

Annual Budget

Coachella Valley Association of Governments – FY 2024/25





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From the Executive Director

TO THE HONORABLE 71 MEMBERS OF THE CVAG GENERAL ASSEMBLY

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

JUNE 3, 2024

AS WE CELEBRATED CVAG's golden anniversary during the 2023 General Assembly, incoming Chairman Scott Matas issued a thought-provoking call to action and encouraged us to think about the groundwork for the next 50 years. Imagining what our valley will be like in five decades can be daunting – and yet what makes CVAG so unique is our commitment to a shared vision for what it could be.

We envision a region with the transportation infrastructure to support a diversified economy, allowing our residents to walk, bike, travel by train, or even hop on a hovercraft when they want to get to work, school, medical appointments or visit family. A region resilient to increasingly hot temperatures and invested in innovative ways to conserve energy, improve air quality and make public spaces cooler through shade structures, urban greening, and other technological advances. A region with a sustainable network of utilities, where renewable energy sources are the norm, producing enough electricity to support battery-powered cars and the next era of business growth. A region where once threatened species thrive in their protected habitat. A region that not only advocates for, but secures, its fair share of state and federal funding. A region that looks out for all its residents and has an ample supply of housing solutions for less fortunate individuals such as the chronically homeless.

Every journey requires some first steps. The budget itself, presented here for your review and approval, is not just a financial document but a blueprint for how we move forward with innovative projects and programs that will benefit our entire region.

The record-setting \$50 million award from the California Transportation Commission's (CTC) Local Transportation Climate Adaptation Program (LTCAP) means we finally have funding to solve to the frequent closing of Indian Canyon Drive in Palm Springs. CVAG's Addressing Climate Change, Emergencies, and Sandstorms (ACCESS) project is a prime example of how we are rethinking how we address our transportation challenges. From the 2019 flooding and blowsand study that analyzed more cost-effective solutions to the complete redesign of low water crossings, I'd argue that no other project better aligned with the state's vision for the LTCAP funding. Design is now well underway for the bridge structures that will keep the roadway open during weather events; the active transportation pathway that will connect to CV Link; the sand fencing that will keep the train station accessible for CV Rail; and the charging stations and renewable energy components that will benefit the entire community.

We are transforming how people get from point A to point B in the Coachella Valley. This year, we will be substantially complete with CV Link construction, and I know many of you will join me in exclaiming "it's about time!" Actions by the Transportation and Executive Committees in December 2023 and in April 2024 authorized additional construction contracts and we are finishing work in every city. The result will be nearly 40-miles along the White-water River (Coachella Valley Stormwater Channel), inclusive of undercrossings that keep cyclists and pedestrians from having to cross major arterials as well as the signature bridge that connects the Cities of Indio and La Quinta at the future Promontory Point access point. Projects by other agencies,

such as Coachella Valley Water District's work in the channel, have delayed some short connections throughout the route. In coming years, we'll work with member jurisdictions to finalize those additions and build a network of routes that help people get to and from CV Link.

A signature connecting route will be the Arts & Music Line, which is well under design in the cities of La Quinta, Indio and Coachella. Largely funded by the \$36.483 million Active Transportation Program award, we are building nearly nine miles of protected bicycle facilities (Class 1 and Class 4) along Avenue 48, Van Buren Street, Hjorth Street, the La Quinta Evacuation Channel, and Dillon Road and more than six miles of new or upgraded Class 2 and Class 3 bikeways that directly connect the project to 11 disadvantaged schools. This summer, we expect the federal environmental documents will be finalized and 100 percent of the project plans completed. Construction should start in 2025.

Speaking of construction, CV Sync's Phase II is bringing signal synchronization to 21 corridors across the Coachella Valley. The work involves intersections in all participating jurisdictions, where crews are replacing conduit and installing highly technical hardware and software systems. It also includes technology that allows all participating cities to communicate and coordinate in real-time to manage traffic flow. The before-and-after data we have of the Phase I work along Highway 111, Ramon Road and Washington Street demonstrates how CV Sync's making it faster and more efficient to travel our regional corridors. The early deploying of CV Sync to manage visitors to BNP Paribas Open and the music festivals highlight the project's potential. In the coming year, we'll be working with our member jurisdictions to help communicate the benefits and address questions about why it may take longer to turn onto Highway 111 and other major streets to make traffic along the corridor move more swiftly.

CV Sync's "smart region" infrastructure will also help us build out a broadband network that reaches the unserved and underserved areas of the Coachella Valley. And Phase III of the project will help us develop Varner Road into a bypass to Interstate 10. But these much-needed projects often come with hefty price tags, which is why our team will continue to be ambitious and creative when it comes to securing outside funding. State and federal resources are not keeping up with needs, and the money we are bringing into the Coachella Valley has been secured through competitive applications. Without additional funding, new projects and ideas such as a regional pavement management program will be difficult to launch. We'll continue to advocate to leaders in Sacramento and our partners at Southern California Association of Governments and Riverside County Transportation Commission that program guidelines must be written in a way that allows us to fairly compete and allows us to secure our fair share. Especially after our success at Indian Canyon, I've also heard from some of our member jurisdictions interested in partnerships to secure outside funding – and I'd expect our committees will provide guidance in the coming year on how to lead the next big projects.

We're also working to secure big investments for our energy and sustainability initiatives. In recent months, CVAG has worked closely with Western Riverside Council of Governments (WRCOG) and San Bernardino Council of Governments (SBCOG) to develop and implement a Priority Climate Action Plan (PCAP) for reducing greenhouse emissions and other harmful air pollution. We are now awaiting news from the Environmental Protection Agency on whether we will be awarded as much as \$200 million for the Decarbonization and Equitable Climate Action and Resilience Building for the Inland Empire (DECARB IE) plan, which would include funding for light duty electric vehicle infrastructure as well as decarbonization at residences and public buildings. We also continue to pursue a wide range of applications related to extreme heat, climate adaptation

and urban greening. Climate data trends for the Palm Springs area indicate that unpredictable weather events such as extended droughts and major flood events are becoming even more frequent with climate change – and no area in California is better poised to show how state and federal investments can make an impact on the hottest of hot days.

We also were outspoken on the need for a federal emergency declaration that brought needed resources to the region in the wake of Tropical Storm Hilary. The unprecedented storm in August 2023 wreaked widespread havoc across the Coachella Valley, destroying roadways, flooding homes and leaving entire neighborhoods under several feet of mud. Immediately after the storm, CVAG convened emergency management experts to discuss cleanup efforts and next steps with the Public Safety and Executive Committees. In the months since, we've pushed the region to address the new mud and sediment, comprised of fine silt, that Hilary left behind. This silt is much smaller than gravel and sand that is typically deposited during storms. Such small diameter material appears to be much more likely to become airborne, even during the fall – leading to alarmingly poor air quality that is not only bad for residents' health, but also bad for the health of the regional economy. Based on the preliminary findings of hourly PM10 data, there have been several days of extremely high levels of PM10 (Particulate Matter of 10 microns or less) since the storm. We'll continue to evaluate this air quality data as we work with South Coast Air Quality Management District and Desert Healthcare District/Foundation. We're also evaluating how it may be impacting our regional street sweeping program and address any changes to the route schedule in the months ahead.

We're also positioned for the programming roll-outs related to the Inland Regional Energy Network (I-REN), which also is a partnership with WRCOG and SBCOG. I-REN is designed to connect residents, businesses, and local governments to nearly \$66 million in resources to Riverside and San Bernardino

Counties available through 2027. The deployment of programs in the three focus areas – Public Sector, Codes & Standards, and Workforce Education & Training – has taken longer than expected. But the framework of programs is essentially complete, and, in recent months, our team has been working directly with your agencies to identify the specific projects that can benefit this year to achieve increased energy savings for our communities.

Through staffing agreements, CVAG also continues to provide the staff for two other joint powers authorities. Desert Community Energy (DCE), a Community Choice Aggregation program that provides locally controlled and carbon free electricity options, is now entering its fifth year of serving the City of Palm Springs. We're now serving nearly 90 percent of the City's electric customers and helping the City achieve greenhouse gas emission reductions at a faster-than-expected pace. DCE continues to build its reserves and is on solid financial footing.

We're now in the 15th year of the Coachella Valley Multiple Species Habitat Conservation Plan implementation, which is led by the Coachella Valley Conservation Commission (CVCC). The CVCC and its partners continue to stay ahead of schedule in acquiring land, protecting more than 100,000 acres since 1996. This fiscal year, we completed the fence construction in the City of La Quinta and limited the Peninsular bighorn sheep from frequenting golf courses, roads, and backyards. We're assessing how to keep up this momentum, including an updated acquisition strategy that allows the CVCC to target different Conservation Areas on a rolling basis and reflects the CVMSHCP implementation progress and needs. We're also assessing how to manage the ever-increasing land management responsibilities, including the launch of a grant-funded ranger program.

The expansion of affordable housing opportunities will be critical to our CV Housing First program, where our staff have now found permanent housing solutions to more than 200 chronically homeless





individuals since bringing the program in-house in January 2021. This program is laser focused on serving the chronically homeless individuals known as the CV 200—a list of individuals which resets each calendar year—by working with local law enforcement, code enforcement and emergency room partners. CVAG’s comprehensive approach includes rapid rehousing opportunities, maximizing case management while clients are living in CVAG’s own apartments and rented hotel rooms, and building relationships with future clients through outreach. Our partnerships with agencies, behavioral health specialists and landlords have contributed to our success. But the lack of available "doors," increasing rents and housing voucher limits continue to limit our ability to broaden the program’s scope.

We 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. But we are undoubtedly transforming lives for people like Joseph Parker, a homeless father who had turned to drugs and was ready to give up on life before he saw our mobile access center on Highway 111. We reached him in a way others hadn’t and, after extensive case management, got him a home at Veterans Village in Cathedral City.

We have big plans for this year, and our expanded and ever hardworking staff shares my excitement and commitment to achieving the objectives outlined in the budget. Much like the efforts to maximize non-local funding for transportation projects, most of our personnel costs are covered by grants and targeted project funding and we continue to look for those opportunities. Administrative investments such as an Enterprise Resource Planning (ERP) system, which will be implemented this year to replace our antiquated financial system, will result in efficiencies across all three agencies. I’m incredibly proud of their dedication to implementing programs which advance CVAG’s and allied agencies’ missions to improve transportation, conserve precious habitat, promote green energy solutions, and provide social services to those who are less fortunate. I look forward to the impact we will make in our region together.

Tom Kirk
Executive Director
Coachella Valley Association of Governments

P.S. A special acknowledgement to AI for its assistance in creating all of the images in this document. 😊

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POLICY COMMITTEE STRUCTURE



Accomplishments in 2023–24

Transportation

Secured one of the largest competitive awards in Coachella Valley history: \$50 million from the Local Transportation Climate Adaptation Program (LTCAP) for the Addressing Climate Change, Emergencies, and Sand Storms (ACCESS) along Indian Canyon project. This includes improvements that protect at-risk transportation infrastructure, increase the community's climate resiliency, enhance mobility, preserve the environment, and improve public health and safety for residents and visitors.

Awarded more than \$50 million in contracts to construct the final segments of the CV Link project, with substantial completion of all construction planned for December 2024 in the cities of Palm Springs, Cathedral City, Palm Desert, La Quinta, Indio, and Coachella.

Coordinated with the cities of Coachella and Cathedral City to develop CV Link community connectors that provide additional accessibility to the regional pathway.

Managed the construction of CV Sync Phase II, with completion planned for 2025, which includes more than \$86 million of improvements along 19 regional corridors.

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

Demonstrated the tremendous impact regional synchronization can have in managing traffic for the valley's largest events by working with cities for the Ironman triathlon, the BNP Paribas Open, and the Coachella and Stagecoach music festivals.

Continued the design of the Arts & Music Line project, with construction planned to begin in 2025, through the cities of La Quinta, Indio, Coachella, and unincorporated Riverside County.

