

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

ANNUAL BUDGET

FY 2022-23





CVAG

Member Jurisdictions

City of Blythe

City of Cathedral City

City of Coachella

City of Desert Hot Springs

City of Indian Wells

City of Indio

City of La Quinta

City of Palm Desert

City of Palm Springs

City of Rancho Mirage

County of Riverside

Agua Caliente Band of Cahuilla Indians

Cabazon Band of Cahuilla Indians

Torres Martinez Desert Cahuilla Indians

Twenty-Nine Palms Band of Mission Indians



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From the Executive Director

To the honorable 75 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 6, 2022

In CVAG's nearly 50-year existence, perhaps no stretch of time has created as many challenges and opportunities as what we've seen in recent years. As we recover from the far-reaching effects of the world-wide COVID-19 pandemic, CVAG doubled down on its commitment to a shared vision of working together to improve the lives of the residents, businesses, and visitors across eastern Riverside County by addressing the transportation, energy, conservation, and social issues.

While we dealt with changes in the economy, in technology, and in our workforce, CVAG's leadership provided a steady hand and bold vision for what role we should play in the community. As a result, what began as a regional planning agency has become less of a planning agency and much more of an agency that also spearheads policies and delivers programs and projects on a regional level.

CVAG and its associated joint powers agencies — the Coachella Valley Conservation Commission (CVCC) and Desert Community Energy (DCE) — implement a wide-range of programs that include, but are not limited to: constructing transportation infrastructures such as CV Link and CV Sync; implementing air quality projects such as the regional street sweeping program to limit airborne dust; operating the CV Housing First regional homeless program that is led by CVAG staff; buying 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; and purchasing carbon free electricity for ratepayers as DCE becomes the default electric choice in the City of Palm Springs.

It reminds me of the wise words of retired Army Gen. Eric Shinseki, who said:

"If you don't like change, you're going to like irrelevance even less."

The budget itself, presented here for your review and approval, reflects how CVAG will continue to adapt to the changing world with forward-thinking projects and programs.

Some of the biggest transformations are coming along our roadways. Construction is well underway for the first phase of CV Sync, the long-awaited regional signal synchronization effort that will ultimately allow us to efficiently move traffic across 70 regional arterials connecting the entire Coachella Valley.

The project's first phase, which includes Highway 111, Ramon Road, and Washington Street, was greenlit by the CVAG Executive Committee in February 2021. In this fiscal year, we've been at intersections in all participating jurisdictions to replace conduits and install highly technical hardware and software systems.

Connected to a network of traffic management centers at city halls and CVAG's offices, CV Sync will establish a framework for a future "smart region" by connecting into a world-class regional network. It

also includes technology that allows all participating cities to communicate and coordinate in real-time to manage traffic flow, which will be especially useful for the large events that are resuming and drawing hundreds of thousands of tourists to the Coachella Valley.

This year, we moved forward with plans to deploy fiber-optic broadband technology: CV Sync is one of 18 projects in the state receiving an initial middle-mile broadband investment under Senate Bill 156. This positions the regional signal synchronization project as an opportunity to also create an open-access middle-mile network that provides a needed infrastructure to connect unserved and underserved areas in the Coachella Valley and increase competition in areas already being served. While we work with the state to finalize the details of this investment, we're working to prepare for the launch of CV Sync's second phase of construction, which starting in Fiscal Year 2022/23, will expand construction to another 21 corridors.

While we are being innovative and implementing new technologies, we must continue to plan for future growth. CVAG continues to work with our member jurisdictions on improving access on our major arterials, especially along State Route 86 and Interstate 10. From the funding to get the I-10/Jackson Interchange under construction or the completion of major projects — including the Avenue 66 grade separation in Mecca and Indian Avenue improvements in the west — significant investments are being made across the Coachella Valley.

I'm hopeful our focus on getting projects "shovel ready" means that these projects will be poised to benefit from the influx of infrastructure funding coming from the state and federal governments, especially with the new advocacy services that CVAG launched this year in Sacramento and Washington. But I also must acknowledge that there are new funding realities for projects like these. Simply put, state and federal resources simply haven't kept up with needs.

Our team, in the coming months, will be launching the next update of the Transportation Project

Prioritization Study. We will be asking you to consider our appetite for infrastructure — reviewing these large, expensive bridges, interchanges and roadways through a new lens like we did with the flooding and blow-sand study for the western Coachella Valley. We'll also continue to be frank about the fiscal forecast and provide regular analysis, so you can decide how CVAG can address cash flow while keeping important regional transportation projects moving forward.

Our community is also benefiting from our commitment to active transportation investments. In October 2021, we joined the City of Palm Desert in celebrating 3.5 miles of CV Link that we had completed, including a signature access point at the Bump and Grind Trailhead.

Construction is now underway in multiple locations as part of the nearly \$53 million worth of construction contracts that allow us to build about 13.5 miles in the cities of Palm Springs, Palm Desert, La Quinta, Indio, and Coachella as well as unincorporated Riverside County, and another 3.5 of additional miles as right-of-way is finalized.

Along the Whitewater River (Coachella Valley Stormwater Channel), we're making progress on the bridge that connects the Cities of Indio and La Quinta at the future Promontory Point access point, creating undercrossings and pouring pavement — lots of pavement — with as many as 76 concrete trucks operating in a single day.

In March 2022, we started work in the City of Palm Springs and additional groundbreaking celebrations will be held in Palm Desert and Coachella as the pathway progresses.

CV Link alone won't solve our valley's problem of having far too many of our cyclists, joggers and walkers being hit and killed along our roadways. This year, the Executive Committee, at the recommendation of the Transportation Committee, adopted CVAG's Regional Active Transportation Design Guidelines. And we're working with our cities to go after large construction funding in the state's competitive Active Transportation Program, a program where we've done well historically, with applications being finalized for both the CV Link extension in Desert Hot Springs and

the Arts and Music Line in the cities of Coachella, Indio and La Quinta.

The investments we're making as a region also reflects CVAG's commitment to sustainability. CVAG continues to lead the regional street sweeping program, which provides the Coachella Valley's primary air quality control measure to reduce PM10 (particulate matter of less than 10 microns). After years of operating this program, CVAG is now undergoing an efficiency study to ensure its effectiveness and identify any opportunities for improvements, and will be presenting recommendations for next steps this fall. CVAG staff also is providing the operations for Desert Community Energy (DCE), a Community Choice Aggregation program that has been bringing locally controlled and carbon free electricity for the City of Palm Springs for more than two years. We're now serving nearly 90 percent of the City's electric customers. And data shows that it is helping the City achieve greenhouse gas emission reductions at a faster than expected pace: In the first year alone, this program resulted in the same greenhouse gas reduction equivalent as replacing all the cars in the city with bikes, all while giving customers a choice in their electricity service.

Perhaps the biggest change in the Energy & Sustainability Department relates to the launch of the Inland Regional Energy Network (I-REN), which is a partnership with Western Riverside Council of Governments (WRCOG) and San Bernardino Council of Governments. In years past, available funding resources were previously predominant in the communities served by Southern California Edison. The launch of the I-REN ushers in a new era of programs – with nearly \$66 million in resources coming to Riverside and San Bernardino Counties through 2027. I-REN will focus its activities in three distinct areas: Public Sector, Codes & Standards, and Workforce Education & Training. The vision of the I-REN is to connect residents, businesses, and local governments to a wide range of energy efficiency resources to increase energy savings and equitable access throughout Riverside and San Bernardino Counties. In the year ahead, we'll be working with the

Energy and Environmental Resources Committee and Executive Committee to guide how to deploy those programs and make sure the Coachella Valley is getting its fair share of the resources coming to the Inland Empire.

CVAG also provides the staff for the Coachella Valley Conservation Commission (CVCC) and the implementation of the Coachella Valley Multiple Species Habitat Conservation Plan. This model has proven efficient and successful, and was used as a model for our counterparts in western Riverside County when they were considering consolidation of resources.

The CVCC and its partners celebrated a significant milestone in terms of land acquisition, with more than 100,000 acres since 1996. The CVCC also authorized its single largest acquisition, closing on more than 3,200 acres of land at Palm Hills in Palm Springs – an area known for magnificent scenic resources and recreational opportunities such as the goat trails

While this is something to be applauded, it also comes with significant responsibilities in terms of land management. In the last year, CVCC staff resources have needed to expand and partnerships with Desert Hot Springs Police Department and Riverside County Sheriff's Office were used. We'll continue to look for the most cost-effective opportunities that ensure the CVCC protects these properties as key habitat areas for the endangered species outlined in the Plan. One of the species is the Peninsular bighorn sheep, whose habits of frequenting golf courses, roads and backyards in the City of La Quinta has become problematic. The anticipated construction start has been delayed as CVCC finalizes plans with the Coachella Valley Water District, but we're hopeful the work will begin in earnest this fiscal year.

In September 2021, CVAG's Executive Committee, with a recommendation from the Homelessness Committee, authorized CVAG to continue operating CV Housing First program as an in-house program with CVAG staff. This program is focused on the chronically homeless individuals who are named on the CV 200 list, and who are familiar faces to our

law enforcement, code enforcement and emergency room partners.

I've heard from many of you how impressive the project's impact has been: In the first full year, we found permanent housing solutions for 75 of the CV 200 individuals. For 2022, we reset the list and are using all our resources — rapid rehousing opportunities, crisis stabilization units and a grant-funded mobile access center — to provide a comprehensive approach to addressing homelessness. We're also finding creative solutions, including directly contracting with behavioral health partners and legal services, to get our clients case managed quickly and effectively.

Our successes this fiscal year include Leonard, who was recently profiled in a KESQ news story. A member of the CV 200, Leonard is well known among local law enforcement and service providers. He was living in his car in Dr. Carreon Park in Indio, and entered our program after a nearly deadly bout with pneumonia. Leonard worked with our case managers and much of our team to stabilize his life and get on his feet — and we found him a permanent apartment of his own shortly after the TV interview occurred.

Successes like these have a ripple effect in the community, as these individuals were often the ones who are frequenting local emergency rooms or requiring resources from public safety agencies. The initial feedback to our program has been resoundingly positive, as demonstrated in the financial support from our cities, Riverside County and the Desert Healthcare District/ Foundation. At a time when so many of our neighbors are struggling, this is program that is having a demonstrated impact in the community. We'll continue to be honest and transparent about our program metrics and the clients we can, and cannot, help get off the streets through this program. Despite our success, we know there are limitations to expanding the program, as we would also need more doors to exit our clients to, whether it is permanent supportive housing or affordable housing units.

Tom Kirk

Executive Director
Coachella Valley Association of Governments

It takes a hardworking and professional staff to achieve these milestones and the objectives that are outlined in the budget. I'm incredibly proud of their dedication to implementing programs that reflect CVAG's mission to improve transportation, conserve precious habitat, promote green energy solutions and provide social services to those who are less fortunate.

We also want to make sure we continue to retain and recruit the best, which is why CVAG is undergoing a classification and total compensation study in partnership with WRCOG. The study will be completed later this summer. But, with guidance from the Administrative/ Personnel Committee, we've incorporated some of the initial findings into the budget, particularly as it relates to staff costs. Much like the efforts to maximize use of non-local funding for transportation projects, CVAG staff continues to look for ways to fund staff with other money, particularly grants, state and federal funds. Emerging programs such as the I-REN come with significant administration duties, and funding — which is an investment that needs to be made to ensure the Coachella Valley's programs aren't managed by staff in our western counterpart agencies.

Our commitment to excellence is also reflected in our commitment to transparency and ensuring CVAG is accessible to its member jurisdictions and the general public. You may have noticed this year's budget is designed as a more engaging and user-friendly document, which is thanks in large part to streamlining led by the Finance Department and the implementation of budget software. We will again seek your feedback this summer on the effectiveness of our use of videoconference for meetings. And we'll use our newly designed websites — including online fee calculators — in order to make CVAG and CVCC programs and projects even more open and available to our members and to the residents and visitors of eastern Riverside County.



Member Jurisdiction Roster

Few organizations, even councils of governments or joint powers authorities, benefit from as much engagement from elected officials as CVAG does. In Fiscal Year 2021/22, 72 percent of the region's city council members also served on CVAG's policy committees. This ensures policy recommendations and programming decisions are being considered by a diverse group of individuals before they are ultimately adopted.

Blythe

Mayor Dale Reynolds
Vice Mayor Joseph Deconinck
Councilmember Joseph Halby III
Councilmember Johnny Rodriguez
Councilmember Sam Burton

City of Indio

Mayor Waymond Fermon
Mayor Pro Tem Oscar Ortiz
Councilmember Lupe Ramos Amith
Councilmember Elaine Holmes
Councilmember Glenn Miller

County of Riverside

1st District Supervisor Kevin Jeffries
2nd District Supervisor Karen Spiegel
3rd District Supervisor Chuck Washington
4th District Supervisor V. Manuel Perez
5th District Supervisor Jeff Hewitt

City of Cathedral City

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

City of La Quinta

Mayor Linda Evans
Mayor Pro Tem Kathleen Fitzpatrick
Councilmember Robert Radi
Councilmember John Peña
Councilmember Steve Sanchez

Agua Caliente Band of Cahuilla Indians

Tribal Chair Reid D. Milanovich
Tribal Sec/Treas Vincent Gonzales III
Tribal Member Jessica Norte
Tribal Member John R. Preckwinkle III

City of Coachella – Vice Chair

Mayor Steven Hernandez
Mayor Pro Tem Josie Gonzalez
Councilmember Denise Delgado
Councilmember Megan Beaman Jacinto
Councilmember Neftali Galarza

City of Palm Desert

Mayor Jan Harnik
Mayor Pro Tem Sabby Jonathan
Councilmember Gina Nestande
Councilmember Kathleen Kelly
Councilmember Karina Quintanilla

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 Member At Large Brenda Soulliere

City of Desert Hot Springs

Mayor Scott Matas
Mayor Pro Tem Gary Gardner
Councilmember Russell Betts
Councilmember Jan Pye
Councilmember Roger Nunez

City of Palm Springs – Chair

Mayor Lisa Middleton
Mayor Pro Tem Grace Garner
Councilmember Christy Holstege
Councilmember Geoff Kors
Councilmember Dennis Woods

Torres Martinez Desert Cahuilla Indians

Tribal Chair Thomas Torte
Tribal Vice Chair Joseph Mirelez
Tribal Treasurer Rosemarie Morreo
Tribal Secretary Altrena Satillanes
Tribal Member Richie Lopez

City of Indian Wells

Mayor Dana Reed
Mayor Pro Tem Donna Griffith
Councilmember Richard Balocco
Councilmember Kimberly Muzik
Councilmember Greg Sanders

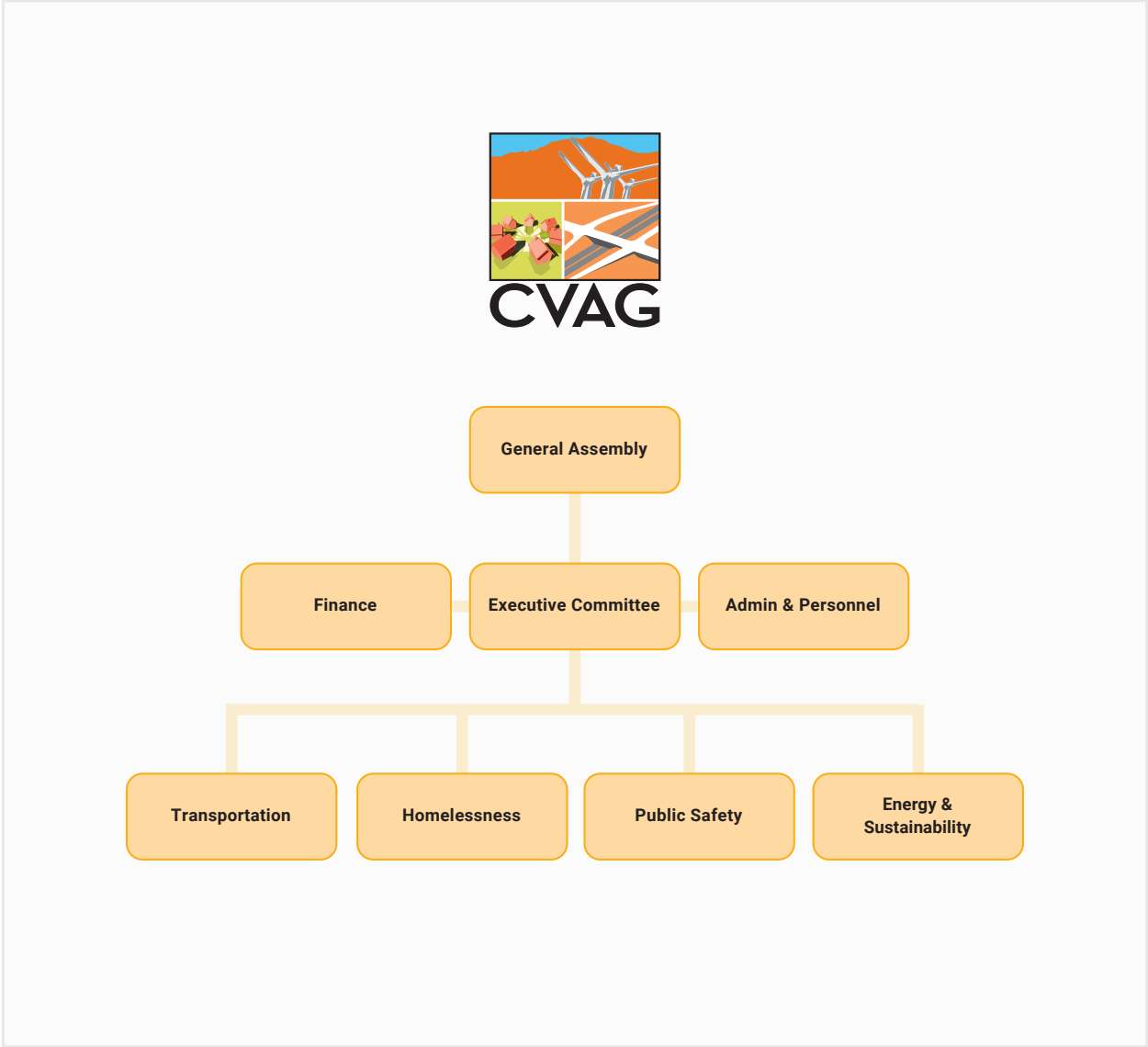
City of Rancho Mirage

Mayor Charles Townsend
Mayor Pro Tem Richard Kite
Councilmember Steve Downs
Councilmember Ted Weill
Councilmember Iris Smotrich

