\$ 13,239,404)	(\$ 45,426,091)	(\$ 38,877,331)	(\$ 7,684,971)
<b>Total Operating Transfers</b>	<b>(\$ 13,239,404)</b>	<b>(\$ 45,394,759)</b>	<b>(\$ 38,845,999)</b>	<b>(\$ 7,684,971)</b>
<b>Total Expenditures / Expenditure</b>	<b>\$ 7,359,289</b>	<b>\$ 17,922,705</b>	<b>\$ 17,468,844</b>	<b>\$ 273,820</b>
<b>Net Excess (Deficit)</b>	<b>\$ 2,457,439</b>	<b>-</b>	<b>\$ 36,139</b>	<b>-</b>
<b>Ending Fund Balance</b>	<b>(\$ 36,139)</b>	<b>-</b>	<b>-</b>	<b>-</b>

## 624 - SIGNAL SYNCHRONIZATION

	FY 2023–24 Actual	FY 2024–25 Budget	FY 2024–25 Yr. End Est.	FY 2025–26 Budget
<b>Beginning Fund Balance</b>	<b>(\$ 2,281,779)</b>	<b>-</b>	<b>(\$ 2,771,108)</b>	<b>-</b>
<b>Revenues / Funding Source</b>				
STIP Federal	-	-	-	-
Other Revenues	\$ 6,733,860	-	\$ 743	-
Signal Synchronization (CMAQ)	\$ 33,094,362	\$ 20,902,400	\$ 14,984,006	\$ 5,513,644
Measure "A"	-	-	-	-
Active Transportation Program	-	-	-	-
Other Finance Source	-	-	\$ 283,634	\$ 271,985
Investment Income	-	-	-	-
<b>Total Revenues / Funding Source</b>	<b>\$ 39,828,222</b>	<b>\$ 20,902,400</b>	<b>\$ 15,268,383</b>	<b>\$ 5,785,629</b>
<b>Expenditures / Expenditure</b>				
<b>Personnel</b>				
Salaries	\$ 238,746	\$ 165,902	\$ 416,687	\$ 637,042
Benefits	\$ 133,641	\$ 63,191	\$ 187,924	\$ 278,268
<b>Total Personnel</b>	<b>\$ 372,387</b>	<b>\$ 229,093</b>	<b>\$ 604,611</b>	<b>\$ 915,310</b>
<b>Non-Personnel</b>				
Office Operations	\$ 48,472	\$ 31,841	\$ 37,324	\$ 44,216
Meeting Attendance Stipends	-	-	-	-
Employee Travel or Training	\$ 3,189	\$ 1,208	\$ 3,997	\$ 7,968
Facility Expenses	\$ 29,913	\$ 121,769	\$ 90,114	\$ 73,292
Professional Services	\$ 4,878	\$ 1,957,341	\$ 15,070	\$ 99,916
Consultants/Service Providers	\$ 643,002	\$ 104,056	(\$ 200,210)	\$ 85,081
Construction/Project Costs	\$ 107	-	-	\$ 2,000,000
Capital Outlay	\$ 64,369,016	\$ 42,432,081	\$ 26,143,859	\$ 12,953,090
Debt Service	\$ 22,927	\$ 40,341	\$ 50,116	\$ 44,915
Interest Expense	\$ 11,024	\$ 16,018	\$ 16,444	\$ 20,697
<b>Total Non-Personnel</b>	<b>\$ 65,132,529</b>	<b>\$ 44,704,655</b>	<b>\$ 26,156,715</b>	<b>\$ 15,329,174</b>
<b>Operating Transfers</b>				
Operating Transfers Out	-	\$ 5,942	\$ 5,942	-
Operating Transfers In	(\$ 25,187,366)	(\$ 24,037,290)	(\$ 14,269,992)	(\$ 10,458,854)
<b>Total Operating Transfers</b>	<b>(\$ 25,187,366)</b>	<b>(\$ 24,031,349)</b>	<b>(\$ 14,264,050)</b>	<b>(\$ 10,458,854)</b>
<b>Total Expenditures / Expenditure</b>	<b>\$ 40,317,551</b>	<b>\$ 20,902,400</b>	<b>\$ 12,497,275</b>	<b>\$ 5,785,629</b>
<b>Net Excess (Deficit)</b>	<b>(\$ 489,329)</b>	<b>-</b>	<b>\$ 2,771,107</b>	<b>-</b>
<b>Ending Fund Balance</b>	<b>(\$ 2,771,108)</b>	<b>-</b>	<b>-</b>	<b>-</b>