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



Coordinated with CVAG member agencies on opportunities to leverage the CV Sync project and expand broadband connectivity to municipal facilities and for commercial broadband in the community. Cities pursuing this include Indio, Palm Springs, and Cathedral City.

Supported the next stage of CV Rail by programming \$6,632,729 of Coachella Valley's 2024 State Transportation Improvement Program (STIP) funding toward the Tier 2 environmental phase of developing passenger rail service between Los Angeles and the Coachella Valley.

Established the creation of a Qualified Vendor List to streamline and expedite the procurement of professional services.

Initiated development of a Regional Pavement Management Program for CVAG's Regional Arterial Roadway Network, which will ultimately reduce burdens on cities and the County to keep regional roadways in prime condition.

Advocated for the Coachella Valley's fair share of state and federal funding, including lobbying in Sacramento and appealing to the Riverside County Transportation Commission that grant guidelines needed to change.

Following CVAG Chair Scott Matas' call to action, launched an ad hoc committee to work with Caltrans on highway improvements to Interstate 10.

Energy & Sustainability

Convened stakeholders such as the South Coast Air Quality Management District and Desert Healthcare District/ Foundation to assess air quality data and address the growing concerns of dust caused by the debris from Tropical Storm Hilary.

Addressed the future of Coachella Valley electrical service by providing staff support to Imperial Irrigation District's Coachella Valley Energy Commission.

Launched the Long-Term Governance and Electrical Services Strategic Plan at no cost to CVAG thanks to the support of IID and Coachella Valley Water District.

Maintained CVAG's Regional PM10 Street Sweeping Program, with additional agreements providing regional street sweeping services through 2026.

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



Worked closely with member jurisdictions' staff to identify public building projects that can be financed by I-REN in the coming years.

Rolled out Codes and Standards trainings and Civic-Spark fellowships as part of the I-REN program.

Developed the Region's Priority Climate Action Plan and sought federal funding through the Environmental Protection Agency to fund decarbonization projects.

Partnered with the Governor's Office of Planning and Research and Integrated Climate Adaptation and Resiliency Program and accepted \$100,000 from the Environmental Protection Agency's Environmental Justice Government to Government Program (EPA EJG2G) program for the Community Based Climate Resilience: California Extreme Heat Adaptation Planning project.

Continued work on longstanding programs such as tire recycling, used oil recycling and PACE, including securing additional funding for the tire amnesty program.

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

Community Resources

Secured permanent housing solutions for 58 of the CV 200 in CVAG's third calendar year (2023) of operating CV Housing First internally, with another 15 of the CV 200 housed in the first quarter of 2024.

Led a homelessness program that had transparent and regularly reported data, leading to multiple

jurisdictions signing multi-year memoranda of understanding.

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

Pushed the State of California to maintain the funding commitments made to the Regional Early Action Planning (REAP) program, including \$19.4 million in awards to the Coachella Valley

Pushed for a federal emergency declaration following Tropical Storm Hilary and led additional disaster training so communities could secure additional funding and be better poised for the next environmental disaster.

Provided member jurisdictions with draft ordinances and public engagement ideas to regulate mylar balloons in public spaces.

Led regional advocacy efforts to raise awareness of the looming closure of Chuckawalla Valley State Prison and joined advocacy efforts to stop it.

Administration-Finance

Completed the initial steps in overhauling the agency's financial software with an Enterprise Resource Planning system.

Continued the phase-in of new budget software to streamline internal operations and gain efficiency for all three agencies.

Updated CVAG's State and Federal Legislative Platform and led consulting services in Sacramento as part of efforts to secure additional funding for regional projects.

Desert Community Energy

Celebrated four years (April 2020–April 2024) of serving Palm Springs residents and businesses with 100% Carbon Free electricity, which has been critical to Palm Springs reducing GHG emissions and helping address climate change.

Demonstrated financial stability by paying off the line of credit.

Negotiated amendments to the Resource Management Agreement and Task Order 2 with The Energy Authority, Inc., extending the term until 2027, and replacing the credit solution with a guaranty from the City of Palm Springs.

Approved a 15-year agreement for the Desert Sands battery storage project in North Palm Springs as part of DCE’s Mid-term Reliability Procurement.

Updated DCE’s Legislative Platform to include energy affordability into the set of policies DCE would support.

Executed a three-year services contract with Burke Rix Communications for marketing and outreach efforts.

Rolled out the Solar Option Program implementing the CPUC’s NEM 3.0 decision.

Worked with the CVAG Transportation Department to identify solar opportunities in connection with the ACCESS project on Indian Canyon Drive.

Coachella Valley Conservation Commission

Entered the 15th year of the CVMSHCP implementation and continues to be ahead of requirements in acquiring habitat, as highlighted in the redesigned Annual Report presented in March 2024.

Completed the sheep fence project in La Quinta, and worked in coordination with the wildlife agencies to develop a Management and Monitoring Plan as well as a herding plan for the Peninsular bighorn sheep

Finalized one Minor Amendment to the Plan on the BLM Land Exchange with the Agua Caliente Band of Cahuilla Indians. Two Minor Amendments, including a Transfer of Conservation Objectives between the City of La Quinta and the Trails Plan are in process at the time of this publication.

Awarded the largest non-acquisition grant since the inception of the CVMSHCP from a CDFW 30X30 NCCP implementation grant in the amount of \$686,514, for a Wildlife Connectivity Assessment for Interstate 10 and closely associated transportation infrastructure in the Banning Pass.

Awarded a Climate Resiliency and Community Access grant from the Coachella Valley Mountains Conservancy in the amount of \$371,721 to develop a Cooperative Ranger Initiative.

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

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

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



Budget Overview

THE CVAG FISCAL YEAR 2024-25 BUDGET outlines the revenues and expenditures for the projects and programs CVAG anticipates for the coming fiscal year. The budget mirrors the scope of topics that CVAG's programs cover, including transportation, energy, sustainability, community resources, and homelessness.

CVAG also has a General Fund that provides additional financial support for its day-to-day operations, including administrative costs and support for CVAG's policy committees. In light of changes to state law, and 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 defined benefit pension plan at CalPERS (discussed in the Expenditures section below), and help shield member jurisdictions from liability. The General Fund also supports various programs without special revenue or external funding sources and can help offset COLA salary increases. The General Fund is anticipated to grow by \$794,986.

This year's budget uses the same conservative approach CVAG has always maintained. Most project and overhead costs are budgeted with a significant increase from the 2023-24 year-end estimates. All overhead expenditures are budgeted with increases in line with recent inflation rates which have exceeded 2.9%. Other expenditures, such as CVHF rents and electricity costs, have been budgeted upwards of 7%. It also 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 budget demonstrates several new and substantial funding sources CVAG has secured and brought to the Coachella Valley.

The following provides a condensed summary of 2024-25 Budgeted Revenues and Expenditures. Subsequent pages of the budget, generally organized by department, provide additional details about the projects and programs.

REVENUES

Member Agency Dues are budgeted at \$580,438, and the base amount is increased annually 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 29, 2024, recommended the 2.9% CPI increase on the base amount. The dues are then applied to each non-tribal member agency based on calculated proportions of assessed values and populations. The tribal members are charged

membership dues at the rate of the smallest dollar value for a non-tribal member.

Revenues from Measure A and the Transportation Uniform Mitigation Fee (TUMF) provide for the Coachella Valley's regional share of transportation programs. CVAG is charged with all transportation planning and administration of a multi-million-dollar regional arterial construction program. The Riverside County Transportation Commission (RCTC) stewards CVAG's share of the Measure A sales tax revenue, and CVAG then invoices RCTC on a reimbursement basis; overall, RCTC's draft 2024-25 budget projects

stable Measure A collections as compared to the prior year. At the return-to-source level, CVAG anticipates a significant increase in Measure A revenue reimbursements from RCTC in 2024-25 for CVAG's regional share of local arterials, particularly in the eastern Coachella Valley with major construction anticipated on Avenue 50 in the cities of Coachella and Indio, as well as for the construction of CV Sync and CV Link. Also of note in this year's budget is the Interstate 10-Monroe Ave Interchange, which will utilize both Measure A and TUMF as funding sources.

The budget assumes the completion of capital improvement projects such that the entire amount of Measure A expected to be collected by RCTC in 2024-25, as well as some reserves, will be drawn down to cover regional transportation project expenditures not already covered by external funding sources.

The 2024-25 TUMF revenue projections consider development trends in the Coachella Valley cooling since an initial surge post-pandemic, including in residential development, which has historically provided the bulk of fee dollars received. Lack of infrastructure, especially electrical utility connections, has stymied multiple major residential projects locally, but across the nation, high interest rates have driven down demand, while a continued labor shortage impacts housing supply. As a result, local building industry analysts predict residential build-out will either remain the same or slightly decrease compared to the previous year. The CVAG Executive Committee has approved a 3.6% inflationary adjustment, based on the Consumer Price Index, to the TUMF scheduled to take effect on January 1, 2025. Given anticipated stagnant residential development, CVAG is making a conservative projection of TUMF revenues, with minor adjustments to account for the inflationary adjustment to be applied over fees collected during the second half of the fiscal year.

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

As CVAG completes major construction phases of CV Link in 2024-25, we anticipate receiving funding from external resources to cover project costs in the form of Active Transportation, State Transportation Improvement Program, Air Quality Management District funds, and Measure A, as well as funds from the Desert Healthcare District Foundation. A

small portion of TUMF funds is anticipated to cover certain construction management costs as identified in the most recent TUMF Nexus Study. Please reference the Operating Transfers discussion on page 25 for additional information on the current and future accounting relationship for project expenditures funded by Measure A or TUMF.

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

The Inland Regional Energy Network (I-REN) launched in 2022-23 and provides a significant shift for energy programs in the Coachella Valley. In years past, available funding resources were predominantly 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. The 2024-25 budget figures show roughly \$750,000 projected as revenue to cover I-REN program costs which can be seen in funding throughout the Coachella Valley and in line with CVAG's commitment to share those resources across the entire region.

CVAG will continue to receive external funding from many member jurisdictions for its reputable CV Housing First program. However, the program will see a loss of revenue after the City of Desert Hot Springs voted to reallocate the anticipated program funds to another service. At the same time, the program is seeing rising costs related to permanently housing the chronically homeless known as the CV 200. The program will be dipping into its program reserves this year for the first time in recent history to continue the regional homelessness program. Staff is refocusing the program to serve participating jurisdictions and is exploring other funding opportunities, such as grants.

As investment income in the form of interest revenue affects all CVAG cost-centers/funds that maintain a fund balance, it is an important budgetary consideration. The Federal Open Market Committee (FOMC) held rates steady at 5.25%-5.50% during their meeting in March 2024. According to the Chicago Mercantile Exchange Group's FedWatch Tool, target rate probabilities indicate roughly a 40% probability of rate cuts beginning in September 2024. Given the

many unknowns and the impossibility of predicting future interest rates, CVAG has used conservative

budgeting techniques to account for a potential decrease in investment income in 2024-25.

EXPENDITURES

The budget anticipates a large upfront investment in an enterprise resource planning system (ERP), which will enable CVAG to fully integrate its contracting, accounts payable/receivable, personnel, and financial transaction and reporting systems across all cost-centers/funds. The upfront costs and investment in an ERP system encompass many one-time expenses, such as ERP selection and implementation consultants, as well as backfill for certain staff managing the project. The total budgeted implementation costs allocated to all funds/cost-centers for ERP implementation are approximately \$381,030 for 2024-25. These services include external consultants to assist with project management as well as the software vendor's implementation costs. Additionally, CVAG allocated a position to provide backfill for ERP implementation.

Once implementation is complete, CVAG staff anticipate the annual costs will decrease in 2025-26. From a broader perspective, the 2024-25 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. These costs, like other overhead costs, are budgeted across departments and cost-centers/funds based on the budgeted personnel costs charged to each cost-center/fund.