Twenty-Nine Palms Band of Mission Indians

Tribal Chair Darrell Mike

Policy Committee Structure



Accomplishments in FY 2021/22

Transportation

- » Managed the construction of CV Link Segment 1 and Bid Alternate A that included more than \$30 million of active transportation improvements in the Cities of Palm Springs, Palm Desert, La Quinta, Indio and Coachella. This segment of the valleywide active transportation project is largely funded by state and federal dollars, as well as financial support from the Desert Healthcare District / Foundation and the South Coast Air Quality Management District.
- » In coordination with the City of Palm Desert, funded and finished the construction of the \$6 million Palm Desert on-Street segment of CV Link, which extended from the Coachella Valley Stormwater Channel at Deep Canyon westerly to the Bump and Grind Trailhead.
- » Managed the construction of Phase I of the CV Sync regional signal synchronization project, which included more than \$20 million of improvements along Highway 111, Ramon Road and Washington Street.
- » Completed environmental document and construction documents for CV Sync Phase 2; Submitted obligation and allocation request to the California Transportation Commission and Caltrans for approval in to start construction on CV Sync Phase 2 that includes over \$60 million of improvements on 18 corridors.
- » Developed regional broadband concept and secured approximately \$44 million in State funding for middle mile fiber optic installations throughout the Coachella Valley (contract to be considered by the Executive Committee in coming months).
- » Coordinated with the Riverside County Transportation Commission (RCTC) to program more than \$15 million of State Transportation Improvement Program funding for passenger rail service to the Coachella Valley.
- » Secured over \$1.1 million from Clean California Grant to provide CV Link connectors to new parks in the disadvantaged areas of Cathedral City and the City of Coachella.
- » Celebrated the completion of major projects such as Indian Avenue improvements and the Avenue 66 grade separation project.
- » Developed Regional Bike and Pedestrian Safety Guidelines to establish standards for the entire Coachella Valley.
- » Leading the Active Transportation Program Cycle 6 application for the Arts and Music Line through the Cities of Coachella, Indio and La Quinta.
- » Completed and continue monitoring cash-flow analysis to provide elected leadership with information needed to make fiscally responsible policy decisions.

Energy & Environment

- » Approval of the Inland Empire Regional Energy Network (I-REN).
- » Completion of an Urban Greening guidebook.
- » Continued work on longstanding programs such as tire recycling, used oil recycling and Property Assessed Clean Energy (PACE) program.
- » Executed \$1.1 million agreement with South Coast Air Quality Management District for street sweeping, including an efficiency and effectiveness study that launched in mid-March 2022.
- » Coordinated efforts for the future electricity service in the eastern Coachella Valley, including working with Imperial Irrigation District to provide a Coachella Valley Energy Commission coordinator.
- » Partnered with OhmConnect to offer a smart plug and thermostat program to help residents save money and energy.



Community Resources

- » Secured permanent housing solutions for 75 of the CV 200 in CVAG's first calendar (2021) year operating CV Housing First internally.
- » Led a homelessness program that had transparent and regularly reported data.
- » Coordinated additional resources for homeless individuals through no-cost MOUs with local colleges and other partners such as Inland County Legal Services.
- » Coordinated two Regional Early Action Planning (REAP) grants for a total of \$558,000, which will lead to long-term funding options for CVAG member jurisdictions to consider for affordable housing and support Lift to Rise's capital investment program.
- » Led regional conversations around pressing public safety issues, including earthquake preparedness, addressing illegal dumping and the deployment of needed behavioral health resources.
- » Facilitated up-to-date information on the COVID-19 pandemic, the distribution of vaccines and the use of shared resources.

Administration / Finance

- » Adopted CVAG's first legislative platform and secured federal and state advocacy services.
- » Purchased and installed new budget software in order to streamline internal operations and gain efficiency for all three agencies.
- » Utilized a member survey to ensure committee meetings are responsive to the wishes of our elected officials.

Desert Community Energy

- » Celebrated two years (April 2020 – April 2022) of serving Palm Springs residents and businesses with 100% Carbon Free electricity.

- » Reduced the City of Palm Springs' carbon footprint (greenhouse gas emissions (GHG)) by 115,070 metric tons in 2020, which is like taking 25,000 cars off the road in Palm Springs. Palm Springs exceeded the State of California's ambitious 2020 goals to reduce GHG emissions and help fight climate change.
- » Invested in new renewable energy and battery storage, including 11 megawatts of new wind energy produced in Palm Springs, that creates good paying clean energy jobs, invests in our local economy, and brings local renewable and carbon free energy sources close to home.
- » Signed a contract to bring an innovative pilot solar & battery storage program to Palm Springs.

Coachella Valley Conservation Commission

- » Coordinated with partners to manage nearly 100,000 acres of conservation land, including partnerships with the Desert Hot Springs Police and Riverside County Sheriff's Office to address areas prone to off-road vehicles, illegal dumping and vandalism.
- » Continued to be ahead of plans in acquiring habitat, including the CVCC's largest ever acquisition of 3,218 acres as part of the Palm Hills conservation effort.
- » Opened the new Long Canyon Trail, which was led by the Coachella Valley Mountains Conservancy to provide access from Desert Hot Springs to Joshua Tree National Park.
- » Achieved progress on several, longstanding big projects that includes finalizing the construction plans for the bighorn sheep fence in La Quinta & the North Shore Ranch restoration project.
- » Securing two Local Assistance Grants from the California Department of Fish and Wildlife, for more than \$160,000, that will provide data on Peninsular Bighorn Sheep as well as assessing climate change vulnerability for covered species.



Budget Overview

The CVAG 2022/23 Budget outlines the revenues and expenditures for the projects and programs that CVAG anticipates for the coming fiscal year. The budget itself mirrors the scope of topics that CVAG's programs cover, including transportation, energy, sustainability, community resources, and homelessness.

CVAG also has a General Fund that provides additional financial support for its day-to-day operations and includes some administrative costs and general support to CVAG's policy committees. In light of changes to state law and in the unanticipated and unlikely case of funding shortfalls or liquidation of the CVAG JPA, the CVAG general fund would stand to cover certain encumbrances such as the Unfunded Accrued Liability of CVAG's pension at CalPERS (discussed in the Expenditures section below) and shield member jurisdictions from such liability, which previously didn't. The General Fund is anticipated to grow by \$139,301, calculated after long-overdue tenant improvements are budgeted for completion in FY 2022/23.

This year's budget has a different appearance than previous years. Based on reports from CVAG's new budgeting software, it is more accessible for member jurisdictions and the general public. However, this year's budget uses the same conservative budget approach that CVAG has always maintained. It continues the long-standing philosophy of relying heavily on non-local revenue streams – including local contributions, grants, and state and federal funds – for projects and programs, including the staffing resources needed to implement them.

The following provides a condensed summary of FY 2022/23 Operating Revenues and Expenditures. Additional details about the projects and programs can be found on subsequent pages, generally organized by department.

Revenues

Member Agency Dues will reflect a total increase of \$66,872 across all member agencies. Member Agency Dues are increased on a yearly basis in line with the Consumer Price Index (CPI) for all items indexed (all urban consumers,

Riverside–San Bernardino–Ontario from January to January) developed by the Bureau of Labor Statistics, United States Department of Labor. The Administrative/Personnel Committee, during its meeting on April 21, 2022, recommended the 8.6% CPI increase in the base amount.

Revenues from Measure A and the Transportation Uniform Mitigation Fee (TUMF) provide for the Coachella Valley's transportation program. CVAG is charged with all transportation planning and administration of a multi-million-dollar regional arterial construction program.

Budget inputs for Measure A revenues are projected by the Riverside County Transportation Commission (RCTC) and reflect an increase from the prior year as the local economy continues to rebound and more visitors and year-round residents make their way to the Coachella Valley.

The budget assumes the completion of capital improvement projects such that the entire amount of Measure A expected to be collected by RCTC in FY2022/23 will be drawdown to cover regional transportation project expenditures not already covered by external funding sources.

CVAG has approved increases to the TUMF rate by 8.2% starting in January 2023. The region's TUMF rate remains below other areas and continues to exempt affordable housing. As confirmed in discussions CVAG had with a key counterpart related to TUMF, the Desert Valley Builders Association, the construction of single-family and multi-family homes is expected to increase in 2022 compared to 2021 due to the initiation of some major new developments across the Valley. CVAG used the most recent FY actuals (2020/21) and increased the TUMF based on the new rates. This projection considers the ongoing global supply chain issues and the rising cost of inflation.

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

As CVAG continues with the construction phases of CV Link in FY 2022/23, it anticipates receiving the vast majority of



its funding from external resources to cover project costs in the form of Active Transportation, State Transportation Improvement Program, Air Quality Management District funds as well as funds from the Desert Healthcare District / Foundation.

The CV Sync project brings in federal dollars in the form of Congestion Mitigation and Air Quality funds as well as State Transportation Improvement Program funds. It is budgeted that external funding sources not covering the project costs for these programs will be supplemented by Measure A transfers into the CV Link and CV Sync funds.

The launch of the Inland Regional Energy Network (I-REN) is a significant shift for energy programs in the Coachella Valley. In years past, available funding resources were previously predominant in the communities served by Southern California Edison. The launch of the I-REN ushers in a new era of programs and resources. The proposed I-REN budget through 2027 is nearly \$66 million, which is a huge influx of annual investments to Riverside and San Bernardino Counties.

Interestingly, CVAG is the one partner agency with a Community Choice Aggregation program (DCE) and the only partner with an existing Energy and Environmental Resources Committee to implement the associated, sustainability-related objectives and programs. Based on the I-REN business plan, this endeavor will require at least ten staff across the agencies, with WRCOG serving as the lead administrative agency. At CVAG, it is expected that I-REN could fund three full-time employees to manage and implement all the programs effectively. The I-REN budget will fund the increased staff being proposed for the energy and sustainability programs. This is a necessary investment: CVAG needs to staff up on I-REN to ensure that the region gets its fair share of the millions coming to the Inland Empire. Without this staff, CVAG will be left to rely on the staff in western Riverside County and San Bernardino County, and the region risks being shortchanged on programs.

CVAG expects to receive external funding from member jurisdictions for its growing CV Housing First Program nominally in line with amounts received in FY 2021/22. However, contributions to the programs are being finalized in the form of memorandums of understanding instead of informal agreements in prior years.

Expenditures

The budget anticipates additional investments to streamline operations, including long-overdue tenet improvements. It also anticipates investment in an enterprise resource planning system (ERP), which will allow CVAG to fully integrate its contracting, accounts payable/receivable, personnel, and financial transaction and reporting systems.

The FY 2022/23 budget is also sensitive to unknown and continued inflationary factors in the coming fiscal year. All expenditures were evaluated on a line-by-line basis, and projected increases in prices were applied agency-wide for conservative budgetary practices. It should be noted that these conservative budgetary increases might not be as apparent when comparing across historical data as the new staffing for the new programs such as I-REN take a proportional share of these increased costs away from other long-standing programs. Like other overhead costs, these costs are budgeted across departments, and cost-centers/funds are based on budgeted personnel costs charged to each cost-center/fund.

For an agency with such wide-ranging responsibilities and annual budgeted expenses exceeding \$100 million, CVAG's staffing levels are extremely lean. Independent contractors and consultants are utilized extensively to deliver projects and run programs. However, the recent pandemic, associated impacts, and distortions to the labor market have challenged the ability of many employers to run programs and construction projects adequately.

As previously reported to the Administrative / Personnel Committee, CVAG experienced substantial staff turnover during the Great Resignation of 2021. CVAG management used this as an opportunity to assess its internal staffing structure and better position the agency to address its long-term needs. This resulted in some vacancies being replaced with new positions and new titles for positions that were not anticipated in the previous budget. These changes ensure CVAG's internal structure is better aligned with the staffing needs of the programs and policies that the Executive Committee approved – all while staying within CVAG's authorized personnel budget for the Fiscal Year 2021/22. The cost of positions filled is largely, if not entirely, covered by funding secured for the specific programs, including transportation funding for CV Sync and the launch of the new I-REN program. This allows overhead costs to be spread more widely across funding sources, reducing the impact on the general fund and all other funds accounted for as cost-centers in the agency.

CVAG is currently undergoing a class and total compensation study. When finalized this summer, it will provide insight into CVAG's internal organization and how to maximize resources. The CVAG Administrative / Personnel Committee has been authorized to help direct the next steps. In anticipation, CVAG projects five more full-time employee positions, although other reclassifications may be recommended through the study. They include two management analysts (one for the CV Sync program and another for DCE/ energy programs), an I-REN program manager, and two program assistants (for energy programs / DCE and CV Housing First). Some of these hires



are not anticipated until later in the fiscal year. Staffing levels also assume that long-vacant positions will be filled in the transportation department.

The Administrative / Personnel Committee, at its April 21, 2022 meeting, recommended a FY 2022/23 3.5% cost of living increase for salaries (based on the same index used when evaluating Member Agency Dues) and allowed for merit increases at the Executive Director's discretion. This increase is in line with or lower than other local agencies' budgets, some of which have recommended 4% and up to 10% increases for FY 2022/23. The impact of the classification study is difficult to estimate as it will be assessed on a classification basis and may not affect every position. However, the budget incorporates preliminary feedback from the study and benchmarked a 5% increase to all staff (excluding the Executive Director) to conservatively predict personnel costs.

A cost to the budget of every governmental agency in California is that of its unfunded pension liability. CVAG participates in the California Public Employee Retirement System (CalPERS) and contributes payment on behalf of its employees every pay period. In addition to these bi-weekly costs, government agencies have seen pension liability grow as retired populations live longer and healthcare costs continue to increase. In addition to any annual payments needed to meet CalPERS funding requirements, CVAG has an Unfunded Accrued Liability (UAL) that represents future costs to sustain the CalPERS plans. Although CVAG shares a smaller UAL than many other agencies, a prudent decision was made by CVAG Administrative / Personnel and Finance Committees to pay down the cost of the (UAL) to \$0 over approximately ten years. The first Additional Discretionary Payment (ADP) was made in the amount of \$1 million in FY 2019/20 with a target to pay down approximately \$200,000 each year thereafter for nine consecutive years to reduce the current UAL balance to \$0 on the final payment. CVAG made contributions in FY 2020/21 of \$197,530, and in FY 2021/22 of \$203,483. This budget anticipates a \$200,394 paydown of the UAL, which was an amount supported by the Administrative/Personnel Committee in April 2022.

The Capital Project Summary included in this document lists the major Capital Improvement Program projects scheduled for activity in FY 2022/23 and the following four fiscal years. The cost estimates for currently slated projects utilize many external sources of funding such as ATP, STIP, CMAQ, and AQMD, along with local funding sources such as Measure A. Budget projections of current capital projects demonstrate a 100% drawdown of Measure A funds estimated to be collected by RCTC in FY2022/23.

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.

With costs escalating 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. A federal infrastructure bill or California's unexpected general fund surplus may inject needed funding into the region. In the coming fiscal year, CVAG will prepare a value-engineering study, update project expenditure estimates for projects within CVAG's Transportation Project Prioritization Study (TPPS), and seek policy guidance from the Transportation and Executive Committees 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, Consultants, Construction/Project Costs, Tenant Improvements, and Debt Service expenditures. These non-personnel costs include indirect items to cover CVAG's overhead expenditures, such as office building rent, utilities, general supplies, and 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 represents 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, largely born by the CV Housing First case-workers traveling across the Coachella Valley to provide rapid rehousing solutions to Housing First clients.

Another budgeted expenditure in this grouped category is a Training / Wellness reimbursement available to all CVAG employees as identified in the Personnel Rules and Benefits manual as approved by the CVAG Executive Committee. Facility Expenses include office rent and maintenance, general liability insurance, and utility costs. Examples of Professional Services expenditures represent the cost of consultants and independent contractors as well as legal and accounting services. CVAG also provides staff for the Coachella Valley Conservation Commission (CVCC) and Desert Community Energy (DCE), with those expenses reimbursed under the terms of administrative agreements.