## 631 - COACHELLA VALLEY CONSERVATION COMMISSION

	FY 2023–24 Actual	FY 2024–25 Budget	FY 2024–25 Yr. End Est.	FY 2025–26 Budget
<b>Beginning Fund Balance</b>	<b>\$ 89</b>	<b>\$ 89</b>	<b>\$ 89</b>	<b>\$ 89</b>
<b>Revenues / Funding Source</b>				
Multi Species Habitat Conservation Plan	-	-	-	-
CVCC Administrative Reimbursement	\$ 1,195,493	\$ 1,683,141	\$ 1,680,736	\$ 1,692,586
<b>Total Revenues / Funding Source</b>	<b>\$ 1,195,493</b>	<b>\$ 1,683,141</b>	<b>\$ 1,680,736</b>	<b>\$ 1,692,586</b>
<b>Expenditures / Expenditure</b>				
<b>Personnel</b>				
Salaries	\$ 669,001	\$ 866,282	\$ 788,011	\$ 874,418
Benefits	\$ 326,594	\$ 413,877	\$ 401,922	\$ 394,492
<b>Total Personnel</b>	<b>\$ 995,595</b>	<b>\$ 1,280,159</b>	<b>\$ 1,189,933</b>	<b>\$ 1,268,910</b>
<b>Non-Personnel</b>				
Office Operations	\$ 54,634	\$ 52,961	\$ 74,979	\$ 79,758
Meeting Attendance Stipends	-	-	-	-
Employee Travel or Training	\$ 7,143	\$ 1,500	\$ 13,131	\$ 20,728
Facility Expenses	\$ 58,047	\$ 68,325	\$ 80,037	\$ 81,028
Professional Services	\$ 9,140	\$ 14,553	\$ 27,182	\$ 34,206
Consultants/Service Providers	\$ 27,984	\$ 5,037	\$ 7,410	\$ 13,169
Construction/Project Costs	\$ 3,729	\$ 2,000	\$ 6,081	\$ 7,000
Capital Outlay	\$ 3,763	\$ 76,774	\$ 91,749	\$ 116,518
Debt Service	\$ 23,000	\$ 31,512	\$ 35,376	\$ 52,299
Interest Expense	\$ 12,458	\$ 11,972	\$ 16,510	\$ 18,971
<b>Total Non-Personnel</b>	<b>\$ 199,898</b>	<b>\$ 264,634</b>	<b>\$ 352,455</b>	<b>\$ 423,676</b>
<b>Operating Transfers</b>				
Operating Transfers Out	-	\$ 138,348	\$ 138,348	-
Operating Transfers In	-	-	-	-
<b>Total Operating Transfers</b>	<b>-</b>	<b>\$ 138,348</b>	<b>\$ 138,348</b>	<b>-</b>
<b>Total Expenditures / Expenditure</b>	<b>\$ 1,195,493</b>	<b>\$ 1,683,141</b>	<b>\$ 1,680,736</b>	<b>\$ 1,692,586</b>
<b>Net Excess (Deficit)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Ending Fund Balance</b>	<b>\$ 89</b>	<b>\$ 89</b>	<b>\$ 89</b>	<b>\$ 89</b>

## 702 - REGIONAL STREET SWEEPING

	FY 2023–24 Actual	FY 2024–25 Budget	FY 2024–25 Yr. End Est.	FY 2025–26 Budget
<b>Beginning Fund Balance</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>	<b>\$ 62,990</b>	<b>\$ 75,000</b>
<b>Revenues / Funding Source</b>				
Other Revenues	\$ 10,813	\$ 27,000	\$ 45,938	\$ 26,250
AQMD-Street Sweeping	\$ 226,973	\$ 220,000	\$ 220,000	\$ 220,000
Contributions	-	-	-	\$ 200,000
Gain (Loss) in Investments	-	-	-	-
Air Quality Enhancement/Colmac	\$ 150,000	\$ 150,000	\$ 150,000	-
Investment Income	-	-	-	-
<b>Total Revenues / Funding Source</b>	<b>\$ 387,785</b>	<b>\$ 397,000</b>	<b>\$ 415,938</b>	<b>\$ 446,250</b>
<b>Expenditures / Expenditure</b>				
<b>Personnel</b>				
Salaries	\$ 15,750	\$ 14,416	\$ 17,916	\$ 19,975
Benefits	\$ 6,423	\$ 6,366	\$ 8,244	\$ 8,102
<b>Total Personnel</b>	<b>\$ 22,173</b>	<b>\$ 20,782</b>	<b>\$ 26,160</b>	<b>\$ 28,077</b>
<b>Non-Personnel</b>				
Office Operations	\$ 11,081	\$ 633	\$ 1,116	\$ 1,339
Meeting Attendance Stipends	-	-	-	-
Employee Travel or Training	\$ 39	\$ 25	\$ 50	\$ 208
Facility Expenses	\$ 1,272	\$ 1,072	\$ 1,525	\$ 1,753
Professional Services	\$ 201	\$ 242	\$ 470	\$ 676
Consultants/Service Providers	\$ 696	\$ 84	\$ 221	\$ 301
Construction/Project Costs	\$ 700,749	\$ 768,994	\$ 834,594	\$ 1,086,000
Capital Outlay	\$ 91	\$ 1,278	\$ 1,862	\$ 2,702
Debt Service	\$ 537	\$ 519	\$ 644	\$ 957
Interest Expense	\$ 289	\$ 197	\$ 300	\$ 403
<b>Total Non-Personnel</b>	<b>\$ 714,956</b>	<b>\$ 773,043</b>	<b>\$ 840,783</b>	<b>\$ 1,094,339</b>
<b>Operating Transfers</b>				
Operating Transfers Out	-	-	-	-
Operating Transfers In	(\$ 337,333)	(\$ 396,825)	(\$ 463,016)	(\$ 676,166)
<b>Total Operating Transfers</b>	<b>(\$ 337,333)</b>	<b>(\$ 396,825)</b>	<b>(\$ 463,016)</b>	<b>(\$ 676,166)</b>
<b>Total Expenditures / Expenditure</b>	<b>\$ 399,796</b>	<b>\$ 397,000</b>	<b>\$ 403,927</b>	<b>\$ 446,250</b>
<b>Net Excess (Deficit)</b>	<b>(\$ 12,010)</b>	<b>-</b>	<b>\$ 12,011</b>	<b>-</b>
<b>Ending Fund Balance</b>	<b>\$ 62,990</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>