With such wide-ranging responsibilities for the three agencies it administers, CVAG's staffing levels remain extremely lean. Independent contractors and consultants are utilized extensively to deliver projects and run programs. In the 2024-25 budget are some new titles for positions that were not anticipated in the previous budget but were recommended by the Administrative/Personnel Committee in January and April 2024. These changes ensured that CVAG's internal structure was 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. The cost of positions filled is often covered by funding

secured for the specific programs, including transportation funding or reimbursement from agencies such as CVCC and DCE. This allows overhead costs to be spread more widely across various funding sources, reducing the impact on the General Fund as well as all other funds accounted for as cost-centers in the agency.

The Administrative/Personnel Committee, at its April 29, 2024 meeting, recommended a 2024-25 2.9% cost of living increase for salaries (based on the same index used when evaluating Member Agency Dues), which amounts to approximately \$140,979 and is included in the total. This increase is in line with the relevant Consumer Price Index from the Bureau of Labor Statistics for Riverside County, which was 2.9% year-over-year in January 2024.

Total Agencywide salary costs are budgeted at \$5,212,312. Of this amount, \$684,058 is budgeted as part of Capital Outlay for specific capital projects in line with the annual audited financial statements; therefore, \$4,528,254 is reflected in the Salaries line item in the 2024-25 budget. As outlined to the Administrative/Personnel Committee, the main reason for the significant increase in salaries is due to the increase in Full-Time Equivalent (FTE) budgeted positions from 35 to 42. Several of these positions were approved mid-year by the Administrative/Personnel Committee in response to the need for additional staff in the Transportation Department as CVAG continues to grow from a planning agency to one that is leading capital projects such as the improvements along Indian Canyon in Palm Springs that secured \$50 million in grant funds. Other added positions include a grant-funded Management Analyst to coordinate the Coachella Valley Conservation Commission's new ranger program, and a new Program Specialist position to support the upcoming Enterprise Resource Planning (ERP) implementation. It is important to note that CVAG has never exceeded its Agencywide Personnel budget and typically remains several hundreds of thousands of dollars below budget each year.

In addition, all budgeted yet vacant positions were budgeted above the minimum of the salary range; their actual salaries may end up being less than budgeted.

In 2023-24, CVAG implemented a new performance management system that established a link between annual reviews and merit increases by eliminating the former Step-Pay approach, which generally saw 5% salary increases across the board, and replaced it with a Merit-Pay structure based on an open salary range philosophy with variable percentage salary increases each year for each employee based on performance. Under the new system, in the 2024-25 budgeted salaries, merit increases ranged from 1.25% to 7%, averaging 4.5% as weighted by dollars of actual increases.

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

Pension liability is a significant budgetary concern for nearly every governmental agency in California. CVAG participates in the California Public Employee Retirement System (CalPERS) and makes contributions for its employees every pay period. Starting July 1, 2024, CalPERS employer contribution rates will increase 0.05% to 13.31% for Classic plan employees and 0.18% to 8.18% for PEPRA plan employees. In addition to these bi-weekly costs, government agencies have seen the pension liability grow as retired populations live longer and costs continue to increase. As a percentage of salaries, CVAG had an average of 74% PEPRA plan employees throughout 2023-24; which is higher than the CalPERS Retirement System Active PEPRA Payroll as a Percent of Total which is roughly 58%. In general, the more PEPRA payroll exposure an agency has the lower its future obligations.

In addition to the annual minimum payments needed to meet CalPERS funding requirements, CVAG must reduce the remaining Unfunded Accrued

Liability (UAL), which accounts for the projected future costs of maintaining the CalPERS plans. Although CVAG carries a smaller UAL than many other agencies, a prudent decision has been made by CVAG Administrative/Personnel and Finance Committees to make Additional Discretionary Payments (ADP) to the UAL each year. The first ADP was made in the amount of \$1 million in 2019-20. CVAG made ADPs in 2021-22 for \$112,311, 2022-23 for \$101,343, and the 2023-24 payment is anticipated at \$141,946. This ADP plan has evolved as the UAL has changed each year, and the total payment budgeted for 2024-25 is \$250,000, representing an ADP of \$108,054. CVAG's funded ratio for the Classic plan was 83.0% at the most recent valuation date which is higher than the public agencies average of 73.5%, indicating that the ADP plan has been effective in lowering CVAG's overall future UAL costs.

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

The Capital Project Summary included in this document is a listing of the major Capital Improvement Program projects scheduled for activity in 2024-25 as well as 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, for example.

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 continuing to escalate on projects, major sources of revenue for many of CVAG's projects - including state and federal funding for bridges and interchanges - have been drying up. The federal infrastructure bill may inject needed funding into the region. In the coming fiscal year, CVAG will continue with a value-engineering study and updating project expenditure estimates for projects within CVAG's Transportation Project Prioritization Study (TPPS) and be seeking policy guidance from the

Transportation and Executive Committees on how to address cost sharing in the future.

It should be noted that the budget also identifies non-personnel costs, which are defined as all costs other than Salaries and Benefits, 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, ERP system implementation and ongoing costs, utilities or general supplies along with the staff's proportionate share of general administration salaries and benefits, which become allocated to each department.

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

Office Operations represent expenditures such as printing, office supplies, and computer software. Meeting Attendance Stipends 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 which is born by the CV Housing First caseworkers traveling across the Coachella Valley providing rapid rehousing solutions to Housing First clients and also include meeting registration for staff training across the agency. Facility Expenses include such costs as office maintenance, general liability insurance, and, increasingly, utility costs. Examples of Professional Services expenditures represent the cost of external 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.

During the year ended June 30, 2023, CVAG implemented Governmental Accounting Standards Board (GASB) Statements No. 87 and No.96, for Leases and Subscription-Based Information Technology Arrangements. The qualified rent and subscription costs are split between Interest Expense and Debt Service. CVAG has a pending subscription-based IT

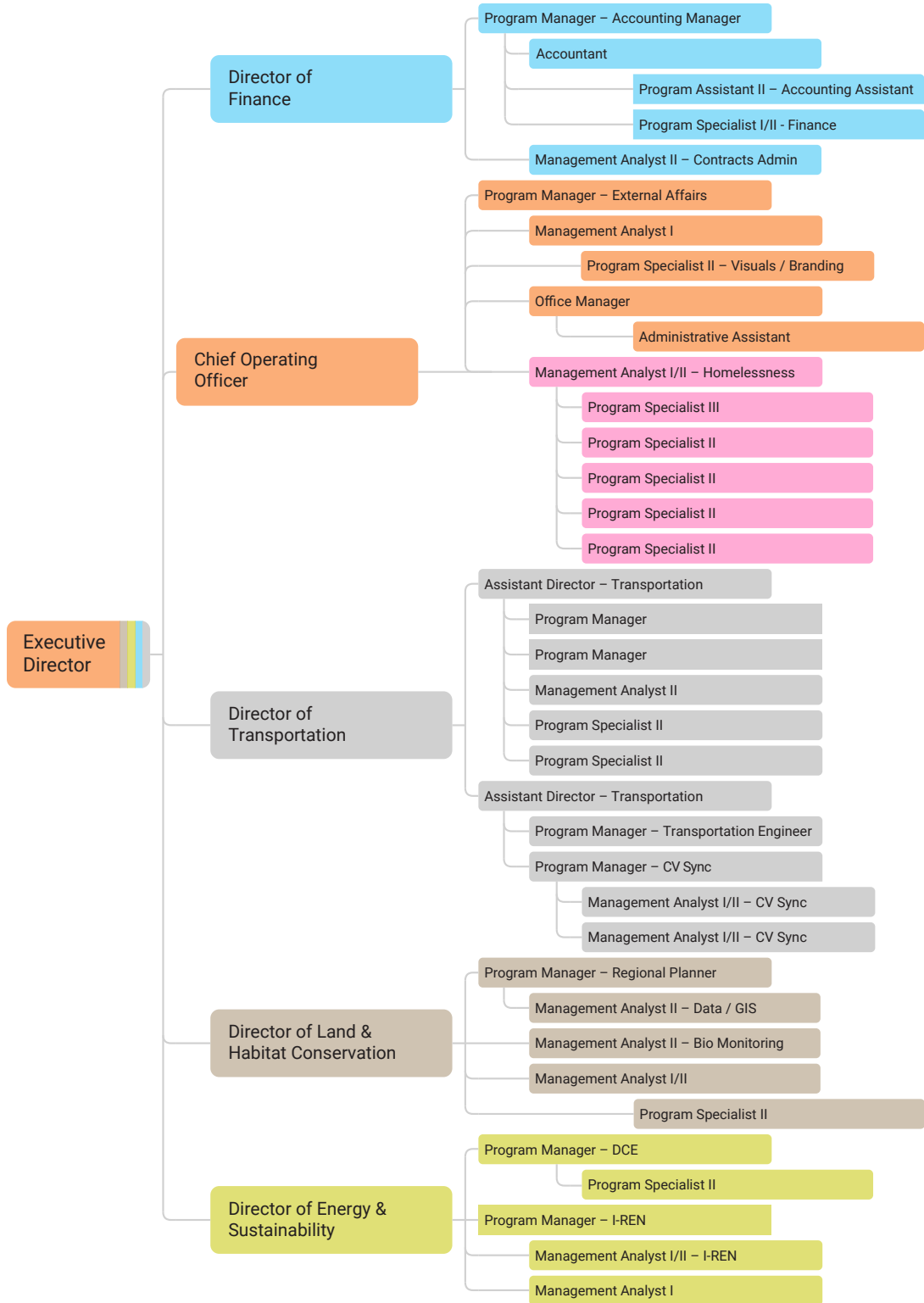
arrangement for new ERP system, the present value of \$523,035 for the whole subscription term is recognized as Capital Outlay-RTU and offset by the issuance of lease revenue in the General Fund in the 2024-25 budget. Additionally, in 2023-24, CVAG established a new fund titled "610 - Other Transportation Funding" to help account for various transportation funding sources that may not fall into a special revenue fund like Measure A or TUMF. Additionally, this fund will help account for transportation local share contributions.

Located in the 2022-23 Actual Costs column throughout the comparative budgetary information, is a line item listed as Gain/Loss and in 2022-23 represents paper losses required to be disclosed in the annual audited financial statements under US GAAP. Bond prices typically correlate inversely to interest rate yields so paper losses are likely to occur in a high interest rate environment while actual cash flow increases via investment income. As these gains/losses do not affect budgeted cash flows and have historically not been budgeted, they are only presented as actuals to ensure fund balances tie to the audited financial statements. The same holds true for the Debt Service and Interest Expense for Measure A related to revenue bonds issued by RCTC which also do not affect CVAG budgeted cash flows.

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

As part of the upcoming ERP implementation, CVAG will be performing a complete reassessment and reconfiguration of its Chart of Accounts. There are currently several funds/cost-centers that will be eliminated through this process and converted to projects to better track funding sources to expenditures. CVAG anticipates these changes to be reflected in the 2025-26 budget and eagerly anticipates the updates which will allow for more impactful reporting as well as a dynamic data set as opposed to the current linear structure.