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	13,562	3.01%	\$7,300	\$903,897,031	0.98%	\$2,377	\$9,677
Cathedral City	53,973	12.00%	\$29,103	\$5,345,023,091	5.77%	\$13,994	\$43,097
Coachella	47,825	10.63%	\$25,781	\$2,219,964,031	2.40%	\$5,821	\$31,601
Desert Hot Springs	30,086	6.69%	\$16,225	\$2,238,210,672	2.42%	\$5,869	\$22,094
Indian Wells	5,428	1.21%	\$2,935	\$6,599,612,415	7.13%	\$17,292	\$20,227
Indio	91,621	20.36%	\$49,379	\$9,739,066,718	10.52%	\$25,514	\$74,893
La Quinta	41,247	9.16%	\$22,216	\$15,209,866,340	16.42%	\$39,823	\$62,039
Palm Desert	53,892	11.98%	\$29,055	\$16,755,218,136	18.09%	\$43,873	\$72,928
Palm Springs	47,754	10.61%	\$25,732	\$15,501,878,913	16.74%	\$40,599	\$66,331
Rancho Mirage	18,799	4.18%	\$10,138	\$9,763,404,821	10.54%	\$25,562	\$35,700
Riverside County (CVAG Boundaries)	45,748	10.17%	\$24,665	\$8,327,212,154	8.99%	\$21,803	\$46,468
Agua Caliente Band of Cahuilla Indians	-	-	-	-	-	-	\$9,677
Cabazon Band of Cahuilla Indians	-	-	-	-	-	-	\$9,677
Torres Martinez Desert Cahuilla Indians	-	-	-	-	-	-	\$9,677
Twenty-Nine Palms Band of Mission Indians	-	-	-	-	-	-	\$9,677
Totals	449,935	100.00%	\$242,528	\$92,603,354,322	100.00%	\$242,528	\$523,764

City Population Source: Demographic Research Unit, Department of Finance, State of California as of January 2021.

County Population Source: U.S. Census adjusted by an average increase/decrease for the C.V. Cities and Blythe. 1.07% in 2019, 0.18% in 2020, and 0.05% in 2021.

Population in the County of Riverside increased by 0.56% as of January 1, 2021.

Assessed Valuations: Riverside County 2020/21 Assessed Valuation Report.

The total assessed valuation for the Coachella Valley Unified, Desert Sands Unified and Palm Springs Unified School Districts for FY 2021/2022 was \$91,699,457,291.

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 \$83,372,245,137. This leaves \$8,327,212,154 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 (SBE) Properties.

Overall Agency Summary

The Overall Agency Summary Report summarizes the FY 2022/23 proposed budget. This report compares the proposed budget with the year-end revenue and expenditure estimates for FY 2021/22, the adopted budget for FY 2021/22, and the audited financial statements for FY 2020/21.

	FY 2020/21 Actual	FY 2021/22 Budget	FY 2021/22 Yr. End Est.	FY 2022/23 Budget
Beginning Fund Balance	\$57,796,958	\$100,049,976	\$51,286,964	\$48,186,891
Revenues / Funding Source				
CVAG Dues	\$450,834	\$465,867	\$465,869	\$532,740
Signal Synchronization (CMAQ)	\$617,254	\$19,549,003	\$6,291,157	\$13,739,400
Active Transportation Program	\$2,762,674	\$6,836,998	\$2,475,223	\$5,332,858
AB 2766	\$513,027	\$428,000	\$430,431	\$420,374
AQMD-CV Link	\$5,090,740	\$10,666,348	\$6,039,982	\$6,039,982
AQMD-Street Sweeping	-	\$220,000	\$220,000	\$220,000
Used Oil Grant	\$50,343	\$89,750	\$79,790	\$85,800
SCAG	-	\$279,000	\$356,324	\$217,581
AB 939	-	\$31,860	\$15,404	\$15,404
County Tipping Fees	-	-	\$27,653	-
Air Quality Enhancement/Colmac	-	\$163,850	\$150,000	\$190,000
Measure A	\$5,695,212	\$21,121,120	\$9,343,926	\$46,729,882
Measure A - In-Lieu TUMF Rev	\$592,929	-	-	-
TUMF Revenues	\$5,897,592	\$5,000,000	\$6,500,000	\$6,746,155
Transportation Local Contribution	\$12,570	\$1,076,047	\$668,231	\$601,408
Loan Repayments	\$643,070	\$10,421	\$10,421	\$10,421
RCTC Admin Reimbursements	-	-	\$1,917,487	\$927,023
RCTC PP&M	\$145,227	\$50,000	\$565,000	\$214,500
LTF (RCTC)	\$369,000	\$450,000	\$472,500	\$479,588
STIP	-	\$15,537,765	\$1,234,839	\$19,675,336
Highway Bridge Program Funds	-	\$11,535,112	-	-
Bus Pass Program Contributions	\$2,500	-	\$27,000	-
CVCC Administrative Reimbursement	\$766,500	\$845,780	\$774,612	\$896,361
DCE Administrative Reimbursement	\$563,921	\$549,909	\$561,588	\$756,237
PACE Funding	\$3,667	\$7,500	\$621	\$7,500
Homeless Funding	\$2,180,083	\$1,725,000	\$1,576,808	\$1,455,678
Other Revenues	\$284,252	\$119,667	\$1,779,863	\$118,563
I-REN Admin Reimbursement	-	-	\$27,526	\$592,094
Investment Income	\$294,364	\$572,411	\$160,629	\$967,981
Total Revenues / Funding Source	\$26,935,759	\$97,331,408	\$42,172,884	\$106,972,867

Overall Agency Summary

	FY 2020/21 Actual	FY 2021/22 Budget	FY 2021/22 Yr. End Est.	FY 2022/23 Budget
Expenditures / Expenditure				
Personnel				
Salaries	\$1,860,440	\$2,442,387	\$2,225,419	\$3,571,247
Benefits	\$937,782	\$1,068,569	\$845,432	\$1,336,046
Total Personnel	\$2,798,222	\$3,510,956	\$3,070,852	\$4,907,293
Non-Personnel				
Office Operations	\$143,108	\$245,688	\$129,052	\$368,319
Meeting Attendance Stipends	\$26,700	\$58,735	\$28,500	\$59,397
Employee Travel or Training	\$29,662	\$69,596	\$54,138	\$95,848
Facility Expenses	\$443,450	\$228,956	\$562,587	\$567,768
Professional Services	\$1,809,161	\$1,252,122	\$881,903	\$1,287,747
Total Non-Personnel	\$2,452,082	\$1,855,097	\$1,656,179	\$2,379,080
Project/Program				
Tenant Improvements	-	\$195,000	\$19,890	\$190,169
Debt Service	\$3,012,233	\$3,012,233	\$3,012,233	\$3,012,233
Consultants/Service Providers	\$3,105,838	\$7,389,895	\$959,109	\$7,367,065
Construction/Project Costs	\$17,024,352	\$91,111,976	\$28,606,194	\$79,727,646
Rapids Resolutions - CVHF	\$20,749	-	\$70,000	\$100,000
Mobile Access Center - CVHF	-	-	\$24,500	\$22,500
Fixed Assets	\$5,032,277	-	\$7,854,000	\$10,200,000
Total Project/Program	\$28,195,450	\$101,709,104	\$40,545,927	\$100,619,614
Other				
Operating Transfers Out	\$5,474,859	\$8,570,853	\$5,535,807	\$27,266,788
Operating Transfers In	(\$5,474,859)	(\$8,570,853)	(\$5,535,807)	(\$27,266,788)
Total Other	-	-	-	-
Total Expenditures / Expenditure	\$33,445,753	\$107,075,156	\$45,272,959	\$107,905,987
Net Excess (Deficit)	(\$6,509,994)	(\$9,743,748)	(\$3,100,074)	(\$933,120)
Ending Fund Balance	\$51,286,964	\$90,306,228	\$48,186,891	\$47,253,770

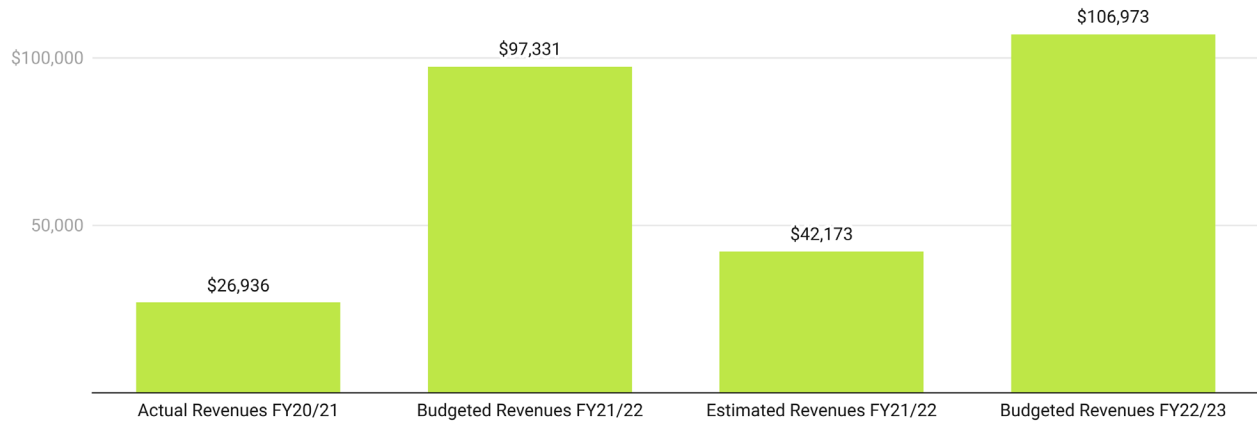


Operating Transfers

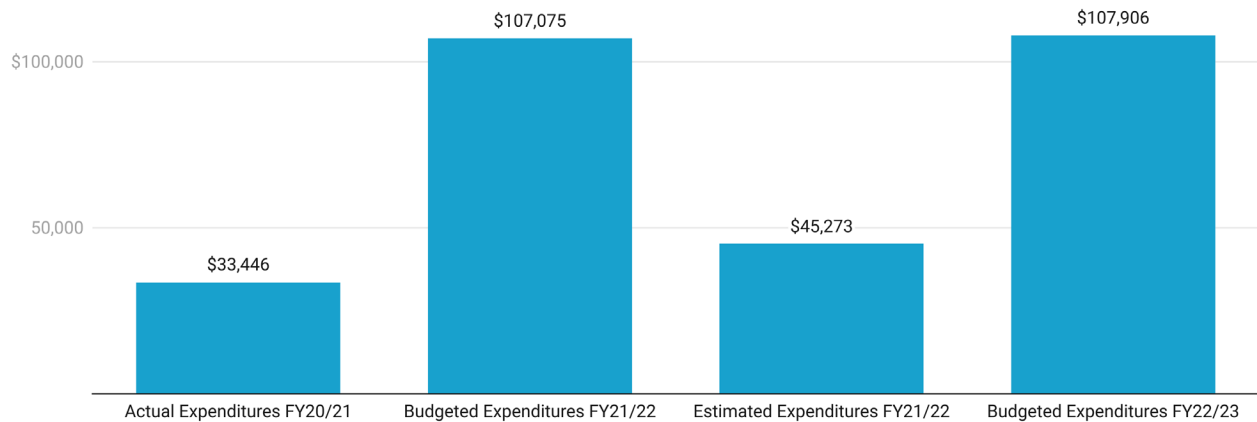
Operating transfers constitute cash transfers from a fund receiving revenues to a fund through which expenditures will be or have already been made.

Fund Transfer Out	Fund Transfer In	Amount
101 - General Fund	501 - AB 939	\$4,930
301 - AB 2766	711 - Lawn Scalping Program	\$12,183
301 - AB 2766	702 - Regional Street Sweeping	\$299,898
501 - AB 939	207 - Tire Recycling	\$4,952
501 - AB 939	321 - Used Oil Recycling Grant	\$9,809
611 - Measure A	618 - CV Link	\$2,759,095
611 - Measure A	624 - Signal Synchronization	\$23,500,805
612 - LTF / PP&M	411 - SCAG	\$15,053
612 - LTF / PP&M	618 - CV Link	\$660,063
Total Operating Transfers		\$27,266,788

Revenues (\$000's)



Expenditures (\$000's)



Capital Project Five-Year Summary

The following capital project funding has been approved by the Executive Committee for Construction for Fiscal Year 2022/23.

Approved Capital Projects – Transportation	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Madison Street from Avenue 52 to Indio Boulevard Phase 2 Under Construction Lead Agency: City of Indio FUNDED FROM REGIONAL / LOCAL FUND SOURCES	\$2,629,640	-	-	-
Indian Canyon from Garnet Ave to/including RR Crossing Bridge Right of Way, Utilities, Construction in 2022/23 Lead Agency: City of Palm Springs FUNDED FROM STIP / HBRR / REGIONAL / LOCAL FUND SOURCES	\$3,750,000	\$3,750,000	-	-
Cathedral Canyon Drive Bridge over WWR Design, Construction in 2019 Lead Agency: City of Cathedral City FUNDED FROM HBP / REGIONAL / LOCAL FUND SOURCES	\$917,341	-	-	-
Avenue 66 Grade Separation over UPRR Construction Lead Agency: County of Riverside FUNDED FROM REGIONAL / LOCAL FUND SOURCES	\$3,980,497	\$500,000	-	-
Frank Sinatra Bridge over WWR (CANCELED) PS&E, Construction in 2021 (Pending HBP Funding) Lead Agency: City of Rancho Mirage FUNDED FROM HBP / REGIONAL / LOCAL FUND SOURCES	-	-	-	-
Ramon Road Bridge Widening over WWR Final Design and Right of Way (Pending HBP Funding) Lead Agency: City of Palm Springs FUNDED FROM HBP / REGIONAL / LOCAL FUND SOURCES	\$849,441	\$3,822,483	\$3,822,483	-
Vista Chino Bridge over WWR Final Design and Right of Way (Pending HBP Funding) Lead Agency: City of Palm Springs FUNDED FROM HBP / REGIONAL / LOCAL FUND SOURCES	\$817,238	\$817,238	\$3,268,950	\$3,268,950
South Palm Canyon Bridge over Tahquitz Creek Final Design and Right of Way (Pending HBP Funding) Lead Agency: City of Palm Springs FUNDED FROM HBP / REGIONAL / LOCAL FUND SOURCES	\$394,425	\$394,425	-	-
East Palm Canyon Bridge over Palm Canyon Wash Environmental, Utility, Coordination and Right of Way Lead Agency: City of Palm Springs FUNDED FROM HBP / REGIONAL / LOCAL FUND SOURCES	\$554,806	\$554,806	-	-
Dune Palms Bridge over WWR Right of Way, Construction in late 2021 (Pending HBP Funding) Lead Agency: City of La Quinta FUNDED FROM HBP / REGIONAL / LOCAL FUND SOURCES	\$2,697,500	\$2,697,500	-	-
Avenue 44 Bridge over WWR Construction 2022 (Pending HBP Funding) Lead Agency: City of Indio FUNDED FROM HBP / REGIONAL / LOCAL FUND SOURCES	\$517,126	\$1,561,740	-	-

Capital Project Five-Year Summary

Approved Capital Projects – Transportation	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Date Palm Drive (I-10 and Varner) Design Lead Agency: City of Cathedral City FUNDED FROM REGIONAL / LOCAL FUND SOURCES	\$1,248,577	\$1,248,579	-	-
North Indian Canyon Drive Widening (COMPLETE) PS&E, Utility relocation Lead Agency: County of Riverside FUNDED FROM REGIONAL / LOCAL FUND SOURCES	-	-	-	-
Portola Avenue / I-10 Interchange Design Lead Agency: County of Riverside FUNDED FROM REGIONAL / LOCAL FUND SOURCES	\$300,000	-	-	-
Bicycle & Pedestrian Safety Program Projects are either under construction or have been completed Lead Agency: Various FUNDED FROM REGIONAL / LOCAL FUND SOURCES	\$1,766,364	\$500,000	-	-
Interchange Preparation Fund Design Lead Agency: Various FUNDED FROM REGIONAL / LOCAL FUND SOURCES	\$872,848	-	-	-
Varner Road Improvement (Ramon Road to Monterey) Completed (Future Reimbursement) Lead Agency: County FUNDED FROM REGIONAL / LOCAL FUND SOURCES	\$2,494,343	-	-	-
Portola Avenue (North of Gerald Ford Drive) Completed (Future Reimbursement) Lead Agency: City of Palm Desert FUNDED FROM REGIONAL / LOCAL FUND SOURCES	\$2,139,739	-	-	-
CV Link (Segment 1) Construction Lead Agency: CVAG FUNDED FROM STIP/ATP/CMAQ/AQMD/DHCD/LOCAL FUND SOURCES	\$22,743,200	\$20,353,014	-	-
CV Sync (Phase 1) Construction Lead Agency: CVAG FUNDED FROM CMAQ / LOCAL FUND SOURCES	\$18,379,829	-	-	-
CV Sync (Phase 2) Construction Lead Agency: CVAG FUNDED FROM CMAQ / LOCAL FUND SOURCES	\$21,900,550	\$40,672,450	-	-
Total	\$88,953,462	\$76,872,234	\$7,091,433	\$3,268,950

Budget By Programs

An overview of the financial activities anticipated in each program for FY 2022/23.