## 711 - LAWN SCALPING PROGRAM

	FY 2023-24 Actual	FY 2024-25 Budget	FY 2024-25 Yr. End Est.	FY 2025-26 Budget
<b>Beginning Fund Balance</b>	<b>\$ 20</b>	<b>-</b>	<b>\$ 54</b>	<b>-</b>
<b>Revenues / Funding Source</b>				
Other Revenues	-	-	-	\$ 16,000
Gain (Loss) in Investments	(\$ 442)	-	-	-
Air Quality Enhancement/Colmac	\$ 40,000	-	\$ 40,000	-
Investment Income	\$ 497	\$ 6	\$ 643	\$ 429
<b>Total Revenues / Funding Source</b>	<b>\$ 40,054</b>	<b>\$ 6</b>	<b>\$ 40,643</b>	<b>\$ 16,429</b>
<b>Expenditures / Expenditure</b>				
<b>Personnel</b>				
Salaries	\$ 1,886	\$ 7,042	\$ 4,411	\$ 7,015
Benefits	\$ 612	\$ 3,505	\$ 2,280	\$ 2,449
<b>Total Personnel</b>	<b>\$ 2,498</b>	<b>\$ 10,547</b>	<b>\$ 6,691</b>	<b>\$ 9,465</b>
<b>Non-Personnel</b>				
Office Operations	\$ 110	\$ 312	\$ 269	\$ 475
Meeting Attendance Stipends	-	-	-	-
Employee Travel or Training	\$ 3	\$ 12	\$ 19	\$ 73
Facility Expenses	\$ 183	\$ 531	\$ 530	\$ 606
Professional Services	\$ 31	\$ 118	\$ 116	\$ 238
Consultants/Service Providers	\$ 54	\$ 41	(\$ 11)	\$ 106
Construction/Project Costs	\$ 40,000	-	\$ 40,000	\$ 16,000
Capital Outlay	\$ 12	\$ 624	\$ 696	\$ 933
Debt Service	\$ 73	\$ 257	\$ 309	\$ 330
Interest Expense	\$ 40	\$ 98	\$ 144	\$ 139
<b>Total Non-Personnel</b>	<b>\$ 40,505</b>	<b>\$ 1,994</b>	<b>\$ 42,073</b>	<b>\$ 18,900</b>
<b>Operating Transfers</b>				
Operating Transfers Out	-	-	-	-
Operating Transfers In	(\$ 2,983)	(\$ 12,535)	(\$ 8,066)	(\$ 11,936)
<b>Total Operating Transfers</b>	<b>(\$ 2,983)</b>	<b>(\$ 12,535)</b>	<b>(\$ 8,066)</b>	<b>(\$ 11,936)</b>
<b>Total Expenditures / Expenditure</b>	<b>\$ 40,020</b>	<b>\$ 6</b>	<b>\$ 40,697</b>	<b>\$ 16,429</b>
<b>Net Excess (Deficit)</b>	<b>\$ 34</b>	<b>-</b>	<b>(\$ 54)</b>	<b>-</b>
<b>Ending Fund Balance</b>	<b>\$ 54</b>	<b>-</b>	<b>-</b>	<b>-</b>



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