ORGANIZATION CHART



ALLOCATED POSITIONS

*Denotes unbudgeted position

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

SALARY SCHEDULE

Includes budgeted 2.9% COLA

Schedule	Minimum	Maximum
1	41,897	60,227
2	43,992	63,238
3	46,191	66,400
4	48,501	69,720
5	50,926	73,206
6	53,472	76,866
7	56,146	80,710
8	58,953	84,745
9	61,901	88,982
10	64,996	93,431
11	68,246	98,103
12	71,658	103,008
13	75,241	108,159
14	79,003	113,567
15	82,953	119,245
16	87,101	125,207
17	91,456	131,467
18	96,028	138,041
19	100,830	144,943
20	105,871	152,190
21	111,165	159,800
22	116,723	167,790
23	122,559	176,179
24	128,687	184,988
25	135,122	194,237
26	141,878	203,949
27	148,972	214,147
28	156,420	224,854
29	164,241	236,097
30	172,453	247,902
31	181,076	260,297
32	190,130	273,311
33	199,636	286,977
34	209,618	301,326
35	220,099	316,392
Exec. Director Contract		340,481



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	14,270	3.31%	\$8,863	\$974,211,411	0.88%	\$2,356	\$11,220
Cathedral City	51,433	11.92%	\$31,919	\$6,336,160,856	5.75%	\$15,397	\$47,317
Coachella	42,462	9.84%	\$26,349	\$2,697,873,155	2.45%	\$6,561	\$32,910
Desert Hot Springs	32,608	7.56%	\$20,244	\$2,947,605,027	2.68%	\$7,176	\$27,421
Indian Wells	4,774	1.11%	\$2,972	\$7,576,070,715	6.88%	\$18,423	\$21,396
Indio	90,837	21.04%	\$56,341	\$11,851,682,856	10.76%	\$28,813	\$85,154
La Quinta	37,979	8.80%	\$23,565	\$18,246,799,848	16.58%	\$44,398	\$67,962
Palm Desert	50,615	11.73%	\$31,411	\$19,327,344,851	17.56%	\$47,022	\$78,433
Palm Springs	44,092	10.22%	\$27,367	\$18,679,262,076	16.97%	\$45,442	\$72,809
Rancho Mirage	17,012	3.94%	\$10,551	\$11,616,104,281	10.55%	\$28,251	\$38,801
Riverside County (CVAG Boundaries)	45,419	10.53%	\$28,197	\$9,846,221,936	8.94%	\$23,939	\$52,137
Agua Caliente Band of Cahuilla Indians	-	-	-	-	-	-	\$11,220
Cabazon Band of Cahuilla Indians	-	-	-	-	-	-	\$11,220
Torres Martinez Desert Cahuilla Indians	-	-	-	-	-	-	\$11,220
Twenty-Nine Palms Band of Mission Indians	-	-	-	-	-	-	\$11,220
Totals	431,501	100.00%	\$267,779	\$110,099,337,012	100.00%	\$267,779	\$580,438

City Population Source: Demographic Research Unit, Department of Finance, State of California as of January 2023.

County Population Source: U.S. Census increased/(decreased) by an average increase/decrease for the C.V. Cities and Blythe, (0.05%) in 2021, 0.74% in 2022 and (0.10%) in 2023. Population in the County of Riverside increased by 0.34% as of January 1, 2023.

Assessed Valuations: Riverside County 2022/23 Assessed Valuation Report.

The total assessed valuation for the Coachella Valley Unified, Desert Sands Unified and Palm Springs Unified School Districts for FY 2023–24 was \$109,125,125,601.

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 \$99,278,903,665. This leaves \$9,846,221,936 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 fiscal year 2024–25 proposed budget. This report compares the proposed budget with the year-end revenue and expenditure estimates for 2023–24, the adopted budget for 2023–24, and the audited financial statements for 2022–23.

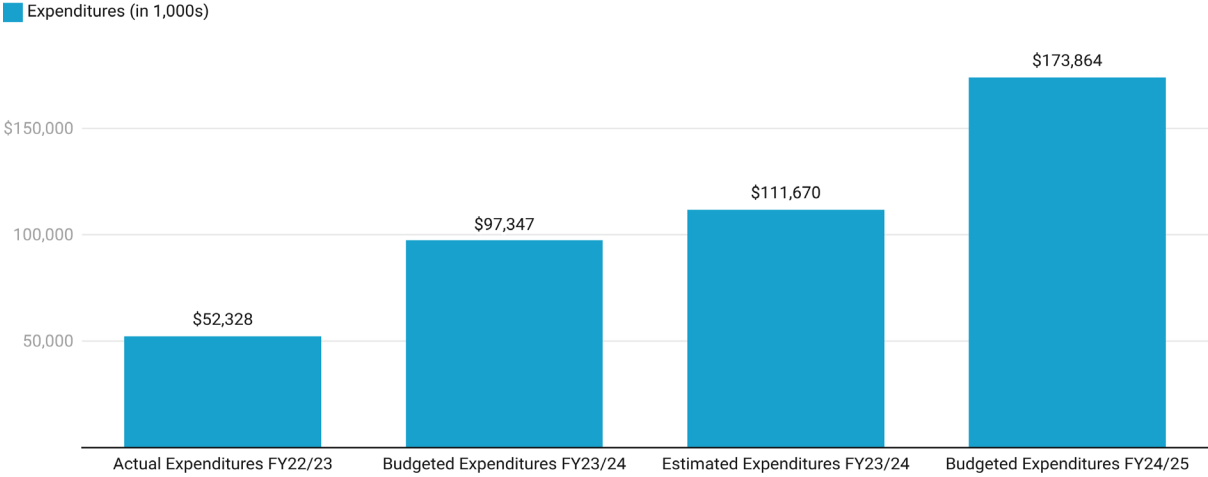
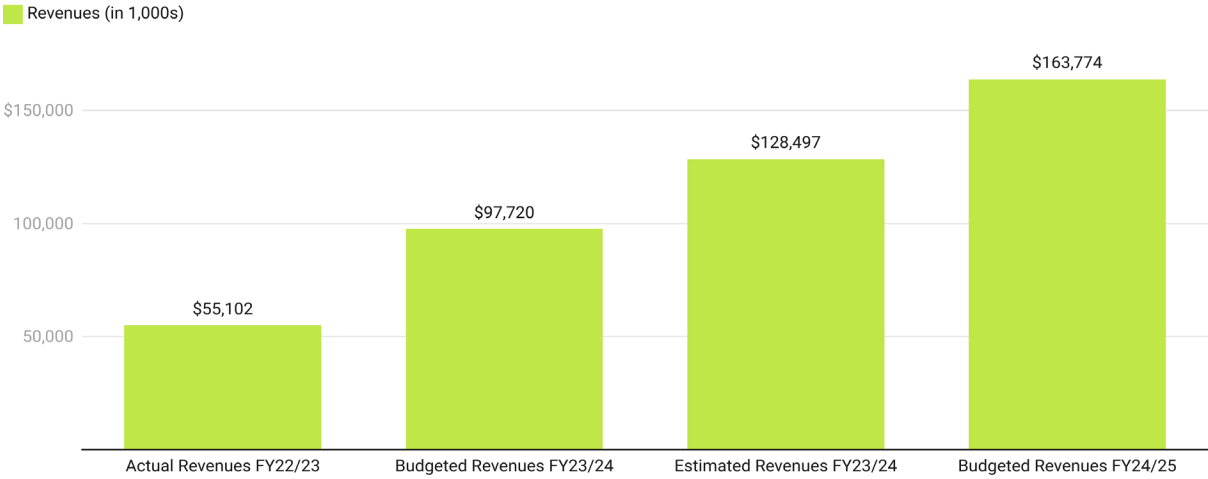
	FY 2022/23 Actual	FY 2023/24 Budget	FY 2023/24 Yr. End Est.	FY 2024/25 Budget
BEGINNING FUND BALANCE	\$ 62,080,030	\$ 73,952,508	\$ 64,854,641	\$ 81,681,432
Revenues / Funding Source				
Signal Synchronization (CMAQ)	\$ 7,517,985	\$ 16,536,000	\$ 40,872,799	\$ 20,902,400
CV Link (CMAQ)	-	\$ 5,057,000	\$ 189,164	\$ 11,860,836
STIP Federal	\$ 5,625,152	\$ 7,886,528	\$ 3,045,705	\$ 2,806,953
AB 2766	\$ 420,482	\$ 404,588	\$ 432,210	\$ 427,050
AQMD - CV Link	\$ 2,888,896	\$ 2,096,290	\$ 2,493,578	-
AQMD - Street Sweeping	\$ 245,145	\$ 220,000	\$ 220,000	\$ 220,000
Used Oil Grant	\$ 56,595	\$ 72,642	\$ 91,889	\$ 7,506
Tire Amnesty Grant	\$ 22,799	-	\$ 20,105	\$ 50,000
Active Transportation Program (State)	\$ 3,339,336	\$ 3,238,431	\$ 1,788,747	\$ 1,484,417
SCAG	\$ 188,476	\$ 1,607,333	\$ 4,480	-
AB 939	\$ 15,826	\$ 15,615	\$ 16,235	\$ 16,235
Air Quality Enhancement / Colmac	\$ 190,000	\$ 190,000	\$ 190,000	\$ 150,000
Measure A	\$ 15,412,363	\$ 40,688,439	\$ 58,470,918	\$ 88,815,748
Measure A - In-Lieu TUMF Revenue	\$ 23,580	-	-	-
TUMF Revenues	\$ 7,715,614	\$ 7,222,975	\$ 4,394,482	\$ 5,244,197
Transportation Local Contribution	\$ 345,213	\$ 1,444,576	\$ 1,962,355	\$ 4,685,625
Loan Repayments	\$ 10,421	-	\$ 10,421	\$ 10,421
RCTC Admin Reimbursements	\$ 748,908	\$ 1,457,500	\$ 4,682,955	\$ 6,664,448
CPUC - LATA Grant	-	\$ 978,460	\$ 308,118	\$ 670,342
RCTC - PP & M	\$ 131,447	\$ 95,000	\$ 95,000	\$ 93,723
RCTC - LTF	\$ 585,000	\$ 697,500	\$ 697,500	\$ 697,500
Contributions	\$ 112,100	\$ 27,000	\$ 77,000	\$ 77,000
PACE Funding	\$ 7,559	\$ 6,700	\$ 8,622	\$ 8,000
Member Agencies and Partners - CVHF	\$ 1,466,667	\$ 1,442,000	\$ 1,421,504	\$ 1,277,450
DHCD Desert Health Care District	\$ 1,670,000	\$ 1,670,000	\$ 1,670,000	\$ 1,670,000
Other Revenues	\$ 1,098,970	\$ 82,750	\$ 259,898	\$ 10,027,000
I-REN Admin Reimbursement	\$ 109,330	\$ 728,771	\$ 605,164	\$ 748,608
CVCC Administrative Reimbursement	\$ 946,091	\$ 1,236,705	\$ 1,156,147	\$ 1,683,141
DCE Administrative Reimbursement	\$ 660,671	\$ 893,965	\$ 676,232	\$ 985,603
Gain (Loss) in Investments	(\$ 140,171)	-	-	-
Other Finance Source - ROU	\$ 1,566,481	-	-	-
Other Finance Source - RTU	\$ 77,810	-	-	\$ 523,035
CVAG Dues	\$ 538,706	\$ 574,721	\$ 581,782	\$ 596,940
Investment Income	\$ 1,504,832	\$ 1,148,320	\$ 2,053,871	\$ 1,369,399
Total Revenues / Funding Source	\$ 55,102,285	\$ 97,719,810	\$ 128,496,882	\$ 163,773,577

OVERALL AGENCY SUMMARY

	FY 2022/23 Actual	FY 2023/24 Budget	FY 2023/24 Yr. End Est.	FY 2024/25 Budget
Expenditures / Expenditure				
Personnel				
Salaries	\$ 2,619,567	\$ 3,694,194	\$ 3,251,612	\$ 4,528,254
Benefits	\$ 1,106,195	\$ 1,788,929	\$ 1,472,616	\$ 2,077,099
Total Personnel	\$ 3,725,762	\$ 5,483,123	\$ 4,724,228	\$ 6,605,353
Non-Personnel				
Interest Expense *	\$ 1,019,181	-	\$ 936,002	\$ 814,760
Office Operations	\$ 254,286	\$ 301,657	\$ 289,036	\$ 388,153
Meeting Attendance Stipends	\$ 31,600	\$ 53,775	\$ 43,203	\$ 55,225
Employee Travel or Training	\$ 51,363	\$ 64,520	\$ 61,402	\$ 57,678
Facility Expenses	\$ 269,223	\$ 494,853	\$ 354,650	\$ 512,536
Professional Services	\$ 733,918	\$ 896,974	\$ 1,074,607	\$ 14,566,832
Total Non-Personnel	\$ 2,359,571	\$ 1,811,779	\$ 2,758,900	\$ 16,395,185
Project / Program				
Capital Outlay	\$ 32,002,561	\$ 61,411,655	\$ 85,159,594	\$ 105,675,687
Debt Service *	\$ 2,033,808	-	\$ 2,252,320	\$ 2,447,948
Crisis Stabilization Unit Rent / Utilities - CVHF	\$ 402,487	\$ 479,365	\$ 343,064	\$ 303,502
Consultants / Service Providers	\$ 582,217	\$ 2,888,934	\$ 4,697,445	\$ 9,511,235
Construction / Project Costs	\$ 11,178,650	\$ 25,219,522	\$ 11,726,084	\$ 32,916,166
Rapid Resolutions - CVHF	\$ 35,798	\$ 45,000	\$ 2,139	\$ 3,000
Mobile Access Center - CVHF	\$ 6,820	\$ 8,060	\$ 6,317	\$ 6,200
Total Project / Program	\$ 46,242,341	\$ 90,052,536	\$ 104,186,963	\$ 150,863,738
Other				
Operating Transfers Out	\$ 10,874,642	\$ 25,795,564	\$ 41,891,998	\$ 70,886,351
Operating Transfers In	(\$ 10,874,642)	(\$ 25,795,564)	(\$ 41,891,998)	(\$ 70,886,351)
Total Other	-	-	-	-
Total Expenditures / Expenditure	\$ 52,327,674	\$ 97,347,438	\$ 111,670,091	\$ 173,864,276
Net Excess (Deficit)	\$ 2,774,611	\$ 372,372	\$ 16,826,792	(\$ 10,090,699)
ENDING FUND BALANCE	\$ 64,854,641	\$ 74,324,881	\$ 81,681,432	\$ 71,590,733

* Line represents a non-cash transaction required for conformity with US GAAP audited financial statements. Since there is no associated cash flow, the transaction is not used for budgetary purposes.