	Transportation	Community Resources	Energy & Sustainability	General Fund	Total
Beginning Fund Balance	\$43,477,815	\$2,670,081	\$81,477	\$1,897,533	\$48,126,906
Revenues / Funding Source					
Signal Synchronization (CMAQ)	\$13,739,400	-	-	-	\$13,739,400
Active Transportation Program	\$5,332,858	-	-	-	\$5,332,858
AB 2766	-	\$420,374	-	-	\$420,374
AQMD-CV Link	\$6,039,982	-	-	-	\$6,039,982
AQMD-Street Sweeping	-	\$220,000	-	-	\$220,000
Used Oil Grant	-	-	\$85,800	-	\$85,800
SCAG	\$217,581	-	-	-	\$217,581
AB 939	-	-	\$15,404	-	\$15,404
Air Quality Enhancement/Colmac	-	\$190,000	-	-	\$190,000
Measure A	\$46,729,882	-	-	-	\$46,729,882
TUMF Revenues	\$6,746,155	-	-	-	\$6,746,155
Transportation Local Contribution	\$601,408	-	-	-	\$601,408
Loan Repayments	\$10,421	-	-	-	\$10,421
RCTC Admin Reimbursements	\$927,023	-	-	-	\$927,023
RCTC PP&M	\$214,500	-	-	-	\$214,500
LTF (RCTC)	\$479,588	-	-	-	\$479,588
STIP	\$19,675,336	-	-	-	\$19,675,336
CVCC Admin Reimbursement	-	-	\$896,361	-	\$896,361
DCE Admin Reimbursement	-	-	\$756,237	-	\$756,237
PACE Funding	-	-	\$7,500	-	\$7,500
Homeless Funding	-	\$1,455,678	-	-	\$1,455,678
Other Revenues	-	\$63,063	\$50,000	\$5,500	\$118,563
I-REN Admin Reimbursement	-	-	\$592,094	-	\$592,094
Investment Income	\$916,782	\$31,023	\$4,735	\$15,441	\$967,981
Total Revenues / Funding Source	\$101,630,916	\$2,380,138	\$2,408,131	\$553,681	\$106,972,867

Budget By Programs

	Transportation	Community Resources	Energy & Sustainability	General Fund	Total
Expenditures / Expenditure					
Personnel					
Salaries	\$1,403,136	\$593,567	\$1,458,688	\$115,856	\$3,571,247
Benefits	\$510,227	\$272,885	\$506,308	\$46,626	\$1,336,046
Total Personnel	\$1,913,363	\$866,452	\$1,964,996	\$162,482	\$4,907,293
Non-Personnel					
Office Operations	\$139,986	\$63,502	\$151,650	\$13,181	\$368,319
Meeting Attendance Stipends	\$20,401	\$6,973	\$10,272	\$21,751	\$59,397
Employee Travel or Training	\$33,160	\$27,798	\$31,790	\$3,100	\$95,848
Facility Expenses	\$104,862	\$336,297	\$114,741	\$11,868	\$567,768
Professional Services	\$1,123,180	\$95,433	\$62,236	\$6,898	\$1,287,747
Total Non-Personnel	\$1,421,588	\$530,005	\$370,688	\$56,799	\$2,379,080
Project / Program					
Tenant Improvements	-	-	-	\$190,169	\$190,169
Debt Service	\$3,012,233	-	-	-	\$3,012,233
Consultants/Service Providers	\$7,222,000	\$43,000	\$102,065	-	\$7,367,065
Construction/Project Costs	\$78,971,042	\$721,519	\$35,085	-	\$79,727,646
Rapids Resolutions - CVHF	-	\$100,000	-	-	\$100,000
Mobile Access Center - CVHF	-	\$22,500	-	-	\$22,500
Fixed Assets	\$10,200,000	-	-	-	\$10,200,000
Total Project / Program	\$99,405,275	\$887,019	\$137,150	\$190,169	\$100,619,614
Other					
Operating Transfers Out	\$26,935,016	\$312,081	\$14,761	\$4,930	\$27,266,788
Operating Transfers In	(\$26,935,016)	(\$312,081)	(\$19,691)	-	(\$27,266,788)
Total Other	-	-	(\$4,930)	\$4,930	-
Total Expenditures / Expenditure	\$102,740,227	\$2,283,476	\$2,467,904	\$414,380	\$107,905,987
Net Excess (Deficit)	(\$1,109,310)	\$96,662	(\$59,774)	\$139,301	(\$933,120)
Ending Fund Balance	\$42,368,504	\$2,766,743	\$21,703	\$2,036,834	\$47,290,448



Transportation

Big Picture

Improving the Regional Arterial Network

Since 1989, CVAG has been responsible for regional transportation planning in the Coachella Valley and plans for all people of all ages using many modes of transportation. CVAG cooperates with its member jurisdictions to develop and manage progressive regional road and congestion mitigation programs. Some of its notable projects include overhauling six interchanges along the Interstate 10 Improvement Corridor. The priorities are regularly reviewed and encompassed in the Transportation Project Prioritization Study (TPPS) and the associated Regional Arterial Cost Estimate (RACE) and Active Transportation Plan (ATP). In recent months, CVAG has joined member jurisdictions in celebrating several project completions. In the upcoming fiscal year, CVAG's Transportation Department will continue to work with member jurisdictions to advance individual projects, including regional active transportation projects, and support efforts to secure outside funding to reduce the impact on regional and local resources.

Transportation Uniform Mitigation Fee (TUMF) Program

The TUMF program began in Fiscal Year 1989/1990 as a way to generate additional funds required for necessary improvements to the regional transportation system. Local jurisdictions may choose not to collect TUMF. However, jurisdictions not collecting TUMF forfeit their share of local Measure A funds to the regional arterial program. CVAG saw a steady increase in local Measure A funding received by CVAG's member jurisdictions until the Great Recession,

which began in 2008 and resulted in significant downturns in revenues generated. TUMF, like all development impact fees, requires a nexus to be demonstrated between the proposed development and the impacts to be mitigated. In TUMF's case, the assessment is based on the number of vehicle trips new development or site improvements may generate.

CV Link

CVAG has been working on CV Link for the past decade. The project is a major innovation in alternative transportation that will provide a safe route to walk, run, bike, or use low-speed electric vehicles, such as golf carts. CV Link is expected to provide significant environmental, health, and economic benefits to generations of current and future residents and visitors. CV Link will ultimately span more than 40 miles across the Coachella Valley. To date, about seven miles of the project have been built in the cities of Cathedral City, Palm Desert, and Palm Springs. When the current construction is complete, more than half of the project will be built. Construction will continue this year in the cities of Palm Springs, Palm Desert, La Quinta, Indio, and Coachella, as well as unincorporated Riverside County. In addition to bridges, this stage of construction includes undercrossings, which are a vital safety feature that will allow the CV Link users to go under major roadways to avoid traditional vehicular traffic.

CV Sync

Synchronizing the traffic signals across the Coachella Valley has been a longstanding goal at CVAG. The design and engineering of CV Sync started in 2016, and the work was later expanded to encompass upgrading all traffic



controllers to the same standard. Construction of CV Sync’s first phase – synchronizing signals on Highway 111, Washington Street, and Ramon Road – is underway and will be completed this coming fiscal year. The second phase, which includes another 21 corridors, is expected to start in Fiscal Year 2022/23. CV Sync will have technology that allows all cities to communicate and coordinate in real-time to manage traffic flow, especially useful during large events that draw hundreds of thousands of tourists to the Coachella Valley. This project will also deploy fiber-optic broadband technology throughout the Coachella Valley, which can help to unlock federal and state funding opportunities. The project spans the Coachella Valley but does not extend into the City of Rancho Mirage, which previously secured funding to do its own signal synchronization project.

Core Program Areas

The Work Plan for Fiscal Year 2022/23 is separated into the following core program areas:

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). The department also provides updates to the Capital Improvement Program (CIP) and other transportation plans in partnership with member jurisdictions. This role includes staff time to conduct project oversight (design, environmental, construction, and close-out), preparation of reimbursement agreements for regional arterial, interchange, and bridge projects, review and approval of project billings in accordance with the scope of work, and participation in project development team meetings and associated staff reports. In recent years, the Transportation Department has conducted cash

flow analysis for regional projects and provided recommendations on maximizing opportunities at the state and federal levels.

Regional Coordination of Programs

CVAG works closely with its 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 County-wide SB 821 and Local Streets & Roads funding. CVAG also has helped advance the Coachella Valley Passenger Rail Service Development Plan. Coordination with RCTC will be further formalized in the coming months when both agencies bring forth an updated memorandum of understanding to their respective governing bodies.

Additionally, staff time is used to support the State Transportation Improvement Program (STIP) and Regional Transportation Improvement Program (RTIP), support the implementation of the CVAG Transportation Project Prioritization Study (TPPS), and monitor and examine the impacts of implementing state policies. TPPS activities support the regional project construction program, including staff time to develop an annual prioritized list of construction projects and required financial resources.

CVAG also supports the Southern California Association of Governments’ programs, including providing input to the Federal and Regional Transportation Improvement Plans (FTIP and RTIP) and assisting SCAG with transportation modeling refinements.

CV Link

The largest segment of this 40-plus mile active transportation corridor is now under construction. At the same

time, resources are dedicated to conducting project oversight of services needed for future phases (environmental compliance, right-of-way, and phased construction of later segments).

CV Sync

Phase I of the valley-wide signal synchronization project will be completed this year, improving travel along Highway 111, Washington, and Ramon. Staff time includes conducting 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 preparing associated reports. CVAG is finalizing construction plans, specifications, and cost estimates to launch construction of Phase 2 in this fiscal year.

Planning For Future Transportation Needs

This area involves support to multiple programs focusing on key project areas. These areas include staff time and project management to maintain and provide input 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. The countywide transportation model involves support for the RIVCOM transportation model for forecasting projected transportation system needs to the year 2039.

Implementing The TUMF Program

CVAG continues to dedicate staff time to support the TUMF and TUMF/GIS Interface programs. TUMF program activities include staff time to update the program, monitor its implementation in member jurisdictions, perform annual fiscal reviews of building permits and monthly TUMF collections, research, analyze and prepare reports for TUMF appeals, enter TUMF collections in the TUMF database, to meet with developers on request to review potential TUMF assessments, and to perform 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 / Air Quality Programs

The Transportation Department provides support for air quality programs, including the regional street sweeping program. CVAG also helps address State Implementation Plan (SIP) conformance to regional projects.

Fighting for the Region's Fair Share of Funding

With costs escalating on projects, major sources of revenue for many of CVAG's traditional transportation projects are drying up. CVAG staff has recently provided committees

with cash flow projections that show declines in Measure A sales tax revenue and TUMF revenues. State and federal resources are simply not keeping up with the demand. For example, the FY 2020/25 estimates from the State Transportation Improvement Program (STIP) have been reduced by 82 percent and the Highway Bridge Program (HBP) is beyond oversubscribed, having a 20-year backlog of projects waiting to be funded. CVAG has been actively tracking the debated transportation infrastructure funds at the state and federal levels and has recently engaged lobbying firms to help secure the region's fair share of the funding.

Anticipated Milestones for FY 2022/23

- » Construct segments of CV Link in the Cities of Palm Springs, Palm Desert, La Quinta, Indio, and Coachella, and prepare bid packages for the next stretches of the project.
- » Transform travel along major arterials and position the Coachella Valley as a smart region by finishing CV Sync Phase 1 construction along Highway 111, Ramon, and Washington and starting construction on CV Sync Phase 2.
- » Update the Transportation Project Prioritization Study (TPPS) to align with statewide trends and requirements (including vehicle miles traveled as a consideration), with anticipated completion in FY 2023/24.
- » Complete planning and design of low-water crossings identified in the recent Flood and Blowsand Study, which identified more cost-effective alternatives to expensive bridges and overpasses in the western Coachella Valley).
- » Updating formula funding distribution agreements with the Riverside County Transportation Commission (RCTC) to secure the equitable distribution of state and federal funding for the Coachella Valley.
- » Work with member jurisdictions to identify funding for and advance regional roadway, bridge, and interchange projects to improve travel and goods movement across the region.

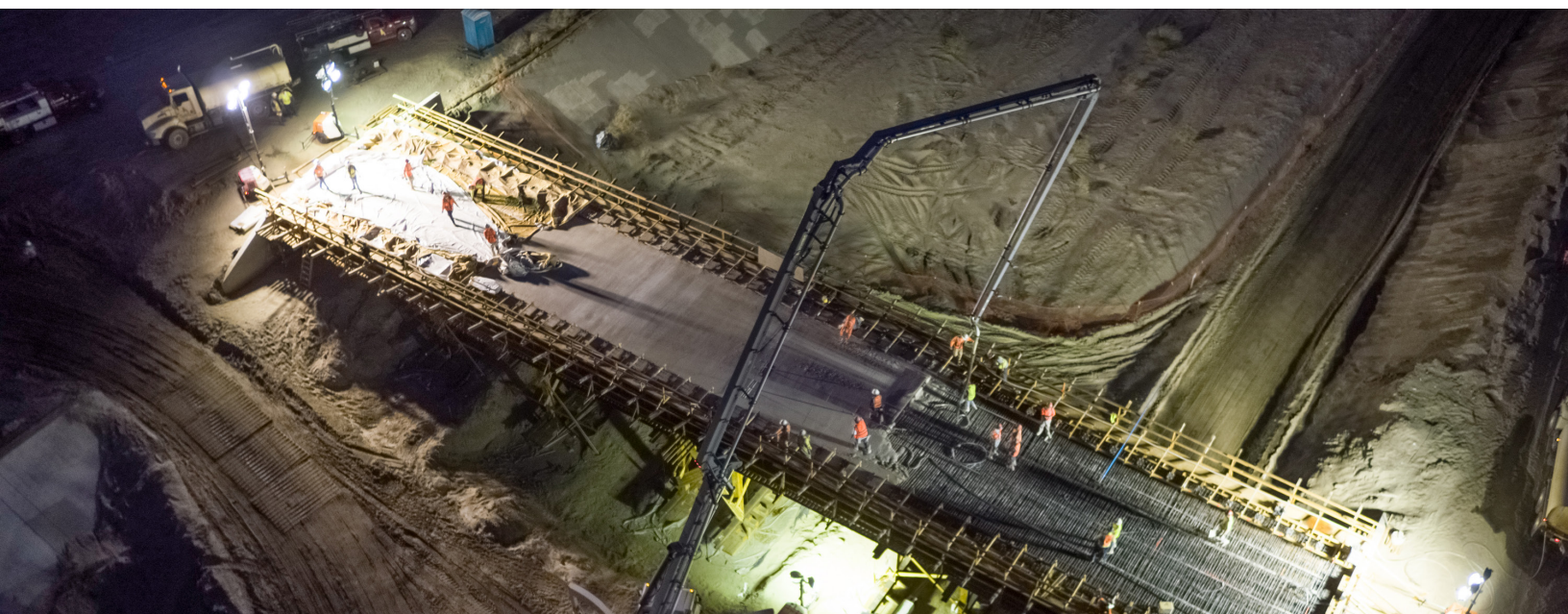
Transportation Budget by Cost Center

	TUMF	Measure A	LTF / PP&M	CV Link	CV Sync	SCAG	Total
Beginning Fund Balance	\$5,966,858	\$37,506,186	\$4,770	-	-	-	\$43,477,815
Revenues / Funding Source							
Signal Synchronization (CMAQ)	-	-	-	-	\$13,739,400	-	\$13,739,400
Active Transportation Program	-	-	-	\$5,332,858	-	-	\$5,332,858
AQMD-CV Link	-	-	-	\$6,039,982	-	-	\$6,039,982
SCAG	-	-	-	-	-	\$217,581	\$217,581
Measure A	-	\$46,729,882	-	-	-	-	\$46,729,882
Measure A - In-Lieu TUMF Rev	-	-	-	-	-	-	-
TUMF Revenues	\$6,746,155	-	-	-	-	-	\$6,746,155
Transportation Local Contribution	-	\$601,408	-	-	-	-	\$601,408
Loan Repayments	-	\$10,421	-	-	-	-	\$10,421
RCTC Admin Reimbursements	-	\$927,023	-	-	-	-	\$927,023
RCTC PP&M	-	-	\$214,500	-	-	-	\$214,500
LTF (RCTC)	-	-	\$479,588	-	-	-	\$479,588
STIP	-	-	-	\$12,941,336	\$6,734,000	-	\$19,675,336
Investment Income	\$81,811	\$827,380	\$3,454	-	\$4,136	-	\$916,782
Total Revenues / Funding Source	\$6,827,966	\$48,494,706	\$697,542	\$24,314,176	\$20,477,536	\$217,581	\$101,029,508



Transportation Budget by Cost Center

	TUMF	Measure A	LTF / PP&M	CV Link	CV Sync	SCAG	Total
Expenditures / Expenditure							
Personnel							
Salaries	\$324,780	\$524,072	\$11,974	\$270,109	\$262,676	\$9,525	\$1,403,136
Benefits	\$115,016	\$187,033	\$3,921	\$103,694	\$97,709	\$2,854	\$510,227
Total Personnel	\$439,796	\$711,105	\$15,895	\$373,803	\$360,385	\$12,379	\$1,913,363
Non-Personnel							
Office Operations	\$31,310	\$55,669	\$3,060	\$35,505	\$13,857	\$584	\$139,986
Meeting Attendance Stipends	\$6,087	\$11,211	\$133	\$2,088	\$847	\$35	\$20,401
Employee Travel or Training	\$12,351	\$10,363	\$213	\$5,520	\$3,374	\$1,339	\$33,160
Facility Expenses	\$23,440	\$41,849	\$1,693	\$26,623	\$10,803	\$454	\$104,862
Professional Services	\$50,454	\$97,739	\$1,433	\$894,595	\$78,696	\$262	\$1,123,180
Total Non-Personnel	\$123,643	\$216,832	\$6,532	\$964,331	\$107,577	\$2,674	\$1,421,588
Project/Program							
Debt Service	-	\$3,012,233	-	-	-	-	\$3,012,233
Consultants/Service Providers	\$170,000	\$170,000	-	\$3,652,000	\$3,230,000	-	\$7,222,000
Construction/Project Costs	\$6,000,000	\$19,929,882	-	\$12,543,200	\$40,280,379	\$217,581	\$78,971,042
Fixed Assets	-	-	-	\$10,200,000	-	-	\$10,200,000
Total Project/Program	\$6,170,000	\$23,112,115	-	\$26,395,200	\$43,510,379	\$217,581	\$99,405,275
Other							
Operating Transfers Out	-	\$26,259,900	\$675,116	-	-	-	\$26,935,016
Operating Transfers In	-	-	-	(\$3,419,158)	(\$23,500,805)	(\$15,053)	(\$26,935,016)
Total Other	-	\$26,259,900	\$675,116	(\$3,419,158)	(\$23,500,805)	(\$15,053)	-
Total Expenditures / Expenditure	\$6,730,231	\$50,281,893	\$697,542	\$24,314,176	\$20,477,536	\$217,581	\$102,718,960
Net Excess (Deficit)	\$94,527	(\$1,203,838)	-	-	-	-	(\$1,109,310)
Ending Fund Balance	\$6,061,385	\$36,302,349	\$4,770	-	-	-	\$42,368,504





Community Resources

Big Picture

Addressing Homelessness in the Coachella Valley

The CVAG Homelessness Committee facilitates coordinated strategies to address this serious issue through regional initiatives like CV Housing First. The program, which started in 2017, follows a nationally successful housing first model to address chronic homelessness in the Coachella Valley. The program utilizes crisis stabilization units – which are apartments and hotel rooms – to provide temporary supportive housing while case managers work with individuals to find a stable income or public benefits and then get them into permanent housing solutions. CV Housing First also provides rapid resolution to quickly address the needs of individuals who have recently entered homelessness. These solutions could mean helping to fix their car, which then provides them the transportation they need between their housing and work in order to sustain the job that keeps them off the streets.

This program is focused on addressing clients on the CV 200 list, a by-name list of chronically homeless individuals who have been identified by local law enforcement and other program providers as the most familiar faces. These are the highest utilizers of public resources: the ones who most interact with public safety and police by commonly loitering in front of local businesses, and those who frequently visit local emergency rooms to use healthcare system resources. By identifying these individuals, CVAG is using outreach and case management to get them off the streets, and into housing – thereby reducing the total costs to the general public.

In 2020, the first year the program was operated directly by CVAG staff, 75 of the CV 200 were placed in permanent housing solutions. CVAG in this coming fiscal year will continue the program and provide quarterly reports to demonstrate both the successes and the challenges. Additional grant opportunities, which have been accepted by the CVAG Executive Committee, allow CVAG to extend the program through a mobile access center.

Alan Seman Bus Pass Program

This program will be in its 15th year of distributing bus passes to homeless individuals valley-wide through various community-based organizations and non-profit groups. The program is named after the late Alan Seman, who was Mayor Pro Tem of the City of Rancho Mirage and a tireless advocate for the transportation needs of the homeless. As the Coachella Valley emerges from the COVID-19 pandemic, SunLine Transit Agency resumed fares for bus routes and the program continued. CVAG administers the program in conjunction with its CV Housing First staff.

Core Program Areas

The Work Plan for Fiscal Year 2022/23 is separated into the following core program areas:

1. Homelessness

The primary function is the operation of the CV Housing First program. There also is general administration of the Homelessness Committee, including development and follow-through of program goals, preparation and dissemination of agendas, minutes, and meeting schedules. Additionally, staff works at the Homelessness and

Executive Committee direction to develop projects and/or programs that respond to 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.

2. Public Safety

The general administration of the Public Safety Committee includes the development of goals as well as the preparation of agendas, presentations, and meeting materials. Under the Public Safety Committee's discretion, track, recommend, support and/or oppose programs that may impact the area. The Committee also provides an opportunity to facilitate collaboration between local and regional law enforcement agencies on major public safety issues, such as COVID-19 response, earthquake preparedness, and the rollout of regional behavioral health resources.

3. Southern California Association of Governments

In partnership with the Southern California Association of Governments (SCAG), CVAG serves as the sub-regional coordinator to disseminate SCAG information to the member jurisdictions including information related to the Regional Transportation Plan and the Regional Needs Housing Element (RHNA). One of the initiatives in the coming year will be the completion of two Regional Early Action Planning (REAP) projects, which were approved as a way to help implement funding to address the housing crisis from a planning perspective.

4. Pooled Resources for Regional Collaboration

CVAG's Community Resources budget has historically included the street sweeping program, which is largely funded by the AB 2766 contributions that each jurisdiction provides in order to address the regional arterial roadway system. Future CVAG budgets may detail this funding in a different section of the budget, as decisions on this program are recommended through the Energy & Environmental Resources Committee.

Anticipated Milestones for FY 2022/23

- » Continue a laser focus on the CV 200 services while working with partner agencies and local law enforcement to address non-200 clients who engage with the Mobile Access Center.
- » Secure multi-year support from member jurisdictions and partner organizations to mirror the direction provided by the Executive Committee.
- » Bolster resources available in the Coachella Valley, including behavioral health resources.
- » Complete the two REAP-funded projects and provide additional data and resources for the Coachella Valley to use in order to address affordable housing issues.
- » Finalize the street sweeping effectiveness study and provide a data-driven long-term recommendation.

Community Resources Budget by Cost Center

	Bus Pass / Homeless	AB 2766	Street Sweeping	Lawn Scalping	Total
Beginning Fund Balance	\$2,166,749	\$435,574	\$67,169	\$589	\$2,670,081
Revenues / Funding Source					
AB 2766	-	\$420,374	-	-	\$420,374
AQMD-Street Sweeping	-	-	\$220,000	-	\$220,000
Air Quality Enhancement/Colmac	-	-	\$150,000	\$40,000	\$190,000
Bus Pass Program Contributions	-	-	-	-	-
Homeless Funding	\$1,455,678	-	-	-	\$1,455,678
Other Revenues	\$39,000	-	\$24,063	-	\$63,063
Investment Income	\$23,306	\$257	\$7,460	-	\$31,023
Total Revenues / Funding Source	\$1,517,984	\$420,631	\$401,523	\$40,000	\$2,380,138
Expenditures / Expenditure					
Personnel					
Salaries	\$527,584	\$32,790	\$24,787	\$8,405	\$593,567
Benefits	\$250,436	\$10,940	\$8,874	\$2,635	\$272,885
Total Personnel	\$778,020	\$43,730	\$33,662	\$11,040	\$866,452
Non-Personnel					
Office Operations	\$58,227	\$3,126	\$1,696	\$454	\$63,502
Meeting Attendance Stipends	\$2,976	\$3,862	\$107	\$28	\$6,973
Employee Travel or Training	\$26,608	\$661	\$433	\$96	\$27,798
Facility Expenses	\$328,035	\$2,492	\$5,413	\$357	\$336,297
Professional Services	\$92,490	\$1,945	\$791	\$208	\$95,433
Total Non-Personnel	\$508,336	\$12,086	\$8,440	\$1,143	\$530,005
Project/Program					
Consultants/Service Providers	-	\$3,000	-	\$40,000	\$43,000
Construction/Project Costs	\$62,200	-	\$659,319	-	\$721,519
Rapids Resolutions - CVHF	\$100,000	-	-	-	\$100,000
Mobile Access Center - CVHF	\$22,500	-	-	-	\$22,500
Fixed Assets	-	-	-	-	-
Total Project/Program	\$184,700	\$3,000	\$659,319	\$40,000	\$887,019
Other					
Operating Transfers Out	-	\$312,081	-	-	\$312,081
Operating Transfers In	-	-	(\$299,898)	(\$12,183)	(\$312,081)
Total Other	-	\$312,081	(\$299,898)	(\$12,183)	-
Total Expenditures / Expenditure	\$1,471,056	\$370,897	\$401,523	\$40,000	\$2,283,476
Net Excess (Deficit)	\$46,928	\$49,734	-	-	\$96,662
Ending Fund Balance	\$2,213,677	\$485,308	\$67,169	\$589	\$2,766,743



Energy & Sustainability

Big Picture

Enhancing Our Environment

The Energy & Sustainability staff coordinates programs that include: sustainability, water conservation, recycling/reuse of resources, air quality, and other environmental programs. The E&E Department supports the Energy & Environmental Resources Committee, which includes all CVAG member jurisdictions and Coachella Valley Water District, Mission Springs Water District, Imperial Irrigation District as voting members, and Desert Water Agency as a non-voting member. CVAG also leads regional conversations through its staff-level roundtables, including discussing ways to reduce greenhouse gases through recycling and the reduction of solid wastes delivered to landfills.

Locally Controlled Energy Efficiency Investments

The Inland Regional Energy Network (I-REN) is a consortium of CVAG, the Western Riverside Council of Governments, and the San Bernardino Council of Governments to serve the counties of San Bernardino and Riverside. These partners have joined together to establish locally administered, designed, and delivered energy efficiency programs and support to fill gaps in existing energy efficiency programs, address the needs of underserved customers, and ensure affordable access to energy efficiency programs across the region.

The goal was to fill some of the funding gaps resulting from declining funding from the California Public Utilities Commission (CPUC) for Local Government Partnerships and energy efficiency programs and the end of the ten-year Desert Cities Energy Partnership funding. The CPUC

approved the I-REN business plan in November 2021, including funding for both programs and additional staffing. Coordination of this program also coincides with CVAG's staffing of Desert Community Energy.

Support Property Owner Investments in Clean Energy

PACE, or Property Assessed Clean Energy, is a program that allows property owners, both residential and commercial, to finance energy improvement measures on a property and pay those improvements back through their property taxes. This type of program aims to enable property owners to improve their quality of life without upfront costs and pay them back gradually over time, usually with the energy savings of the improvements offsetting the increase in the annual tax bills.

Coordination of Longstanding Community Recycling Programs

CVAG leads several regional programs for recycling. The CVAG Waste Tire Amnesty programs are funded by grants received from CalRecycle to host tire collection events in the Coachella Valley. These events are an opportunity for residents to conveniently bring unwanted tires to be recycled properly, rather than discarded improperly or illegally dumped on vacant lands.

CVAG also spearheads a used oil recycling program funded by grants received from CalRecycle to host oil collection events in the Coachella Valley. These events are a place where residents can conveniently bring used oil and oil filters to be recycled rather than improperly discarded or illegally dumped.



Improving Air Quality

Several CVAG-led programs are designed to improve the air quality in the Coachella Valley and reduce the impacts of PM10 through regional coordination. These include the Coachella Valley's regional street sweeping program. This program has historically been included in the community resources budget, but future CVAG budgets may detail this funding in this section of the budget as decisions on this program have been recommended through the Energy & Environmental Resources Committee.

Core Program Areas

The Work Plan for Fiscal Year 2022/23 is separated into the following core program areas:

1. Project Management and Contract Administration

The Energy & Sustainability staff leads the implementation of several regional programs, including PACE programs, that encourage awareness about energy use and initiate, encourage, and promote energy conservation and energy efficiency initiatives within the Coachella Valley and Palo Verde Valley. This work also results in coordinating the implementation of green building, energy efficiency, and zero net energy buildings. Additional project and contract management work is done for numerous recycling programs, including used oil and tires. Other programs, such as encouraging a regional implementation of the urban greening guide, will enhance awareness of climate change and promote ways to reduce greenhouse gas emissions.

2. Launch of the I-REN

The launch of the I-REN will be a massive undertaking for CVAG's Energy & Sustainability staff. The \$65.968 million budget, which spans over six years, includes funding for administering programs. Staff time is currently focused on establishing governance and drafting initial programs.

I-REN will concentrate its activities on three distinct areas: Public Sector, Codes & Standards, and Workforce Education & Training. The vision of the I-REN is to connect residents, businesses, and local governments to a wide range of energy efficiency resources to increase energy savings and equitable access throughout Riverside and San Bernardino Counties.

CVAG is currently taking the lead on programs related to Codes & Standards, which involves working closely with

local government building staff such as the Planning and Building Departments to offer resources that will help support, train, and enable long-term streaming of energy code compliance. This can include in-person training and online software systems to assist with building permits for energy projects such as cool roofs, HVACs, and solar/micro-grids systems.

3. Coordinate the Coachella Valley Energy Commission

CVAG has entered into a staffing agreement with Imperial Irrigation District (IID) as it explores collaborative solutions with local cities and other partners to ensure electricity service is maintained for Riverside County customers after the expiration of the 1934 Agreement of Compromise between IID and Coachella Valley Water District. The CVEC was formed to address concerns related to infrastructure needs in the Coachella Valley, but most importantly, to address representation and governance options for IID's Coachella Valley ratepayers.

4. Sustainable Resource Use

CVAG jurisdictions have made significant efforts to promote sustainable resource use. CVAG staff continues to support this initiative and identify future opportunities to promote sustainable resource use, including but not limited to the implementation of the Regional Plug-in Electric Vehicle Readiness Plan.

5. Air Quality Programs

The goals of the Air Quality program are to improve the air quality in the Coachella Valley and reduce the impacts of PM10 through regional coordination. In addition to running the regional street sweeping program, CVAG staff supports the implementation of the Community Air Monitoring Plans for the Eastern Coachella Valley that will track air quality actions prioritized by the community to reduce local exposure to harmful air pollutants. Resources are also dedicated to monitoring the implementation of South Coast Air Quality Management District's Coachella Valley Extreme Area Ozone Plan. Resources are also dedicated to addressing issues raised by member jurisdictions, such as evaluating the use of and impact of gas-powered leaf blowers.

6. Support Efforts to Revitalize the Salton Sea

CVAG and its Energy & Environmental Resources Committee have been strong supporters of the efforts to maintain and revitalize the Salton Sea. Staff time includes



providing letters of support and facilitating information to the member jurisdictions about various efforts, including the North Lake Concept being developed by the Salton Sea Authority. Additionally, CVAG staff tracks and provides committee members with updates on issues of regional significance, including geothermal and energy development in the Salton Sea region and exploration of the concept of importation of ocean water from the Sea of Cortez as part of the restoration of the Salton Sea.

7. 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. The CVCC also coordinates the 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, more than 100,000 acres of conservation lands have been acquired.

CVAG also is the staff for Desert Community Energy (DCE), a Community Choice Energy program (also known as Community Choice Aggregation) made up of the cities of Palm Springs and Palm Desert. Community Choice Energy programs are legal entities that allow communities to source their own electricity, putting an end to the monopolies held by traditional Investor-Owned Utilities. DCE launched its service in the City of Palm Springs in April 2020.

Energy & Sustainability Budget by Cost Center

	CVCC	AB 939	PACE	Aerial Photo	Tire Recycle	DCE	I-REN	Used Oil Recycling	Total
Beginning Fund Balance	\$32,332	\$23,400	\$13,976	\$24,039	-	-	-	\$20,062	\$113,809
Revenues / Funding Source									
Used Oil Grant	-	-	-	-	-	-	-	\$85,800	\$85,800
AB 939	-	\$15,404	-	-	-	-	-	-	\$15,404
CVCC Admin Reimbursement	\$896,361	-	-	-	-	-	-	-	\$896,361
DCE Admin Reimbursement	-	-	-	-	-	\$756,237	-	-	\$756,237
PACE Funding	-	-	\$7,500	-	-	-	-	-	\$7,500
Other Revenues	-	-	-	-	\$50,000	-	-	-	\$50,000
I-REN Admin Reimbursement	-	-	-	-	-	-	\$592,094	-	\$592,094
Investment Income	-	\$739	\$1,953	-	-	-	-	\$2,042	\$4,735
Total Revenues / Funding Source	\$896,361	\$16,144	\$9,453	-	\$50,000	\$756,237	\$592,094	\$87,842	\$2,408,131
Expenditures / Expenditure									
Personnel									
Salaries	\$535,110	\$10,331	\$7,379	-	\$11,867	\$494,708	\$385,934	\$13,360	\$1,458,688
Benefits	\$193,494	\$8,198	\$2,980	-	\$4,103	\$157,541	\$135,153	\$4,840	\$506,308
Total Personnel	\$728,604	\$18,529	\$10,358	-	\$15,970	\$652,248	\$521,087	\$18,200	\$1,964,996
Non-Personnel									
Office Operations	\$69,250	\$2,140	\$1,972	-	\$952	\$38,559	\$30,257	\$8,520	\$151,650
Meeting Attendance Stipends	\$3,768	\$3,802	\$112	-	\$65	\$2,408	-	\$117	\$10,272
Employee Travel or Training	\$18,053	\$1,010	\$174	-	\$188	\$6,906	\$5,258	\$201	\$31,790
Facility Expenses	\$48,147	\$1,728	\$1,426	-	\$845	\$38,629	\$22,466	\$1,501	\$114,741
Professional Services	\$28,540	\$1,004	\$826	-	\$483	\$17,486	\$13,027	\$870	\$62,236
Total Non-Personnel	\$167,757	\$9,684	\$4,510	-	\$2,532	\$103,989	\$71,007	\$11,209	\$370,688
Project / Program									
Consultants/Service Providers	-	-	\$5,000	-	\$27,865	-	-	\$69,200	\$102,065
Construction/Project Costs	-	\$1,500	-	\$10,000	\$8,585	-	-	\$15,000	\$35,085
Fixed Assets	-	-	-	-	-	-	-	-	-
Total Project / Program	-	\$1,500	\$5,000	\$10,000	\$36,450	-	-	\$84,200	\$137,150
Other									
Operating Transfers Out	-	\$14,761	-	-	-	-	-	-	\$14,761
Operating Transfers In	-	(\$4,930)	-	-	(\$4,952)	-	-	(\$9,809)	(\$19,691)
Total Other	-	\$9,831	-	-	(\$4,952)	-	-	(\$9,809)	(\$4,930)
Total Expenditures / Expenditure	\$896,361	\$39,543	\$19,868	\$10,000	\$50,000	\$756,237	\$592,094	\$103,800	\$2,467,904
Net Excess (Deficit)	-	(\$23,400)	(\$10,415)	(\$10,000)	-	-	-	(\$15,958)	(\$59,774)
Ending Fund Balance	-	-	\$3,561	\$14,039	-	-	-	\$4,104	\$54,035



Administration

Big Picture

Staffing three Joint Powers Authorities: CVAG staff provides the day-to-day resources needed to implement programs that the region focuses on improving transportation, conserving precious habitat, promoting green energy solutions, and providing social services to those who are less fortunate. Through staffing agreements, CVAG staff also administer the Coachella Valley Conservation Commission (CVCC) and Desert Community Energy (DCE).