OVERALL AGENCY SUMMARY



OVERALL AGENCY SUMMARY

Operating Transfers

Operating transfers refer to the movement of money from one fund to another. At the top of CVAG’s chart of accounts are “FUNDS,” and fund-based accounting has been central to CVAG’s accounting system for decades. However, as seen in both this budget and previous ones, a “FUND” can be a fund such as Measure A (Fund 611), an independent agency like Desert Community Energy (210), a project such as CV Link (618), or even a program like Tire Recycling (207). As a part of implementing an Enterprise Resource Program in the coming years, CVAG will be updating its chart of accounts in such a manner to better distinguish funds from agencies from projects from programs. Until then “operating transfers” are used to move monies between funds.

Expenditures to CVAG member jurisdiction lead agencies related to regional projects, such as to the County of Riverside for the Interstate 10–Monroe interchange project, are incurred in the Measure A or TUMF funds under Construction/Project Costs. All expenditures related to CVAG-led projects are currently booked through a specific “FUND” for each project. External funding sources such as CMAQ or STIP are also recorded directly in that “FUND”. However, for CVAG internal funding, an operating transfer out from the Measure A or TUMF funds and into the relevant project fund. This will be standardized in future budgets under the remapped chart of accounts.

In fiscal year 2024–25, there are approximately \$100 million of project/program expenses and operating transfers in the Measure A fund. The operating transfers to FUNDS CV Link and CV Sync will be significantly larger than in previous years. As with all regional transportation projects, CVAG prioritizes and fast tracks the use of outside funding for projects, including spending down federal and state funds first. For CV Link, that has meant spending federal and state Active Transportation Funding, Congestion Mitigation Air Quality, and South Coast Air Quality Management District funding in the early phases of construction. With the latest construction award to Granite Construction to construct Segment 6 of CV Link in Cathedral City and Palm Springs, and completion of early phases in Coachella and Indio during this fiscal year, most of the funding will come

Fund Transfer Out	Fund Transfer In	Amount
101 - General Fund	101 - General Fund	\$ 277,386
202 - PACE	101 - General Fund	\$ 10,875
207 - Tire Recycling	101 - General Fund	\$ 798
207 - Tire Recycling	501 - AB 939	\$ 2,328
210 - DCE	101 - General Fund	\$ 13,906
301 - AB 2766	101 - General Fund	\$ 33,638
301 - AB 2766	702 - Street Sweeping	\$ 396,825
301 - AB 2766	711 - Lawn Scalping	\$ 12,535
501 - AB 939	101 - General Fund	\$ 10,071
601 - TUMF	101 - General Fund	\$ 208,809
601 - TUMF	618 - CV Link	\$ 4,800,000
611 - Measure A	101 - General Fund	\$ 168,321
611 - Measure A	618 - CV Link	\$ 39,956,630
611 - Measure A	624 - Signal Sync	\$ 24,037,290
612 - LTF / PP&M	101 - General Fund	\$ 100,574
612 - LTF / PP&M	411 - SCAG	\$ 11,282
612 - LTF / PP&M	618 - CV Link	\$ 669,462
618 - CV Link	101 - General Fund	\$ 31,332
624 - Signal Sync	101 - General Fund	\$ 5,942
631 - CVCC	101 - General Fund	\$ 138,348
Total Operating Transfers		\$70,886,351

from Measure A and some from the TUMF funds. CVAG will also finish drawing down the funding commitment from Desert Healthcare District/Foundation. Similarly, federal CMAQ funding has been used whenever possible to fund construction of CV Sync. However, many valley-wide expenses are also paid through Measure A.

Transfers into the General Fund are based on recommendations provided by the CVAG Finance Committee in May 2022 and reflect the re-allocation of the fiscal year 2019–20 CalPERS Unfunded Accrued Liability (UAL) payment by allocating it among the various funds/cost-centers in line with standard practice and based on assumptions that tie the calculation to a percentage of those historic costs represented in the UAL.

CAPITAL PROJECT SUMMARY

The following capital project funding has been approved by the Executive Committee
for construction for fiscal year 2024-25.

Approved Capital Projects – Transportation	FY 2024/25	FY 2025/26	FY 2026/27	FY 2026/27
I-10 Jackson Interchange PS&E & ROW Phase Lead Agency: City of Indio Funded from Regional / Local Fund Sources	\$2,775,000	-	-	-
I-10 Monore Interchange PS&E & ROW Phase, Construction in 25/26 Lead Agency: City of Indio Funded from Regional / Local Fund Sources	\$4,687,500	\$4,335,300	\$17,054,091	\$14,500,200
Indian Canyon from Garnet Avenue to/including Railroad Crossing Bridge Right of Way, Utilities, Construction in 2023/24 Lead Agency: City of Palm Springs Funded from STIP / HBRR / Regional / Local Fund Sources	\$700,000	\$3,000,000	-	-
Avenue 50 Widening (Calhoun to Cesar Chavez) Design, Construction in 2024 Lead Agency: City of Coachella Funded from Regional / Local Fund Sources	\$3,750,000	\$2,549,354	-	-
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	\$1,000,000	\$2,500,000	\$2,700,000	-
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	\$260,000	\$3,800,000	\$3,860,000	-
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	\$500,000	\$200,000	-	-
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	\$250,000	\$250,000	-	-
Dune Palms Bridge over WWR Construction in late 2023 Lead Agency: City of La Quinta Funded from HBP / Regional / Local Fund Sources	\$1,500,000	\$2,448,550	-	-
Avenue 44 Bridge over WWR Construction 2022 (Pending HBP Funding) Lead Agency: City of Indio Funded from HBP / Regional / Local Fund Sources	\$1,400,000	\$1,100,000	\$1,100,000	-
Jefferson Street (Ave 38 to Sun City Blvd) Design Lead Agency: City of Indio Funded from Regional / Local Fund Sources	\$375,000	-	-	-

CAPITAL PROJECT SUMMARY

Approved Capital Projects – Transportation	FY 2024/25	FY 2025/26	FY 2026/27	FY 2026/27
Bicycle & Pedestrian Safety Program Projects are either under construction or have been completed Lead Agency: Various Funded from Regional / Local Fund Sources	\$16,108	-	-	-
Portola Avenue (North of Gerald Ford Drive) Completed (Future Reimbursment) Lead Agency: City of Palm Desert Funded from Regional / Local Fund Sources	\$159,750	-	-	-
CV Link (Segment 1-6) Construction Lead Agency: CVAG Funded from STIP / ATP / CMAQ / AQMD / DHCD / Local Fund Source	\$61,906,873	-	-	-
CV Sync (Phase 2) Construction Lead Agency: CVAG Funded from CMAQ / STIP / Local Fund Sources	\$37,325,000	-	-	-
I-10 Bypass / CV Sync (Phase 3) Design Lead Agency: CVAG Funded from Regional / Local Fund Sources	\$4,148,209	-	-	-
Avenue 50 Bridge over CVSWC Design/Construction Lead Agency: City of Coachella Funded from HBP / Regional / Local Fund Sources	\$2,850,000	-	-	-
Avenue 50 & Jackson St. Intersection Design Lead Agency: Indio Funded from Regional / Local Fund Sources	\$5,250,000	-	-	-
Arts & Music Line Design Lead Agency: CVAG Funded from ATP / Regional / Local Fund Sources	\$2,730,625	\$35,500,000	\$35,500,000	-
Avenue 50 Widening (Jefferson to Jackson) Design Lead Agency: City of Indio Funded from Regional / Local Fund Sources	\$300,000	-	-	-
Flooding & Blowsand Projects (ACCESS Indian Canyon) Design/Construction Lead Agency: CVAG Funded from LTCAP / Regional / Local Fund Sources	\$1,747,900	\$9,000,000	\$9,000,000	-
Avenue 48 Widening (Van Buren to Dillon) Design Lead Agency: County Funded from Regional / Local Fund Sources	\$825,000	-	-	-
Total	\$134,456,965	\$64,683,204	\$69,214,091	\$14,500,200

BUDGET BY PROGRAMS

An overview of the financial activities anticipated in each program for fiscal year 2024–25.

	Transportation	Community Resources	Energy & Sustainability	General Fund	Total
BEGINNING FUND BALANCE	\$ 75,255,983	\$ 3,556,256	\$ 162,055	\$ 2,707,138	\$ 81,681,432
Revenues / Funding Source					
AB 2766	-	\$ 427,050	-	-	\$ 427,050
AB 939	-	-	\$ 16,235	-	\$ 16,235
Active Transportation Program (State)	\$ 1,484,417	-	-	-	\$ 1,484,417
Air Quality Enhancement/Colmac	-	\$ 150,000	-	-	\$ 150,000
AQMD-Street Sweeping	-	\$ 220,000	-	-	\$ 220,000
Contributions	-	\$ 27,000	-	\$ 50,000	\$ 77,000
CPUC - LATA Grant	\$ 670,342	-	-	-	\$ 670,342
CV Link (CMAQ)	\$ 11,860,836	-	-	-	\$ 11,860,836
CVCC Administrative Reimbursement	-	-	\$ 1,683,141	-	\$ 1,683,141
DCE Administrative Reimbursement	-	-	\$ 985,603	-	\$ 985,603
DHCD Desert Health Care District	\$ 1,670,000	-	-	-	\$ 1,670,000
I-REN Admin Reimbursement	-	-	\$ 748,608	-	\$ 748,608
Loan Repayments	\$ 10,421	-	-	-	\$ 10,421
Measure A	\$ 88,815,748	-	-	-	\$ 88,815,748
Member Agencies - CVHF	-	\$ 1,277,450	-	-	\$ 1,277,450
Other Revenues	\$ 10,000,000	\$ 27,000	-	-	\$ 10,027,000
PACE Funding	-	-	\$ 8,000	-	\$ 8,000
RCTC - LTF	\$ 697,500	-	-	-	\$ 697,500
RCTC - PP & M	\$ 93,723	-	-	-	\$ 93,723
RCTC Admin Reimbursements	\$ 6,664,448	-	-	-	\$ 6,664,448
Signal Synchronization (CMAQ)	\$ 20,902,400	-	-	-	\$ 20,902,400
STIP Federal	\$ 2,806,953	-	-	-	\$ 2,806,953
Tire Amnesty Grant	-	-	\$ 50,000	-	\$ 50,000
Transportation Local Contribution	\$ 4,685,625	-	-	-	\$ 4,685,625
TUMF Revenues	\$ 5,244,197	-	-	-	\$ 5,244,197
Used Oil Grant	-	-	\$ 7,506	-	\$ 7,506
CVAG Dues	-	-	-	\$ 596,940	\$ 596,940
Investment Income	\$ 1,297,007	\$ 50,065	\$ 2,556	\$ 19,771	\$ 1,369,399
Total Revenues / Funding Source	\$ 156,903,617	\$ 2,178,565	\$ 3,501,650	\$ 1,189,746	\$ 163,773,577