CVAG's Finance/Administration Department serves as the backbone to ensure seamless operations for the various departments and programs. Both CVAG management and the Finance/Administration Department continue to have a conservative and prudent approach to their recommendations. This has been seen in recent financial recommendations related to building fund balances and reducing CVAG's future obligations by paying down unfunded pension liabilities

Core Program Areas

The Work Plan for Fiscal Year 2022/23 is separated into the following core program areas:

1. General Assembly

The General Assembly is the top policy-making body of CVAG. It has 75 members and is comprised of the Riverside County Board of Supervisors, Mayors, City Councilmembers, and five Tribal Members of each member Tribal Nation. The General Assembly meets annually to elect officers and adopt work plans and a budget for the ensuing year.

2. Executive Committee

The Executive Committee is a 19-member, policy-making body of CVAG which meets between sessions of the General Assembly. Membership is comprised of the Riverside County Board of Supervisors, Mayors, and Tribal Council Chairs unless a member's jurisdictional body designates another member of the City Council or Tribal Council to serve as the member. Two representatives to the Southern California Association of Governments' Regional Council elected by the cities of the Coachella Valley also serve as non-voting members.

The Executive Committee is the instrument for a regional approach to policy making for the local governments of the Coachella Valley. CVAG's programs have expanded,

contracted, and changed over the decades. What began as a regional planning agency has become less of a planning agency and much more of an agency that also delivers projects and operates programs on a regional level.

CVAG and its associated joint powers agencies — the Coachella Valley Conservation Commission (CVCC) and Desert Community Energy (DCE) — are the lead or implementing agencies related to wide-ranging programs that include, but are not limited to:

- » Constructing transportation infrastructure such as CV Link and CV Sync, the regional signal synchronization project.
- » Implementing air quality programs such as the regional street sweeping program to limit airborne dust.
- » Operating the CV Housing First regional homeless program led by CVAG staff.
- » Buying 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

- » Complete the ongoing Class and Total Compensation Study and work with CVAG's Administrative/ Personnel Committee to implement changes.
- » Streamline operations in the Finance Department to make all three agencies more efficient and effective, including reducing paper use and integrating a system for budgeting and personnel.
- » Address longstanding office needs, including its website and office space, to ensure CVAG is welcome, accessible, and engaging for its member jurisdictions and the general public.
- » Ensure the public's business is being conducted in a transparent and accessible manner, including continued evaluation of videoconferencing for meetings.



General Fund by Program

	Community Resources	Energy & Sustainability	Administration	Total
Beginning Fund Balance				\$1,897,533
Revenues / Funding Source				
CVAG Dues	\$141,846	\$297,046	\$93,848	\$532,740
Other Revenues	\$5,500	-	-	\$5,500
Investment Income	-	-	\$15,441	\$15,441
Total Revenues / Funding Source	\$147,346	\$297,046	\$109,289	\$553,681
Expenditures / Expenditure				
Personnel				
Salaries	\$31,531	\$84,324	-	\$115,856
Benefits	\$15,234	\$31,393	-	\$46,626
Total Personnel	\$46,765	\$115,717	-	\$162,482
Non-Personnel				
Office Operations	\$5,140	\$8,042	-	\$13,181
Meeting Attendance Stipends	\$17,776	\$3,975	-	\$21,751
Employee Travel or Training	\$1,748	\$1,352	-	\$3,100
Facility Expenses	\$5,625	\$6,243	-	\$11,868
Professional Services	\$3,678	\$3,221	-	\$6,898
Total Non-Personnel	\$33,966	\$22,832	-	\$56,799
Project / Program				
Tenant Improvements	-	-	\$190,169	\$190,169
Fixed Assets	-	-	-	-
Total Project/Program	-	-	\$190,169	\$190,169
Other				
Operating Transfers Out	-	\$4,930	-	\$4,930
Operating Transfers In	-	-	-	-
Total Other	-	\$4,930	-	\$4,930
Total Expenditures / Expenditure	\$80,732	\$143,479	\$190,169	\$414,380
Net Excess (Deficit)	\$66,614	\$153,567	(\$80,880)	\$139,301
Ending Fund Balance				\$2,036,834



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 FY 2022/23 budget is compared with the financial figures for FY 2020/21, the adopted budget for FY 2021/22 as well as the estimated year-end figures for FY 2021/22.

The budget continues to incorporate CVAG's longstanding 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

	FY2020/21 Actual	FY2021/22 Budget	FY2021/22 Yr. End Est.	FY2022/23 Budget
BEGINNING FUND BALANCE	\$ 1,432,548	\$ 1,497,982	\$ 1,595,945	\$ 1,897,533
Revenues / Funding Source				
CVAG Dues	\$ 450,834	\$ 465,867	\$ 465,869	\$ 532,740
Other Revenues	\$ 7,155	\$ 18,667	\$ 18,244	\$ 5,500
Investment Income	\$ 3,406	\$ 6,019	\$ 1,655	\$ 15,441
Total Revenues / Funding Source	\$ 461,395	\$ 490,553	\$ 485,768	\$ 553,681
Expenditures / Expenditure				
Personnel				
Salaries	\$ 155,688	\$ 102,300	\$ 92,066	\$ 115,856
Benefits	\$ 88,520	\$ 46,462	\$ 39,389	\$ 46,626
Total Personnel	\$ 244,207	\$ 148,762	\$ 131,455	\$ 162,482
Non-Personnel				
Office Operations	\$ 11,259	\$ 28,506	\$ 3,580	\$ 13,181
Meeting Attendance Stipends	\$ 9,537	\$ 21,751	\$ 11,316	\$ 21,751
Employee Travel or Training	\$ 2,740	\$ 2,969	\$ 947	\$ 3,100
Facility Expenses	\$ 19,777	\$ 9,566	\$ 12,778	\$ 11,868
Professional Services	\$ 8,504	\$ 9,498	\$ 4,214	\$ 6,898
Total Non-Personnel	\$ 51,817	\$ 72,290	\$ 32,835	\$ 56,799
Project/Program				
Tenant Improvements	-	\$ 195,000	\$ 19,890	\$ 190,169
Fixed Assets	\$ 1,062	-	-	-
Total Project/Program	\$ 1,062	\$ 195,000	\$ 19,890	\$ 190,169
Other				
Operating Transfers Out	-	\$ 2,408	-	\$ 4,930
Operating Transfers In	\$ 913	-	-	-
Total Other	\$ 913	\$ 2,408	-	\$ 4,930
Total Expenditures / Expenditure	\$ 297,999	\$ 418,460	\$ 184,180	\$ 414,380
Net Excess (Deficit)	\$ 163,397	\$ 72,093	\$ 301,588	\$ 139,301
ENDING FUND BALANCE	\$ 1,595,945	\$ 1,570,075	\$ 1,897,533	\$ 2,036,834

202 - PACE

	FY2020/21 Actual	FY2021/22 Budget	FY2021/22 Yr. End Est.	FY2022/23 Budget
BEGINNING FUND BALANCE	\$ 147,649	\$ 116,056	\$ 62,407	\$ 13,976
Revenues / Funding Source				
Investment Income	\$ 431	\$ 256	\$ 209	\$ 1,953
PACE Funding	\$ 3,667	\$ 7,500	\$ 621	\$ 7,500
Total Revenues / Funding Source	\$ 4,097	\$ 7,756	\$ 831	\$ 9,453
Expenditures / Expenditure				
Personnel				
Salaries	\$ 28,057	\$ 14,451	\$ 15,695	\$ 7,379
Benefits	\$ 12,013	\$ 6,359	\$ 5,508	\$ 2,980
Total Personnel	\$ 40,070	\$ 20,810	\$ 21,204	\$ 10,358
Non-Personnel				
Office Operations	\$ 2,203	\$ 1,357	\$ 686	\$ 1,972
Meeting Attendance Stipends	\$ 148	\$ 112	\$ 68	\$ 112
Employee Travel or Training	\$ 211	\$ 247	\$ 138	\$ 174
Facility Expenses	\$ 3,168	\$ 1,340	\$ 1,736	\$ 1,426
Professional Services	\$ 1,490	\$ 1,190	\$ 1,052	\$ 826
Total Non-Personnel	\$ 7,219	\$ 4,246	\$ 3,680	\$ 4,510
Project/Program				
Consultants/Service Providers	\$ 41,694	\$ 5,000	\$ 24,378	\$ 5,000
Fixed Assets	\$ 356	-	-	-
Total Project/Program	\$ 42,050	\$ 5,000	\$ 24,378	\$ 5,000
Total Expenditures / Expenditure	\$ 89,339	\$ 30,056	\$ 49,262	\$ 19,868
Net Excess (Deficit)	(\$ 85,242)	(\$ 22,300)	(\$ 48,431)	(\$ 10,415)
ENDING FUND BALANCE	\$ 62,407	\$ 93,756	\$ 13,976	\$ 3,561



203 - Aerial Photography

	FY2020/21 Actual	FY2021/22 Budget	FY2021/22 Yr. End Est.	FY2022/23 Budget
BEGINNING FUND BALANCE	\$ 24,039	\$ 23,379	\$ 24,039	\$ 24,039
Expenditures / Expenditure				
Project/Program				
Construction/Project Costs	-	\$ 2,500	-	\$ 10,000
Total Project/Program	-	\$ 2,500	-	\$ 10,000
Total Expenditures / Expenditure	-	\$ 2,500	-	\$ 10,000
Net Excess (Deficit)	-	(\$ 2,500)	-	(\$ 10,000)
ENDING FUND BALANCE	\$ 24,039	\$ 20,879	\$ 24,039	\$ 14,039



205 - Homeless

	FY2020/21 Actual	FY2021/22 Budget	FY2021/22 Yr. End Est.	FY2022/23 Budget
BEGINNING FUND BALANCE	\$ 873,054	\$ 923,413	\$ 1,788,700	\$ 2,166,749
Revenues / Funding Source				
Bus Pass Program Contributions	\$ 2,500	-	\$ 27,000	-
Homeless Funding	\$ 2,180,083	\$ 1,725,000	\$ 1,576,808	\$ 1,455,678
Other Revenues	\$ 357	\$ 36,000	\$ 108	\$ 39,000
Investment Income	\$ 5,141	\$ 2,833	\$ 2,498	\$ 23,306
Total Revenues / Funding Source	\$ 2,188,082	\$ 1,763,833	\$ 1,606,413	\$ 1,517,984
Expenditures / Expenditure				
Personnel				
Salaries	\$ 148,834	\$ 365,025	\$ 420,826	\$ 527,584
Benefits	\$ 72,428	\$ 204,967	\$ 179,725	\$ 250,436
Total Personnel	\$ 221,262	\$ 569,992	\$ 600,552	\$ 778,020
Non-Personnel				
Office Operations	\$ 21,887	\$ 42,523	\$ 27,105	\$ 58,227
Meeting Attendance Stipends	\$ 820	\$ 2,976	\$ 1,829	\$ 2,976
Employee Travel or Training	\$ 11,095	\$ 19,458	\$ 29,603	\$ 26,608
Facility Expenses	\$ 236,723	\$ 36,470	\$ 340,567	\$ 328,035
Professional Services	\$ 717,289	\$ 68,766	\$ 75,392	\$ 92,490
Total Non-Personnel	\$ 987,815	\$ 170,193	\$ 474,497	\$ 508,336
Project/Program				
Consultants/Service Providers	\$ 250	-	-	-
Construction/Project Costs	\$ 39,396	\$ 568,147	\$ 58,816	\$ 62,200
Rapids Resolutions - CVHF	\$ 20,749	-	\$ 70,000	\$ 100,000
Mobile Access Center - CVHF	-	-	\$ 24,500	\$ 22,500
Fixed Assets	\$ 2,964	-	-	-
Total Project/Program	\$ 63,359	\$ 568,147	\$ 153,316	\$ 184,700
Total Expenditures / Expenditure	\$ 1,272,436	\$ 1,308,332	\$ 1,228,365	\$ 1,471,056
Net Excess (Deficit)	\$ 915,646	\$ 455,501	\$ 378,049	\$ 46,928
ENDING FUND BALANCE	\$ 1,788,700	\$ 1,378,914	\$ 2,166,749	\$ 2,213,677



207 - Tire Recycling

	FY2020/21 Actual	FY2021/22 Budget	FY2021/22 Yr. End Est.	FY2022/23 Budget
BEGINNING FUND BALANCE	-	-		-
Revenues / Funding Source				
Other Revenues	-	\$ 50,000	\$ 25,000	\$ 50,000
Total Revenues / Funding Source	-	\$ 50,000	\$ 25,000	\$ 50,000
Expenditures / Expenditure				
Personnel				
Salaries	\$ 4,661	\$ 9,031	\$ 2,527	\$ 11,867
Benefits	\$ 2,001	\$ 3,365	\$ 817	\$ 4,103
Total Personnel	\$ 6,662	\$ 12,397	\$ 3,345	\$ 15,970
Non-Personnel				
Office Operations	\$ 282	\$ 745	\$ 43	\$ 952
Meeting Attendance Stipends	\$ 24	\$ 65	\$ 5	\$ 65
Employee Travel or Training	\$ 32	\$ 144	\$ 10	\$ 188
Facility Expenses	\$ 549	\$ 782	\$ 133	\$ 845
Professional Services	\$ 236	\$ 696	\$ 44	\$ 483
Total Non-Personnel	\$ 1,123	\$ 2,432	\$ 234	\$ 2,532
Project/Program				
Consultants/Service Providers	-	\$ 27,927	\$ 2,984	\$ 27,865
Construction/Project Costs	-	\$ 10,000	\$ 25,453	\$ 8,585
Fixed Assets	\$ 40	-	-	-
Total Project/Program	\$ 40	\$ 37,928	\$ 28,438	\$ 36,450
Other				
Operating Transfers In	(\$ 7,824)	(\$ 2,757)	(\$ 7,016)	(\$ 4,952)
Total Other	(\$ 7,824)	(\$ 2,757)	(\$ 7,016)	(\$ 4,952)
Total Expenditures / Expenditure	-	\$ 50,000	\$ 25,000	\$ 50,000
Net Excess (Deficit)	-	-	-	-
ENDING FUND BALANCE	-	-	-	-



210 - Desert Community Energy

	FY2020/21 Actual	FY2021/22 Budget	FY2021/22 Yr. End Est.	FY2022/23 Budget
BEGINNING FUND BALANCE	-	-	-	-
Revenues / Funding Source				
DCE Administrative Reimbursement	\$ 563,921	\$ 549,909	\$ 561,588	\$ 756,237
Other Revenues	-	-	-	-
Total Revenues / Funding Source	\$ 563,921	\$ 549,909	\$ 561,588	\$ 756,237
Expenditures / Expenditure				
Personnel				
Salaries	\$ 271,442	\$ 344,141	\$ 339,853	\$ 494,708
Benefits	\$ 130,095	\$ 110,461	\$ 109,912	\$ 157,541
Total Personnel	\$ 401,537	\$ 454,603	\$ 449,764	\$ 652,248
Non-Personnel				
Office Operations	\$ 18,401	\$ 23,911	\$ 15,428	\$ 38,559
Meeting Attendance Stipends	\$ 1,406	\$ 2,408	\$ 1,760	\$ 2,408
Employee Travel or Training	\$ 1,948	\$ 5,348	\$ 3,577	\$ 6,906
Facility Expenses	\$ 31,362	\$ 28,935	\$ 41,099	\$ 38,629
Professional Services	\$ 106,444	\$ 34,703	\$ 49,960	\$ 17,486
Total Non-Personnel	\$ 159,561	\$ 95,306	\$ 111,824	\$ 103,989
Project/Program				
Fixed Assets	\$ 2,823	-	-	-
Total Project/Program	\$ 2,823	-	-	-
Total Expenditures / Expenditure	\$ 563,921	\$ 549,909	\$ 561,588	\$ 756,237
Net Excess (Deficit)	-	-	-	-
ENDING FUND BALANCE	-	-	-	-



211 - I-REN

	FY2020/21 Actual	FY2021/22 Budget	FY2021/22 Yr. End Est.	FY2022/23 Budget
BEGINNING FUND BALANCE				-
Revenues / Funding Source				
Other Revenues	-	-	-	-
I-REN Admin Reimbursement	-	-	\$ 27,526	\$ 592,094
Total Revenues / Funding Source	-	-	\$ 27,526	\$ 592,094
Expenditures / Expenditure				
Personnel				
Salaries	-	-	\$ 22,041	\$ 385,934
Benefits	-	-	\$ 4,843	\$ 135,153
Total Personnel	-	-	\$ 26,884	\$ 521,087
Non-Personnel				
Office Operations	-	-	\$ 117	\$ 30,257
Meeting Attendance Stipends	-	-	\$ 13	-
Employee Travel or Training	-	-	\$ 27	\$ 5,258
Facility Expenses	-	-	\$ 364	\$ 22,466
Professional Services	-	-	\$ 121	\$ 13,027
Total Non-Personnel	-	-	\$ 642	\$ 71,007
Total Expenditures / Expenditure	-	-	\$ 27,526	\$ 592,094
Net Excess (Deficit)	-	-	-	-
ENDING FUND BALANCE	-	-	-	-



301 - AB 2766

	FY2020/21 Actual	FY2021/22 Budget	FY2021/22 Yr. End Est.	FY2022/23 Budget
BEGINNING FUND BALANCE	\$ 63,672	\$ 225,347	\$ 325,048	\$ 435,574
Revenues / Funding Source				
AB2766	\$ 513,027	\$ 428,000	\$ 430,431	\$ 420,374
Investment Income	-	\$ 289	\$ 175	\$ 257
Total Revenues / Funding Source	\$ 513,027	\$ 428,289	\$ 430,606	\$ 420,631
Expenditures / Expenditure				
Personnel				
Salaries	\$ 9,823	\$ 24,465	\$ 14,326	\$ 32,790
Benefits	\$ 4,922	\$ 11,672	\$ 4,939	\$ 10,940
Total Personnel	\$ 14,745	\$ 36,137	\$ 19,265	\$ 43,730
Non-Personnel				
Office Operations	\$ 619	\$ 1,986	\$ 489	\$ 3,126
Meeting Attendance Stipends	\$ 1,151	\$ 3,862	\$ 2,013	\$ 3,862
Employee Travel or Training	\$ 83	\$ 634	\$ 127	\$ 661
Facility Expenses	\$ 1,134	\$ 2,344	\$ 1,433	\$ 2,492
Professional Services	\$ 495	\$ 2,582	\$ 567	\$ 1,945
Total Non-Personnel	\$ 3,482	\$ 11,408	\$ 4,628	\$ 12,086
Project/Program				
Consultants/Service Providers	\$ 1,780	\$ 3,000	\$ 1,000	\$ 3,000
Fixed Assets	\$ 103	-	-	-
Total Project/Program	\$ 1,883	\$ 3,000	\$ 1,000	\$ 3,000
Other				
Operating Transfers Out	\$ 231,542	\$ 269,402	\$ 295,186	\$ 312,081
Operating Transfers In	-	-	-	-
Total Other	\$ 231,542	\$ 269,402	\$ 295,186	\$ 312,081
Total Expenditures / Expenditure	\$ 251,652	\$ 319,947	\$ 320,079	\$ 370,897
Net Excess (Deficit)	\$ 261,376	\$ 108,342	\$ 110,526	\$ 49,734
ENDING FUND BALANCE	\$ 325,048	\$ 333,689	\$ 435,574	\$ 485,308



321 - Used Oil Recycling Grant

	FY2020/21 Actual	FY2021/22 Budget	FY2021/22 Yr. End Est.	FY2022/23 Budget
BEGINNING FUND BALANCE	\$ 84,778	\$ 110,115	\$ 44,423	\$ 20,062
Revenues / Funding Source				
Used Oil Grant	\$ 50,343	\$ 89,750	\$ 79,790	\$ 85,800
Investment Income	\$ 451	\$ 217	\$ 219	\$ 2,042
Total Revenues / Funding Source	\$ 50,794	\$ 89,967	\$ 80,009	\$ 87,842
Expenditures / Expenditure				
Personnel				
Salaries	\$ 6,020	\$ 15,585	\$ 10,731	\$ 13,360
Benefits	\$ 2,955	\$ 6,392	\$ 3,692	\$ 4,840
Total Personnel	\$ 8,975	\$ 21,977	\$ 14,423	\$ 18,200
Non-Personnel				
Office Operations	\$ 5,323	\$ 15,915	\$ 5,809	\$ 8,520
Meeting Attendance Stipends	\$ 31	\$ 117	\$ 41	\$ 117
Employee Travel or Training	\$ 44	\$ 261	\$ 83	\$ 201
Facility Expenses	\$ 708	\$ 1,412	\$ 955	\$ 1,501
Professional Services	\$ 305	\$ 1,254	\$ 368	\$ 870
Total Non-Personnel	\$ 6,411	\$ 18,959	\$ 7,256	\$ 11,209
Project/Program				
Consultants/Service Providers	\$ 77,655	\$ 63,500	\$ 88,055	\$ 69,200
Construction/Project Costs	\$ 2,934	\$ 15,000	-	\$ 15,000
Fixed Assets	\$ 52	-	-	-
Total Project/Program	\$ 80,641	\$ 78,500	\$ 88,055	\$ 84,200
Other				
Operating Transfers In	(\$ 4,877)	(\$ 5,196)	(\$ 5,365)	(\$ 9,809)
Total Other	(\$ 4,877)	(\$ 5,196)	(\$ 5,365)	(\$ 9,809)
Total Expenditures / Expenditure	\$ 91,149	\$ 114,240	\$ 104,370	\$ 103,800
Net Excess (Deficit)	(\$ 40,355)	(\$ 24,273)	(\$ 24,361)	(\$ 15,958)
ENDING FUND BALANCE	\$ 44,423	\$ 85,842	\$ 20,062	\$ 4,104



411 - SCAG

	FY2020/21 Actual	FY2021/22 Budget	FY2021/22 Yr. End Est.	FY2022/23 Budget
BEGINNING FUND BALANCE	-	-	-	-
Revenues / Funding Source				
SCAG	-	\$ 279,000	\$ 356,324	\$ 217,581
Total Revenues / Funding Source	-	\$ 279,000	\$ 356,324	\$ 217,581
Expenditures / Expenditure				
Personnel				
Salaries	\$ 2,202	\$ 5,113	\$ 8,700	\$ 9,525
Benefits	\$ 640	\$ 1,658	\$ 2,659	\$ 2,854
Total Personnel	\$ 2,841	\$ 6,771	\$ 11,359	\$ 12,379
Non-Personnel				
Office Operations	\$ 202	\$ 353	\$ 411	\$ 584
Meeting Attendance Stipends	\$ 13	\$ 35	\$ 54	\$ 35
Employee Travel or Training	\$ 21	\$ 1,279	\$ 109	\$ 1,339
Facility Expenses	\$ 198	\$ 427	\$ 1,270	\$ 454
Professional Services	\$ 97	\$ 378	\$ 486	\$ 262
Total Non-Personnel	\$ 531	\$ 2,472	\$ 2,330	\$ 2,674
Project/Program				
Consultants/Service Providers	-	\$ 167,400	-	-
Construction/Project Costs	-	\$ 111,600	\$ 356,324	\$ 217,581
Fixed Assets	\$ 72	-	-	-
Total Project/Program	\$ 72	\$ 279,000	\$ 356,324	\$ 217,581
Other				
Operating Transfers In	(\$ 3,443)	(\$ 9,242)	(\$ 13,688)	(\$ 15,053)
Total Other	(\$ 3,443)	(\$ 9,242)	(\$ 13,688)	(\$ 15,053)
Total Expenditures / Expenditure	-	\$ 279,000	\$ 356,324	\$ 217,581
Net Excess (Deficit)	-	-	-	-
ENDING FUND BALANCE	-	-	-	-

501 - AB 939

	FY2020/21 Actual	FY2021/22 Budget	FY2021/22 Yr. End Est.	FY2022/23 Budget
BEGINNING FUND BALANCE	\$ 74,514	\$ 81,930	\$ 43,686	\$ 23,400
Revenues / Funding Source				
AB939	-	\$ 31,860	\$ 15,404	\$ 15,404
Investment Income	\$ 163	\$ 240	\$ 79	\$ 739
Total Revenues / Funding Source	\$ 163	\$ 32,100	\$ 15,484	\$ 16,144
Expenditures / Expenditure				
Personnel				
Salaries	\$ 9,722	\$ 17,340	\$ 11,400	\$ 10,331
Benefits	\$ 4,686	\$ 7,685	\$ 4,377	\$ 8,198
Total Personnel	\$ 14,408	\$ 25,025	\$ 15,777	\$ 18,529
Non-Personnel				
Office Operations	\$ 940	\$ 1,394	\$ 3,887	\$ 2,140
Meeting Attendance Stipends	\$ 1,151	\$ 3,802	\$ 1,998	\$ 3,802
Employee Travel or Training	\$ 71	\$ 1,101	\$ 97	\$ 1,010
Facility Expenses	\$ 1,112	\$ 1,626	\$ 1,199	\$ 1,728
Professional Services	\$ 498	\$ 1,446	\$ 432	\$ 1,004
Total Non-Personnel	\$ 3,770	\$ 9,369	\$ 7,612	\$ 9,684
Project/Program				
Construction/Project Costs	-	\$ 1,500	-	\$ 1,500
Fixed Assets	\$ 111	-	-	-
Total Project/Program	\$ 111	\$ 1,500	-	\$ 1,500
Other				
Operating Transfers Out	\$ 12,702	\$ 7,953	\$ 12,381	\$ 14,761
Operating Transfers In	-	-	-	(\$ 4,930)
Total Other	\$ 12,702	\$ 7,953	\$ 12,381	\$ 9,831
Total Expenditures / Expenditure	\$ 30,991	\$ 43,847	\$ 35,770	\$ 39,543
Net Excess (Deficit)	(\$ 30,828)	(\$ 11,747)	(\$ 20,286)	(\$ 23,400)
ENDING FUND BALANCE	\$ 43,686	\$ 70,183	\$ 23,400	-



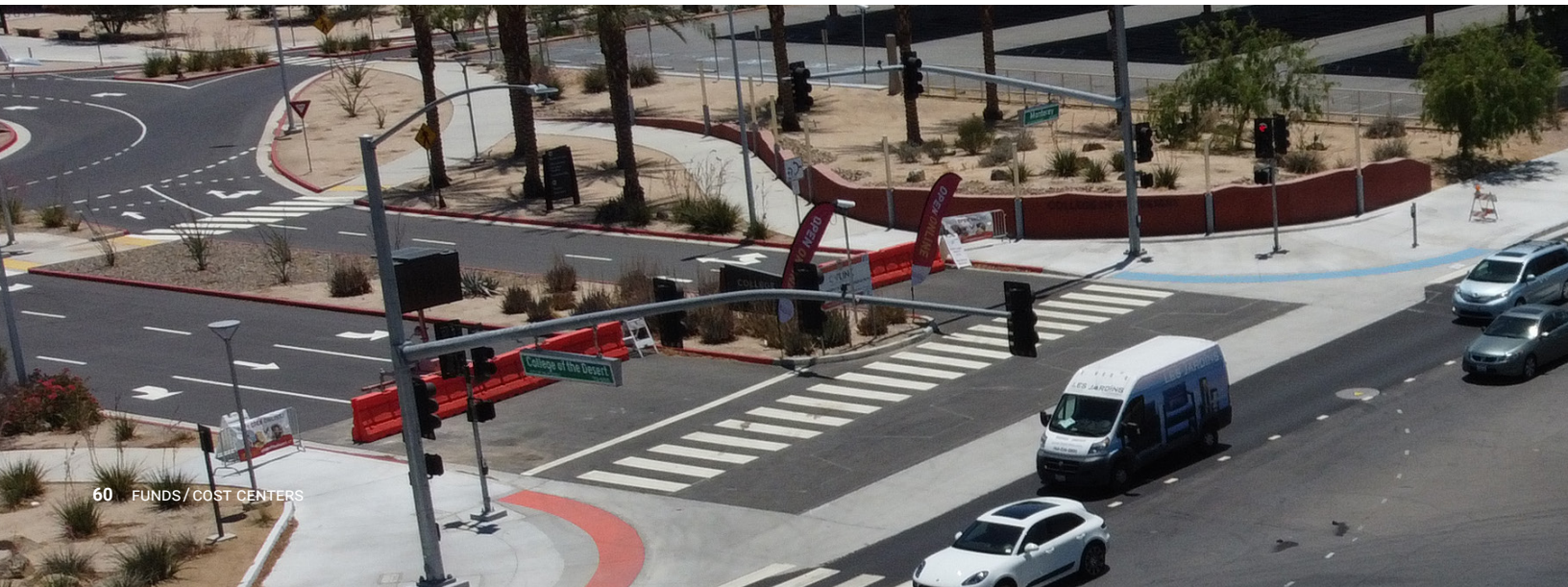
601 - TUMF

	FY2020/21 Actual	FY2021/22 Budget	FY2021/22 Yr. End Est.	FY2022/23 Budget
BEGINNING FUND BALANCE	\$ 2,522,851	\$ 3,085,380	\$ 4,649,096	\$ 5,966,858
Revenues / Funding Source				
Measure "A" - "In-Lieu" TUMF Rev	\$ 592,929	-	-	-
TUMF Revenues	\$ 5,897,592	\$ 5,000,000	\$ 6,500,000	\$ 6,746,155
Transportation Local Contribution	\$ 2,310	-	-	-
RCTC PP & M	-	-	-	-
Bus Pass Program Contributions	-	-	-	-
Other Revenues	\$ 208,950	-	-	-
Investment Income	\$ 39,911	\$ 6,684	\$ 11,979	\$ 81,811
Total Revenues / Funding Source	\$ 6,741,691	\$ 5,006,684	\$ 6,511,979	\$ 6,827,966
Expenditures / Expenditure				
Personnel				
Salaries	\$ 195,004	\$ 233,263	\$ 155,938	\$ 324,780
Benefits	\$ 97,920	\$ 101,310	\$ 67,170	\$ 115,016
Total Personnel	\$ 292,924	\$ 334,573	\$ 223,108	\$ 439,796
Non-Personnel				
Office Operations	\$ 13,524	\$ 19,640	\$ 11,339	\$ 31,310
Meeting Attendance Stipends	\$ 3,140	\$ 5,909	\$ 2,182	\$ 6,087
Employee Travel or Training	\$ 1,815	\$ 11,013	\$ 3,588	\$ 12,351
Facility Expenses	\$ 23,502	\$ 21,439	\$ 21,160	\$ 23,440
Professional Services	\$ 50,137	\$ 48,793	\$ 80,488	\$ 50,454
Total Non-Personnel	\$ 92,119	\$ 106,794	\$ 118,756	\$ 123,643
Project/Program				
Consultants/Service Providers	\$ 243,772	\$ 250,000	\$ 13,018	\$ 170,000
Construction/Project Costs	\$ 3,985,239	\$ 3,500,000	\$ 4,839,335	\$ 6,000,000
Fixed Assets	\$ 1,393	-	-	-
Total Project/Program	\$ 4,230,404	\$ 3,750,000	\$ 4,852,353	\$ 6,170,000
Total Expenditures / Expenditure	\$ 4,615,447	\$ 4,191,367	\$ 5,194,217	\$ 6,733,439
Net Excess (Deficit)	\$ 2,126,245	\$ 815,317	\$ 1,317,762	\$ 94,527
ENDING FUND BALANCE	\$ 4,649,096	\$ 3,900,697	\$ 5,966,858	\$ 6,061,385



611 - Measure A

	FY2020/21 Actual	FY2021/22 Budget	FY2021/22 Yr. End Est.	FY2022/23 Budget
BEGINNING FUND BALANCE	\$ 53,107,525	\$ 93,501,276	\$ 42,652,766	\$ 37,506,186
Revenues / Funding Source				
Measure "A"	\$ 5,695,212	\$ 21,121,120	\$ 9,343,926	\$ 46,729,882
Transportation Local Contribution	\$ 10,260	\$ 1,076,047	\$ 668,231	\$ 601,408
Loan Repayments	\$ 643,070	\$ 10,421	\$ 10,421	\$ 10,421
RCTC Admin Reimbursements	-	-	\$ 1,917,487	\$ 927,023
RCTC PP & M	\$ 71,373	-	-	-
Investment Income	\$ 229,799	\$ 554,873	\$ 142,086	\$ 827,380
Highway Bridge Program Funds	-	\$ 11,535,112	-	-
Total Revenues / Funding Source	\$ 6,649,714	\$ 34,297,573	\$ 12,082,151	\$ 49,096,114
Expenditures / Expenditure				
Personnel				
Salaries	\$ 308,552	\$ 414,674	\$ 315,889	\$ 524,072
Benefits	\$ 158,882	\$ 180,096	\$ 120,615	\$ 187,033
Total Personnel	\$ 467,433	\$ 594,770	\$ 436,503	\$ 711,105
Non-Personnel				
Office Operations	\$ 12,709	\$ 35,060	\$ 19,696	\$ 55,669
Meeting Attendance Stipends	\$ 5,560	\$ 10,832	\$ 4,032	\$ 11,211
Employee Travel or Training	\$ 2,961	\$ 8,992	\$ 6,620	\$ 10,363
Facility Expenses	\$ 37,258	\$ 38,103	\$ 34,934	\$ 41,849
Professional Services	\$ 90,387	\$ 94,094	\$ 146,326	\$ 97,739
Total Non-Personnel	\$ 148,875	\$ 187,081	\$ 211,607	\$ 216,832
Project/Program				
Debt Service	\$ 3,012,233	\$ 3,012,233	\$ 3,012,233	\$ 3,012,233
Consultants/Service Providers	\$ 1,031,835	\$ 150,000	\$ 22,210	\$ 170,000
Construction/Project Costs	\$ 7,411,009	\$ 33,617,577	\$ 9,343,926	\$ 19,929,882
Fixed Assets	\$ 2,200	-	-	-
Total Project/Program	\$ 11,457,278	\$ 36,779,810	\$ 12,378,369	\$ 23,112,115
Other				
Operating Transfers Out	\$ 4,947,033	\$ 7,870,348	\$ 4,202,251	\$ 26,259,900
Operating Transfers In	\$ 83,854	-	-	-
Total Other	\$ 5,030,887	\$ 7,870,348	\$ 4,202,251	\$ 26,259,900
Total Expenditures / Expenditure	\$ 17,104,473	\$ 45,432,009	\$ 17,228,730	\$ 50,299,952
Net Excess (Deficit)	(\$ 10,454,759)	(\$ 11,134,436)	(\$ 5,146,580)	(\$ 1,203,838)
ENDING FUND BALANCE	\$ 42,652,766	\$ 82,366,840	\$ 37,506,186	\$ 36,302,349