BUDGET BY PROGRAMS

	Transportation	Community Resources	Energy & Sustainability	General Fund	Total
Expenditures / Expenditure					
Personnel					
Benefits	\$ 784,624	\$ 383,504	\$ 824,093	\$ 84,878	\$ 2,077,099
Salaries	\$ 1,751,057	\$ 689,591	\$ 1,899,275	\$ 188,330	\$ 4,528,254
Total Personnel	\$ 2,535,681	\$ 1,073,096	\$ 2,723,368	\$ 273,208	\$ 6,605,353
Non-Personnel					
Employee Travel or Training	\$ 23,077	\$ 22,894	\$ 11,383	\$ 325	\$ 57,678
Facility Expenses	\$ 227,239	\$ 124,414	\$ 146,797	\$ 14,085	\$ 512,536
Interest Expense	\$ 781,632	\$ 4,107	\$ 26,432	\$ 2,589	\$ 814,760
Meeting Attendance Stipends	\$ 9,800	\$ 3,733	\$ 3,733	\$ 37,958	\$ 55,225
Office Operations	\$ 213,945	\$ 51,728	\$ 114,046	\$ 8,435	\$ 388,153
Professional Services	\$ 14,500,846	\$ 30,084	\$ 32,752	\$ 3,151	\$ 14,566,832
Total Non-Personnel	\$ 15,756,539	\$ 236,960	\$ 335,143	\$ 66,542	\$ 16,395,185
Project/Program					
Capital Outlay	\$ 104,906,878	\$ 61,113	\$ 168,039	\$ 539,657	\$ 105,675,687
Construction/Project Costs	\$ 31,921,331	\$ 897,064	\$ 47,711	\$ 50,060	\$ 32,916,166
Consultants/Service Providers	\$ 9,300,499	\$ 4,010	\$ 25,635	\$ 181,091	\$ 9,511,235
Crisis Stabilization Unit Rent/Utilities - CVHF	-	\$ 303,502	-	-	\$ 303,502
Debt Service	\$ 2,358,823	\$ 12,823	\$ 69,486	\$ 6,816	\$ 2,447,948
Mobile Access Center - CVHF	-	\$ 6,200	-	-	\$ 6,200
Rapid Resolutions - CVHF	-	\$ 3,000	-	-	\$ 3,000
Total Project/Program	\$ 148,487,531	\$ 1,287,711	\$ 310,872	\$ 777,623	\$ 150,863,738
Other					
Operating Transfers In	(\$ 69,474,664)	(\$ 409,359)	(\$ 2,328)	(\$ 1,000,000)	(\$ 70,886,351)
Operating Transfers Out	\$ 69,989,641	\$ 442,998	\$ 176,326	\$ 277,386	\$ 70,886,351
Total Other	\$ 514,977	\$ 33,638	\$ 173,998	(\$ 722,614)	-
Total Expenditures / Expenditure	\$ 167,294,729	\$ 2,631,405	\$ 3,543,382	\$ 394,760	\$ 173,864,276
Net Excess (Deficit)	(\$ 10,391,112)	(\$ 452,841)	(\$ 41,732)	\$ 794,986	(\$ 10,090,699)
ENDING FUND BALANCE	\$ 64,864,871	\$ 3,103,415	\$ 120,323	\$ 3,502,124	\$ 71,590,733



Transportation

SINCE 1989, CVAG has been responsible for regional transportation planning in the Coachella Valley, creating plans for all people of all ages using various modes of transportation. CVAG collaborates with its member jurisdictions to develop and manage a progressive regional road program and congestion mitigation program. Notable projects include the overhaul of six interchanges along the Interstate 10 Improvement Corridor. Priorities are regularly reviewed and included in the Transportation Project Prioritization Study (TPPS), the associated Regional Arterial Cost Estimate (RACE), and the Active Transportation Plan (ATP).

Recently, CVAG and member jurisdictions have celebrated numerous project completions. In the upcoming fiscal year, CVAG's Transportation Department will continue working with member jurisdictions to advance individual projects, including regional active transportation projects, and support efforts to secure external funding to lessen the impact on regional and local resources.



TUMF Program

The Transportation Uniform Mitigation Fee (TUMF) program began in the fiscal year 1989–90 to generate additional funds required for necessary improvements to the regional transportation system. Local jurisdictions may opt out of collecting TUMF; however, those not collecting forfeit their share of local Measure A funds to the regional arterial program. CVAG saw a steady increase in local Measure A funding received by its member jurisdictions until the Great Recession, which began in 2008 and led to significant downturns in revenue. TUMF, like all development impact fees, requires demonstrating a nexus between the proposed development and the impacts to be mitigated. The assessment is based on the number of vehicle trips that new developments or site improvements may generate.

CV Link

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

continue this year in the cities of Palm Springs, Palm Desert, La Quinta, Indio, and Coachella, as well as in unincorporated Riverside County. This stage includes bridges and undercrossings—key safety features that allow CV Link users to avoid traditional vehicular traffic. The entire CV Link project is planned to be substantially completed in December 2024.

CV Sync

Synchronizing traffic signals across the Coachella Valley has been a longstanding goal at CVAG. Design and engineering of CV Sync began in 2016, with the scope later expanding to include upgrading all traffic controllers to the same standard. The first phase of CV Sync—synchronizing signals on Highway 111, Washington Street, and Ramon Road—was completed last fiscal year. The second phase, which includes another 21 corridors, is currently under construction. CV Sync will feature technology that allows all cities to communicate and coordinate in real-time to manage traffic flow, particularly beneficial for large events that attract hundreds of thousands of tourists to the Coachella Valley.

The project will also deploy fiber-optic broadband technology throughout the valley, potentially unlocking 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 for its own signal synchronization project.

WORK PLAN FOR 2024–25

Project Management & Contract Administration

The Transportation Department leads the implementation of the Transportation Project Prioritization Study (TPPS), Regional Arterial Cost Estimate (RACE) and Active Transportation Program (ATP). It also provides updates to the Capital Improvement Program (CIP) and other transportation plans

in partnership with member jurisdictions. This role involves staff time for project oversight (design, environmental, construction and close-out), preparation of reimbursement agreements for regional arterial, interchange, and bridge projects, and review and approval of project billings in accordance with the project scope of work. Staff also participate in

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

Regional Coordination of Programs

CVAG works closely with partners, including the Riverside County Transportation Commission to support the Riverside County Congestion Management Program, analyze traffic patterns through the traffic count program, and advance regional transportation projects. Additionally, CVAG supports the RCTC Technical Advisory Committee and efforts for county-wide SB 821 and Local Streets & Roads funding. CVAG has also helped advance the Coachella Valley Passenger Rail Service Development Plan.

Staff time is used to support the State Transportation Improvement Program (STIP) and Regional Transportation Improvement Program (RTIP), assist in the implementation of the TPPS and monitor and examine the impacts of state policies. TPPS activities support the regional project construction program which includes staff time to develop an annual prioritized list of construction projects and required financial resources. CVAG also supports Southern California Association of Governments' programs, including input to the Federal and Regional Transportation Improvement Plans (FTIP and RTIP) and assisting with transportation modeling refinements.

CV Link

The largest segment of this 40-plus mile active transportation corridor is now under construction. Resources are dedicated to conducting project oversight of services needed for future phases (planning, environmental compliance, right-of-way, and phased construction of later segments).

CV Sync

Phase II of the valley-wide signal synchronization project is under construction, improving travel along an additional 19 corridors throughout the Coachella Valley. Phase III is in design and includes 22 miles along Varner Road, including a feasibility study to effectively design it as an Interstate 10 bypass. Staff time is allocated for project oversight of consultant

services (environmental compliance, right-of-way, and phased construction plans); review of project billings; participation in project development team meetings; and preparation of associated reports.

Arts & Music Line

The Arts & Music Line is a 15-mile project primarily along Avenue 48 in the cities of La Quinta, Indio, and Coachella. It provides safe routes to local schools and features bold color schemes, innovative lighting, and artwork, creating not only a safe and inviting route but also a destination. The project includes two connections to CV Link and a connection to the polo grounds, home to the world-renowned Coachella and Stagecoach arts and music festivals. It also encompasses an education and awareness program to prepare residents, students, seniors, and visitors for safe and effective use upon completion. Staff time is dedicated to project oversight of consultant services (environmental compliance, design, right-of-way, and phased construction plans); review of project billings; participation in project development team meetings; and preparation of associated reports.

ACCESS-Indian Canyon Project

The ACCESS-Indian Canyon project aims to protect at-risk transportation infrastructure, increase climate resiliency, enhance mobility, preserve the environment, and improve public health and safety for residents and visitors. It includes bridges at low-water crossings along the Whitewater River and a solar-shaded active transportation pathway connecting to CV Link. Staff time is used for project oversight of consultant services (environmental compliance, right-of-way, and phased construction plans); review of project billings; participation in project development team meetings; and preparation of associated reports.

Broadband Strategic Plan

The Broadband Strategic Plan involves planning, design, and engineering work to promote and implement a regional plan to increase access to broadband in unserved and underserved areas. The plan will identify needs, gaps, implementation options, challenges and opportunities to increase broadband access and will leverage middle-mile infrastructure

being planned by the state in the Coachella Valley. Ultimately, the plan aims to facilitate the build of last-mile projects that provide symmetrical 100 Mbps download and upload speeds with a focus on underserved and unserved areas in the Coachella Valley per grant requirements. Staff time includes project oversight of consultant services; review of project billings; participation in project development team meetings; and preparation of associated reports.

Planning for Future Transportation Needs

This area involves support for multiple programs focusing on key project areas, including staff time and project management for GIS Information Services, the countywide transportation demand model, the regional arterial traffic count program, and transportation legislation review and analysis. CVAG staff also provides regional land use information to CVAG jurisdictions, developers, SCAG and Caltrans. The countywide transportation model involves support for the RIVCOM transportation model for forecasting projected transportation system needs up to the year 2039.

Implementing the TUMF Program

CVAG continues to dedicate staff time to support the TUMF program and the TUMF/GIS Interface program. TUMF program activities include updating the program, monitoring its implementation of the TUMF program in member jurisdictions, performing annual

fiscal reviews of building permits and monthly TUMF collections, researching, analyzing, and preparing reports for TUMF appeals, entering TUMF collections in the TUMF database, meeting with developers to review potential TUMF assessments, and to performing special TUMF analyses upon request. The TUMF/GIS Interface program requires support for continuing the development of integrating the TUMF collection process with electronic transmission of new development information for land use coverages and coordinating with RCTC on TUMF compliance.

Congestion Management & Air Quality Programs

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

Fighting for the Region's Fair Share of Funding

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

ANTICIPATED MILESTONES

Achieve substantial completion of the CV Link in the cities of Palm Springs, Cathedral City, Palm Desert, La Quinta, Indio, and Coachella.

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

Oversee the design of CV Sync Phase III and the feasibility study of Varner Road as a bypass to Interstate 10, coordinating with member agencies and Caltrans.

Direct the design of the Arts & Music Line project and coordinate with member agencies and stakeholders.

Guide the design of the ACCESS-Indian Canyon project and coordinate with member agencies and Caltrans.

Initiate the process of updating the Transportation Project Prioritization Study (TPPS) to align with statewide trends and requirements, aiming for completion in 2025-26.