612 - LTF / PP&M

	FY2020/21 Actual	FY2021/22 Budget	FY2021/22 Yr. End Est.	FY2022/23 Budget
BEGINNING FUND BALANCE	\$ 588	\$ 635	\$ 765	\$ 4,770
Revenues / Funding Source				
RCTC PP & M	-	-	\$ 565,000	\$ 214,500
LTF (RCTC)	\$ 369,000	\$ 450,000	\$ 472,500	\$ 479,588
Investment Income	\$ 762	-	\$ 370	\$ 3,454
Total Revenues / Funding Source	\$ 369,762	\$ 450,000	\$ 1,037,870	\$ 697,542
Expenditures / Expenditure				
Personnel				
Salaries	\$ 4,621	\$ 16,615	\$ 4,175	\$ 11,974
Benefits	\$ 2,439	\$ 6,786	\$ 1,714	\$ 3,921
Total Personnel	\$ 7,059	\$ 23,401	\$ 5,889	\$ 15,895
Non-Personnel				
Office Operations	\$ 302	\$ 2,275	\$ 422	\$ 3,060
Meeting Attendance Stipends	\$ 24	\$ 128	\$ 19	\$ 133
Employee Travel or Training	\$ 3,084	\$ 286	\$ 38	\$ 213
Facility Expenses	\$ 524	\$ 1,543	\$ 1,341	\$ 1,693
Professional Services	\$ 232	\$ 1,370	\$ 168	\$ 1,433
Total Non-Personnel	\$ 4,166	\$ 5,602	\$ 1,988	\$ 6,532
Project/Program				
Fixed Assets	\$ 57	-	-	-
Total Project/Program	\$ 57	-	-	-
Other				
Operating Transfers Out	\$ 358,303	\$ 420,742	\$ 1,025,988	\$ 675,116
Total Other	\$ 358,303	\$ 420,742	\$ 1,025,988	\$ 675,116
Total Expenditures / Expenditure	\$ 369,585	\$ 449,745	\$ 1,033,865	\$ 697,542
Net Excess (Deficit)	\$ 177	\$ 255	\$ 4,005	-
ENDING FUND BALANCE	\$ 765	\$ 890	\$ 4,770	\$ 4,770



618 - CV Link

	FY2020/21 Actual	FY2021/22 Budget	FY2021/22 Yr. End Est.	FY2022/23 Budget
BEGINNING FUND BALANCE	(\$ 360,979)	-	-	-
Revenues / Funding Source				
Active Transportation Program	\$ 2,762,674	\$ 6,836,998	\$ 2,475,223	\$ 5,332,858
AQMD-CV Link	\$ 5,090,740	\$ 10,666,348	\$ 6,039,982	\$ 6,039,982
Measure "A"	-	-	-	-
RCTC PP & M	\$ 73,854	\$ 50,000	-	-
Other Revenues	\$ 26,564	-	\$ 1,708,074	-
Investment Income	\$ 11,742	-	\$ 116	-
STIP	-	\$ 15,537,765	\$ 1,234,839	\$ 12,941,336
Total Revenues / Funding Source	\$ 7,965,574	\$ 33,091,111	\$ 11,458,233	\$ 24,314,176
Expenditures / Expenditure				
Personnel				
Salaries	\$ 211,181	\$ 280,753	\$ 214,925	\$ 270,109
Benefits	\$ 100,871	\$ 99,623	\$ 95,110	\$ 103,694
Total Personnel	\$ 312,052	\$ 380,377	\$ 310,035	\$ 373,803
Non-Personnel				
Office Operations	\$ 12,648	\$ 23,029	\$ 5,523	\$ 35,505
Meeting Attendance Stipends	\$ 1,068	\$ 2,017	\$ 606	\$ 2,088
Employee Travel or Training	\$ 1,461	\$ 5,479	\$ 1,231	\$ 5,520
Facility Expenses	\$ 25,224	\$ 24,239	\$ 13,990	\$ 26,623
Professional Services	\$ 748,805	\$ 864,125	\$ 433,713	\$ 894,595
Total Non-Personnel	\$ 789,206	\$ 918,889	\$ 455,063	\$ 964,331
Project/Program				
Consultants/Service Providers	\$ 586,047	\$ 3,200,000	\$ 807,464	\$ 3,652,000
Construction/Project Costs	\$ 4,597,615	\$ 29,003,345	\$ 5,040,811	\$ 12,543,200
Fixed Assets	\$ 5,015,374	-	\$ 7,854,000	\$ 10,200,000
Total Project/Program	\$ 10,199,036	\$ 32,203,346	\$ 13,702,275	\$ 26,395,200
Other				
Operating Transfers Out	(\$ 83,854)	-	-	-
Operating Transfers In	(\$ 3,611,846)	(\$ 411,500)	(\$ 3,009,141)	(\$ 3,419,158)
Total Other	(\$ 3,695,700)	(\$ 411,500)	(\$ 3,009,141)	(\$ 3,419,158)
Total Expenditures / Expenditure	\$ 7,604,595	\$ 33,091,111	\$ 11,458,233	\$ 24,314,176
Net Excess (Deficit)	\$ 360,979	-	-	-
ENDING FUND BALANCE	-	-	-	-



624 - Signal Synchronization

	FY2020/21 Actual	FY2021/22 Budget	FY2021/22 Yr. End Est.	FY2022/23 Budget
BEGINNING FUND BALANCE	(\$ 657,745)	-	-	-
Revenues / Funding Source				
Signal Synchronization (CMAQ)	\$ 617,254	\$ 19,549,003	\$ 6,291,157	\$ 13,739,400
Active Transportation Program	-	-	-	-
Measure "A"	-	-	-	-
Investment Income	\$ 913	-	\$ 443	\$ 4,136
STIP	-	-	-	\$ 6,734,000
Total Revenues / Funding Source	\$ 618,166	\$ 19,549,003	\$ 6,291,601	\$ 20,477,536
Expenditures / Expenditure				
Personnel				
Salaries	\$ 67,182	\$ 106,328	\$ 89,328	\$ 262,676
Benefits	\$ 34,266	\$ 48,039	\$ 27,024	\$ 97,709
Total Personnel	\$ 101,448	\$ 154,367	\$ 116,352	\$ 360,385
Non-Personnel				
Office Operations	\$ 8,960	\$ 8,127	\$ 3,827	\$ 13,857
Meeting Attendance Stipends	\$ 349	\$ 818	\$ 402	\$ 847
Employee Travel or Training	\$ 576	\$ 1,818	\$ 816	\$ 3,374
Facility Expenses	\$ 7,736	\$ 9,834	\$ 11,939	\$ 10,803
Professional Services	\$ 59,734	\$ 75,947	\$ 62,261	\$ 78,696
Total Non-Personnel	\$ 77,354	\$ 96,544	\$ 79,246	\$ 107,577
Project/Program				
Consultants/Service Providers	\$ 1,122,805	\$ 3,513,092	-	\$ 3,230,000
Construction/Project Costs	\$ 348,138	\$ 23,655,347	\$ 8,301,414	\$ 40,280,379
Fixed Assets	\$ 722	-	-	-
Total Project/Program	\$ 1,471,665	\$ 27,168,440	\$ 8,301,414	\$ 43,510,379
Other				
Operating Transfers Out	-	-	-	-
Operating Transfers In	(\$ 1,690,046)	(\$ 7,870,348)	(\$ 2,205,411)	(\$ 23,500,805)
Total Other	(\$ 1,690,046)	(\$ 7,870,348)	(\$ 2,205,411)	(\$ 23,500,805)
Total Expenditures / Expenditure	(\$ 39,579)	\$ 19,549,003	\$ 6,291,601	\$ 20,477,537
Net Excess (Deficit)	\$ 657,745	-	-	-
ENDING FUND BALANCE	-	-	-	-



631 - Coachella Valley Conservation Commission

	FY2020/21 Actual	FY2021/22 Budget	FY2021/22 Yr. End Est.	FY2022/23 Budget
BEGINNING FUND BALANCE	\$ 42,377	\$ 42,377	\$ 32,332	\$ 32,332
Revenues / Funding Source				
CVCC Administrative Reimbursement	\$ 766,500	\$ 845,780	\$ 774,612	\$ 896,361
Total Revenues / Funding Source	\$ 766,500	\$ 845,780	\$ 774,612	\$ 896,361
Expenditures / Expenditure				
Personnel				
Salaries	\$ 433,602	\$ 475,377	\$ 470,294	\$ 535,110
Benefits	\$ 224,032	\$ 225,982	\$ 167,450	\$ 193,494
Total Personnel	\$ 657,633	\$ 701,359	\$ 637,744	\$ 728,604
Non-Personnel				
Office Operations	\$ 33,511	\$ 39,415	\$ 29,450	\$ 69,250
Meeting Attendance Stipends	\$ 2,257	\$ 3,768	\$ 1,996	\$ 3,768
Employee Travel or Training	\$ 3,481	\$ 10,119	\$ 6,783	\$ 18,053
Facility Expenses	\$ 50,506	\$ 45,278	\$ 73,852	\$ 48,147
Professional Services	\$ 24,323	\$ 45,841	\$ 24,787	\$ 28,540
Total Non-Personnel	\$ 114,078	\$ 144,421	\$ 136,867	\$ 167,757
Project/Program				
Fixed Assets	\$ 4,834	-	-	-
Total Project/Program	\$ 4,834	-	-	-
Other				
Operating Transfers Out	\$ 10,045	-	-	-
Operating Transfers In	(\$ 10,045)	-	-	-
Total Other	-	-	-	-
Total Expenditures / Expenditure	\$ 776,545	\$ 845,780	\$ 774,612	\$ 896,361
Net Excess (Deficit)	(\$ 10,045)	-	-	-
ENDING FUND BALANCE	\$ 32,332	\$ 42,377	\$ 32,332	\$ 32,332

702 - Regional Street Sweeping

	FY2020/21 Actual	FY2021/22 Budget	FY2021/22 Yr. End Est.	FY2022/23 Budget
BEGINNING FUND BALANCE	\$ 442,087	\$ 442,086	\$ 67,169	\$ 67,169
Revenues / Funding Source				
Air Quality Enhancement/Colmac	-	\$ 150,000	\$ 150,000	\$ 150,000
Other Revenues	\$ 41,226	\$ 15,000	\$ 28,437	\$ 24,063
Investment Income	\$ 1,646	\$ 1,000	\$ 799	\$ 7,460
AQMD-Street Sweeping	-	\$ 220,000	\$ 220,000	\$ 220,000
Total Revenues / Funding Source	\$ 42,872	\$ 386,000	\$ 399,236	\$ 401,523
Expenditures / Expenditure				
Personnel				
Salaries	\$ 3,627	\$ 14,277	\$ 35,666	\$ 24,787
Benefits	\$ 1,079	\$ 6,073	\$ 10,235	\$ 8,874
Total Personnel	\$ 4,706	\$ 20,350	\$ 45,901	\$ 33,662
Non-Personnel				
Office Operations	\$ 316	\$ 1,175	\$ 1,206	\$ 1,696
Meeting Attendance Stipends	\$ 21	\$ 107	\$ 164	\$ 107
Employee Travel or Training	\$ 34	\$ 386	\$ 333	\$ 433
Facility Expenses	\$ 3,954	\$ 5,284	\$ 3,727	\$ 5,413
Professional Services	\$ 175	\$ 1,140	\$ 1,481	\$ 791
Total Non-Personnel	\$ 4,499	\$ 8,092	\$ 6,911	\$ 8,440
Project/Program				
Construction/Project Costs	\$ 640,021	\$ 626,959	\$ 640,116	\$ 659,319
Fixed Assets	\$ 105	-	-	-
Total Project/Program	\$ 640,126	\$ 626,959	\$ 640,116	\$ 659,319
Other				
Operating Transfers Out	-	-	-	-
Operating Transfers In	(\$ 231,542)	(\$ 269,402)	(\$ 293,691)	(\$ 299,898)
Total Other	(\$ 231,542)	(\$ 269,402)	(\$ 293,691)	(\$ 299,898)
Total Expenditures / Expenditure	\$ 417,790	\$ 386,000	\$ 399,237	\$ 401,523
Net Excess (Deficit)	(\$ 374,918)	-	-	-
ENDING FUND BALANCE	\$ 67,169	\$ 442,086	\$ 67,169	\$ 67,169

711 - Lawn Scalping Program

	FY2020/21 Actual	FY2021/22 Budget	FY2021/22 Yr. End Est.	FY2022/23 Budget
BEGINNING FUND BALANCE	-	-	\$ 589	\$ 589
Revenues / Funding Source				
Air Quality Enhancement/Colmac	-	\$ 13,850	-	\$ 40,000
Total Revenues / Funding Source	-	\$ 13,850	-	\$ 40,000
Expenditures / Expenditure				
Personnel				
Salaries	\$ 226	\$ 3,647	\$ 1,041	\$ 8,405
Benefits	\$ 33	\$ 1,637	\$ 253	\$ 2,635
Total Personnel	\$ 258	\$ 5,285	\$ 1,293	\$ 11,040
Non-Personnel				
Office Operations	\$ 23	\$ 276	\$ 36	\$ 454
Meeting Attendance Stipends	\$ 1	\$ 28	\$ 5	\$ 28
Employee Travel or Training	\$ 2	\$ 62	\$ 9	\$ 96
Facility Expenses	\$ 18	\$ 334	\$ 110	\$ 357
Professional Services	\$ 11	\$ 298	\$ 42	\$ 208
Total Non-Personnel	\$ 56	\$ 998	\$ 202	\$ 1,143
Project/Program				
Consultants/Service Providers	-	\$ 9,975	-	\$ 40,000
Fixed Assets	\$ 9	-	-	-
Total Project/Program	\$ 9	\$ 9,975	-	\$ 40,000
Other				
Operating Transfers Out	(\$ 913)	-	-	-
Operating Transfers In	-	(\$ 2,408)	(\$ 1,495)	(\$ 12,183)
Total Other	(\$ 913)	(\$ 2,408)	(\$ 1,495)	(\$ 12,183)
Total Expenditures / Expenditure	(\$ 589)	\$ 13,850	-	\$ 40,000
Net Excess (Deficit)	\$ 589	-	-	-
ENDING FUND BALANCE	\$ 589	-	\$ 589	\$ 589



Acronyms & Abbreviations

AB 2766	Assembly Bill – Motor Vehicle Registration Fee Assessment
AB 939	Assembly Bill – Solid Waste and Recycling
AQMD	Air Quality Management District
ATP	Active Transportation Program
AV	Assessed Valuation
CEQA	California Environmental Quality Act
CIP	Capital Improvement Plan
CMAQ	Congestion Mitigation and Air Quality
CMP/CMS	Congestion Management Program/System
CPI	Consumer Price Index
CVHF	Coachella Valley Housing First
CVCC	Coachella Valley Conservation Commission
DCE	Desert Community Energy
EA	Environmental Assessment
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
GIS	Geographic Information Systems
HBP	Highway Bridge Program
HBRR	Highway Bridge Replacement and Rehabilitation
HCR	Human and Community Resources
HERO	Home Energy Renovation Opportunity
LEED	Leadership in Energy and Environmental Design
I-REN	Inland Regional Energy Network
LTF	Local Transportation Funds
MSHCP	Multiple Species Habitat Conservation Plan
MAC	Mobile Access Center
MSRC	Mobile Source Reduction Review Committee (Air Pollution)
NEPA	National Environmental Policy Act
PACE	Property Assessed Clean Energy
PCI	Pavement Condition Index
PERS	Public Employees Retirement System
PM10	Particulate Matter less than 10 microns
PP&M	Plans, Programming, and Monitoring
RACE	Regional Arterial Cost Estimate
REN	Regional Energy Network
RCTC	Riverside County Transportation Commission
RHNA	Regional Housing Needs Assessment
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments
SIP	State Implementation Plan
STIP	State Transportation Improvement Plan
STP	State Transportation Plan
TPPS	Transportation Project Prioritization Study
TUMF	Transportation Uniform Mitigation Fee
WWR	Whitewater River



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