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

TRANSPORTATION BUDGET BY COST CENTER

	TUMF	Other	Measure A	LTF / PP&M	CV Link	CV Sync	SCAG	Total
BEGINNING FUND BALANCE	\$ 16,351,115	-	\$ 57,848,742	\$ 1,056,127	-	-	-	\$ 75,255,983
Revenues / Funding Source								
Signal Synchronization (CMAQ)	-	-	-	-	-	\$ 20,902,400	-	\$ 20,902,400
CV Link (CMAQ)	-	-	-	-	\$ 11,860,836	-	-	\$ 11,860,836
STIP Federal	-	-	-	-	\$ 2,806,953	-	-	\$ 2,806,953
ATP (State)	-	-	-	-	\$ 1,484,417	-	-	\$ 1,484,417
Measure A	-	-	\$ 88,815,748	-	-	-	-	\$ 88,815,748
TUMF Revenues	\$ 5,244,197	-	-	-	-	-	-	\$ 5,244,197
Transportation Local Contribution	-	\$ 4,685,625	-	-	-	-	-	\$ 4,685,625
Loan Repayments	-	-	\$ 10,421	-	-	-	-	\$ 10,421
RCTC Admin Reimbursements	-	-	\$ 6,664,448	-	-	-	-	\$ 6,664,448
CPUC - LATA Grant	-	\$ 670,342	-	-	-	-	-	\$ 670,342
RCTC - PP&M	-	-	-	\$ 93,723	-	-	-	\$ 93,723
RCTC - LTF	-	-	-	\$ 697,500	-	-	-	\$ 697,500
Desert Health Care District	-	-	-	-	\$ 1,670,000	-	-	\$ 1,670,000
Other Revenues	-	\$ 9,900,000	-	-	\$ 100,000	-	-	\$ 10,000,000
Investment Income	\$ 268,093	-	\$ 1,019,725	\$ 8,689	\$ 500	-	-	\$ 1,297,007
Total Revenues / Funding Source	\$ 5,512,290	\$ 15,255,967	\$ 96,510,341	\$ 799,913	\$ 17,922,705	\$ 20,902,400	-	\$ 156,903,617

TRANSPORTATION BUDGET BY COST CENTER

	TUMF	Other	Measure A	LTF / PP&M	CV Link	CV Sync	SCAG	Total
Expenditures / Expenditure								
Personnel								
Salaries	\$ 432,646	\$ 165,655	\$ 857,197	\$ 10,385	\$ 113,582	\$ 165,902	\$ 5,690	\$ 1,751,057
Benefits	\$ 204,635	\$ 60,737	\$ 398,063	\$ 5,295	\$ 50,228	\$ 63,191	\$ 2,474	\$ 784,624
Total Personnel	\$ 637,280	\$ 226,393	\$ 1,255,260	\$ 15,681	\$ 163,811	\$ 229,093	\$ 8,164	\$ 2,535,681
Non-Personnel								
Interest Expense	\$ 5,078	\$ 1,592	\$ 754,607	\$ 142	\$ 3,930	\$ 16,018	\$ 265	\$ 781,632
Office Operations	\$ 23,243	\$ 1,249	\$ 144,847	\$ 455	\$ 12,024	\$ 31,841	\$ 286	\$ 213,945
Meeting Attendance Stipends	\$ 3,430	-	\$ 6,370	-	-	-	-	\$ 9,800
Employee Travel or Training	\$ 7,451	-	\$ 13,930	\$ 18	\$ 460	\$ 1,208	\$ 10	\$ 23,077
Facility Expenses	\$ 25,499	\$ 7,405	\$ 49,325	\$ 771	\$ 21,174	\$ 121,769	\$ 1,296	\$ 227,239
Professional Services	\$ 661,036	\$ 10,570,342	\$ 434,690	\$ 174	\$ 877,167	\$ 1,957,341	\$ 96	\$ 14,500,846
Total Non-Personnel	\$ 725,737	\$ 10,580,588	\$ 1,403,771	\$ 1,560	\$ 914,755	\$ 2,128,177	\$ 1,952	\$ 15,756,539
Project / Program								
Capital Outlay	\$ 15,297	-	\$ 233,169	\$ 920	\$ 62,224,906	\$ 42,432,081	\$ 504	\$ 104,906,878
Debt Service	\$ 12,366	\$ 3,599	\$ 2,291,267	\$ 373	\$ 10,248	\$ 40,341	\$ 629	\$ 2,358,823
Consultants / Service Providers	\$ 2,270,929	\$ 976,125	\$ 5,947,751	\$ 60	\$ 1,545	\$ 104,056	\$ 33	\$ 9,300,499
Construction / Project Costs	\$ 11,016,340	\$ 2,815,750	\$ 18,087,041	-	\$ 2,200	-	-	\$ 31,921,331
Total Project / Program	\$ 13,314,931	\$ 3,795,474	\$ 26,559,229	\$ 1,354	\$ 62,238,899	\$ 42,576,478	\$ 1,166	\$ 148,487,531
Other								
Operating Transfers Out	\$ 5,008,809	-	\$ 64,162,241	\$ 781,318	\$ 31,332	\$ 5,942	-	\$ 69,989,641
Operating Transfers In	-	-	-	-	(\$ 45,426,091)	(\$ 24,037,290)	(\$ 11,282)	(\$ 69,474,664)
Total Other	\$ 5,008,809	-	\$ 64,162,241	\$ 781,318	(\$ 45,394,759)	(\$ 24,031,349)	(\$ 11,282)	\$ 514,977
Total Expenditures / Expenditure	\$ 19,686,756	\$ 14,602,454	\$ 93,380,500	\$ 799,913	\$ 17,922,705	\$ 20,902,400	-	\$ 167,294,729
Net Excess (Deficit)	(\$ 14,174,466)	\$ 653,513	\$ 3,129,841	-	-	-	-	(\$ 10,391,112)
ENDING FUND BALANCE	\$ 2,176,649	\$ 653,513	\$ 60,978,583	\$ 1,056,127	-	-	-	\$ 64,864,871



Community Resources

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

CVAG's staff-operated CV Housing First program has made significant strides in finding permanent housing solutions for the Coachella Valley's chronically homeless population. The program utilizes crisis stabilization units—apartments and hotel rooms—to provide temporary supportive housing while case managers work with individuals to secure a stable income or public benefits and then transition them into permanent housing solutions. CV Housing First also offers rapid resolution solutions to quickly address the needs of individuals who have recently become homeless. These solutions may include assistance such as car repairs, providing transportation necessary for maintaining employment and housing stability.

CV Housing First has permanently housed more than 200 chronically homeless individuals since its inception in January 2021. These clients are identified on the CV 200 list, a by-name list of chronically homeless individuals identified by local law

enforcement, code enforcement, and other program providers as the most familiar faces. The list is reset annually as CVAG and its partners identify the highest utilizers of public resources—those who frequently interact with public safety and police, loiter in front of local businesses, and often use local emergency rooms for healthcare. By identifying these individuals, CVAG employs outreach, including a mobile access center, and case management to transition them off the streets and into housing, thereby reducing overall public costs.

Support for the CV Housing First program, and the transition to in-house operations, has been consistent until now. CVAG will suspend services in the City of Desert Hot Springs based on Council direction to stop funding the program. Meanwhile, the program is seeing rising expenses, mostly due to the costs related to maintaining units and establishing clients in their own units. There are ample reserves for this program that will be used as staff explores other funding opportunities, such as grants.

CVAG will also continue the program and provide quarterly reports to demonstrate both successes and challenges. CVAG staff will also work with the Homelessness Committee to explore ways to increase the number of individuals permanently housed, such as addressing issues where vouchers do not cover rising rent costs.

WORK PLAN FOR 2024-25

Homelessness

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

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

Alan Seman Bus Pass Program

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

Public Safety

The Public Safety Committee's general administration involves preparing agendas, presentations, and meeting materials. The Committee tracks,

recommends, supports, or opposes programs impacting the area, including the potential closure of Chuckawalla State Prison near the City of Blythe. It also facilitates collaboration between local and regional law enforcement agencies on major public safety issues, such as earthquake preparedness, trainings, and responses to active shooter situations, as well as the rollout of regional behavioral health resources.

SCAG

In partnership with the Southern California Association of Governments (SCAG), CVAG acts as the sub-regional coordinator to relay SCAG information to member jurisdictions, including details related to the Regional Transportation Plan and the Regional Housing Needs Assessment (RHNA). Initially, CVAG staff expected to receive \$3.7 million for two Regional Early Action Planning (REAP) projects administered through SCAG. However, due to the State's budget changes, these funds are at risk, prompting conservative budgeting by CVAG staff for this year.

Pooled Resources for Regional Collaboration

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

ANTICIPATED MILESTONES

Maintain a focused effort on CV 200 services with the goal of permanently housing 65 individuals in 2024.

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

Enhance resources to increase the availability of vouchers for CV Housing First clients, including partnerships for behavioral health and advocacy for additional resources from Riverside County.

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

Based on the Homelessness Committee's guidance, assess the program's long-term needs and consider using county funding to invest in housing units.

Continue regional advocacy to persuade the State to reverse its decision to close Chuckawalla State Prison.

COMMUNITY RESOURCES BUDGET BY COST CENTER

	Bus Pass / Homeless	AB 2766	Street Sweeping	Lawn Scalping	Total
BEGINNING FUND BALANCE	\$ 2,551,971	\$ 929,285	\$ 75,000	-	\$ 3,556,256
Revenues / Funding Source					
AB 2766	-	\$ 427,050	-	-	\$ 427,050
AQMD - Street Sweeping	-	-	\$ 220,000	-	\$ 220,000
Air Quality Enhancement/Colmac	-	-	\$ 150,000	-	\$ 150,000
Buss Pass Contributions	\$ 27,000	-	-	-	\$ 27,000
Member Agencies - CVHF	\$ 1,277,450	-	-	-	\$ 1,277,450
Other Revenues	-	-	\$ 27,000	-	\$ 27,000
Investment Income	\$ 40,296	\$ 9,762	-	\$ 6	\$ 50,065
Total Revenues / Funding Source	\$ 1,344,746	\$ 436,812	\$ 397,000	\$ 6	\$ 2,178,565
Expenditures / Expenditure					
Personnel					
Salaries	\$ 636,334	\$ 31,799	\$ 14,416	\$ 7,042	\$ 689,591
Benefits	\$ 360,458	\$ 13,175	\$ 6,366	\$ 3,505	\$ 383,504
Total Personnel	\$ 996,792	\$ 44,975	\$ 20,782	\$ 10,547	\$ 1,073,096
Non-Personnel					
Interest Expense	\$ 3,372	\$ 440	\$ 197	\$ 98	\$ 4,107
Office Operations	\$ 49,360	\$ 1,423	\$ 633	\$ 312	\$ 51,728
Meeting Attendance Stipends	-	\$ 3,733	-	-	\$ 3,733
Employee Travel or Training	\$ 22,802	\$ 55	\$ 25	\$ 12	\$ 22,894
Facility Expenses	\$ 120,418	\$ 2,393	\$ 1,072	\$ 531	\$ 124,414
Professional Services	\$ 29,190	\$ 534	\$ 242	\$ 118	\$ 30,084
Total Non-Personnel	\$ 225,141	\$ 8,579	\$ 2,169	\$ 1,072	\$ 236,960
Project/Program					
Capital Outlay	\$ 56,394	\$ 2,817	\$ 1,278	\$ 624	\$ 61,113
Debt Service	\$ 10,888	\$ 1,158	\$ 519	\$ 257	\$ 12,823
Crisis Stabilization Unit Rent/Utilities - CVHF	\$ 303,502	-	-	-	\$ 303,502
Consultants/Service Providers	\$ 3,700	\$ 185	\$ 84	\$ 41	\$ 4,010
Construction/Project Costs	\$ 128,070	-	\$ 768,994	-	\$ 897,064
Rapid Resolutions - CVHF	\$ 3,000	-	-	-	\$ 3,000
Mobile Access Center - CVHF	\$ 6,200	-	-	-	\$ 6,200
Total Project/Program	\$ 511,755	\$ 4,160	\$ 770,874	\$ 922	\$ 1,287,711
Other					
Operating Transfers Out	-	\$ 442,998	-	-	\$ 442,998
Operating Transfers In	-	-	(\$ 396,825)	(\$ 12,535)	(\$ 409,359)
Total Other	-	\$ 442,998	(\$ 396,825)	(\$ 12,535)	\$ 33,638
Total Expenditures / Expenditure	\$ 1,733,687	\$ 500,712	\$ 397,000	\$ 6	\$ 2,631,405
Net Excess (Deficit)	(\$ 388,941)	(\$ 63,900)	-	-	(\$ 452,841)
ENDING FUND BALANCE	\$ 2,163,030	\$ 865,385	\$ 75,000	-	\$ 3,103,415



Energy & Sustainability

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

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

CVAG leads regional conversations and information sharing through staff-level roundtables, discussing ways to improve the Coachella Valley by reducing greenhouse gases through recycling and minimizing solid waste sent to landfills. The coordination of the Energy & Sustainability Department aligns with CVAG's staffing of the Coachella Valley Conservation Commission (CVCC) and Desert Community Energy (DCE).

Locally Controlled Energy Efficiency Investments

A major focus this year is the distribution of funds for local projects through the Inland Regional Energy Network (I-REN). Established in 2021, I-REN is a partnership with the Western Riverside Council of Governments and San Bernardino Council of Governments, serving the counties of San Bernardino and Riverside. These partners have collaborated to create locally administered, designed, and delivered energy efficiency programs and support. The aim is to address gaps in existing energy efficiency programs, cater to the needs of underserved customers, and ensure affordable access to energy efficiency programs across the region. The goal was to address some of the funding shortfalls resulting from reduced funding from the California Public Utilities Commission (CPUC) for Local Government Partnerships and energy efficiency programs, as well as the conclusion of the ten-year Desert Cities Energy Partnership funding. The CPUC-approved business plan allocates funding for both programs and additional staffing.

The I-REN program's ramp-up has been a significant task for CVAG's Energy & Sustainability staff. The \$65.968 million budget, covering two counties over six years, includes funds for program administration. Staff initially concentrated on establishing governance and designing programs. I-REN will focus on three areas: Public Sector, Codes & Standards, and Workforce Education & Training. I-REN's vision is to connect residents, businesses, and local governments with a broad range of energy efficiency resources, increasing energy savings and equitable access throughout Riverside and San Bernardino Counties.

CVAG is currently leading programs related to Codes & Standards, working closely with local government building staff, such as Planning and Building Departments, to provide resources that

support, train, and facilitate long-term streamlining of energy code compliance. This includes training sessions and online software systems to assist with building permits for energy projects like cool roofs, HVACs, and solar/microgrid systems.

Improving Air Quality

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

Most of the air basin's criteria pollutants originate from the South Coast Air Basin. PM₁₀ is produced locally and has been the focus of a longstanding partnership between the South Coast Air Quality Management District and CVAG. CVAG's regional street sweeping program is the primary control measure for PM₁₀ in the Salton Sea Air Basin. Historically, the street sweeping program's funding has been included in CVAG's Community Resources budget. However, future CVAG budgets may detail this funding in this section as the Energy & Sustainability Committee has recommended decisions on this program.

Additional support has been provided for implementing the Community Air Monitoring Plans for the Eastern Coachella Valley, which track air quality actions prioritized by the community to reduce exposure to harmful air pollutants.

Supporting the Coachella Valley Energy Commission

CVAG actively works with the Imperial Irrigation District (IID), member jurisdictions, and the Coachella Valley Water District (CVWD) to address

long-term electricity service issues in eastern Riverside County. CVAG has a staffing agreement to provide IID with support for its Coachella Valley Energy Commission (CVEC) and efforts to reach consensus on future electrical service matters, such as infrastructure needs in the Coachella Valley, representation, and governance options for IID's Coachella Valley ratepayers. In 2024, CVAG expanded its role by entering into an agreement with Leading Resources Incorporated (LRI) to lead the Long-Term Governance and Electrical Services Strategic Plan.

Coordinating Community Recycling Programs

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

Helping Property Owners Invest in Clean Energy

PACE, or Property Assessed Clean Energy, is a program that enables property owners, both residential and commercial, to finance energy improvement measures on their properties and repay those improvements through their property taxes. The idea is to allow property owners to enhance their quality of life without upfront costs, repaying the improvements gradually over time.

Typically, the energy savings from the improvements offset the increase in annual tax bills. CVAG continues to monitor and report on the status of residential and commercial PACE providers operating within CVAG's member jurisdictions, although these activities are decreasing.

Revitalizing the Salton Sea

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

Staffing Sister Agencies

Through staffing agreements, CVAG also administers two other joint powers authorities. The department supports the Coachella Valley Conservation Commission (CVCC) in implementing the Coachella Valley Multiple Species Habitat Conservation Plan. The CVCC is responsible for a successful land acquisition program and the management of conservation lands. It also coordinates biological monitoring of the 27 animal and plant species and 27 natural communities covered by the plan. Since 1996, the baseline year for the CVMSHCP, over 100,000 acres of conservation lands have been acquired. CVAG also provides staff for Desert Community Energy (DCE), a Community Choice Energy program (also known as Community Choice Aggregation) comprising the cities of Palm Springs and Palm Desert. Community Choice Energy programs are legal entities that enable communities to source their own electricity, ending the monopolies held by traditional Investor-Owned Utilities. DCE began service in the City of Palm Springs in April 2020.

ANTICIPATED MILESTONES

Coachella Valley Association of Governments

Implement I-REN programs across eastern Riverside County, including direct investments in local cities' Public Sector projects and expansion of the Codes & Standards trainings for member jurisdictions' staff.

Deploy CivicSpark fellows in local cities in partnership with I-REN programming.

Advocate for the region as policies are developed by the I-REN Executive Committee to protect the region's share of funding.

Complete the Long-Term Governance and Electrical Services Strategic Plan in partnership with IID's CVEC and build consensus around solutions to addressing long-term electricity concerns in the eastern Coachella Valley.

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

Identify and work to secure planning and implementation funding for the regional shade and tree efforts as well as other climate adaptation and/or resiliency programs.

Track air quality concerns as a result of persistent dust storms and seek partnerships with Desert Healthcare District, Caltrans, South Coast Air Quality Management District and other stakeholders on solutions.

Desert Community Energy

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

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

Revitalize the Community Advisory Committee.

Develop the solar component of CVAG's Addressing Climate Change, Emergencies and Sand Storms (ACCESS) project along Indian Canyon Drive.

Expand commercial customer recognition program.

Coachella Valley Conservation Commission

Strategically evaluate open spaces and conservation areas to ensure open spaces deemed most at risk for development is preserved habitat.

Evaluate and identify solutions for long-term needs of property acquisitions, including increased management and monitoring needs.

Develop a cooperative ranger initiative for conservation lands in collaboration with non-profit, State, and federal partners to address long-term management of conservation lands.

Implement a study for Wildlife Connectivity Assessment for Interstate 10 and Closely Associated Transportation Infrastructure in the Banning Pass that was awarded the largest non-acquisition grant since the inception of the CVMSHCP.

Create efficiencies to improve the public's understanding of the CVMSHCP, including integrating features that make the online versions of the budget, annual plan, and annual report documents more accessible.

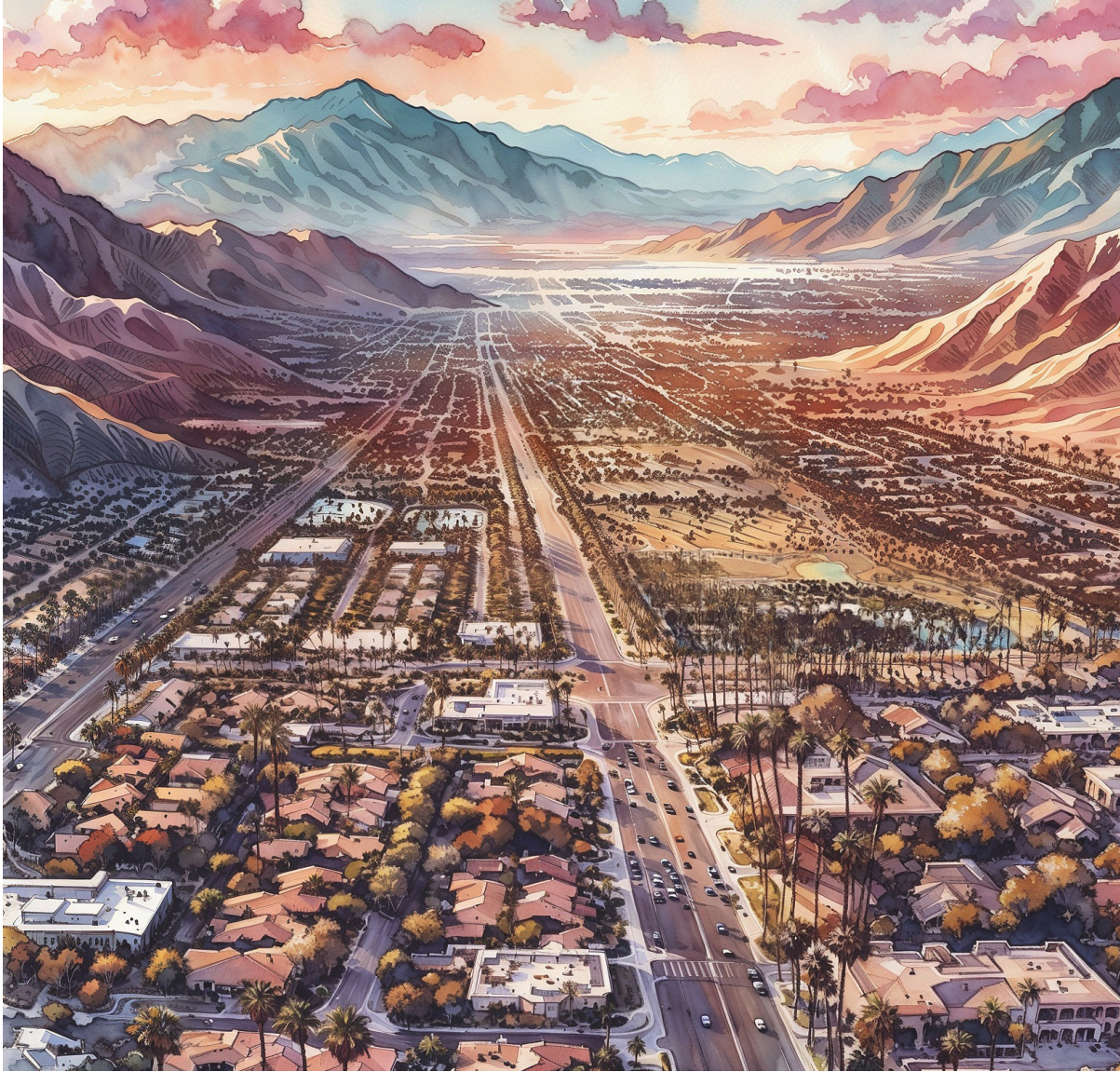
Finalize two Minor Amendments to the Plan that includes a Transfer of Conservation Objectives between the City of La Quinta and Riverside County and the Santa Rosa and San Jacinto National Monument Conservation Area Trails Plan

Identify and create funding proposals to support the restoration, stewardship, and access to public lands.

Elevate the presence of CVCC across the region throughout the 15th year of the CVMSHCP implementation, including hosting the annual conference for the National Habitat Conservation Plan Coalition.

ENERGY & SUSTAINABILITY BUDGET BY COST CENTER

	CVCC	AB 939	PACE	Aerial Photo	Tire Recycle	DCE	I-REN	Used Oil Recycling	Total
BEGINNING FUND BALANCE	\$ 89	\$ 34,267	\$ 48,002	\$ 23,921	-	-	-	\$ 55,776	\$ 162,055
Revenues / Funding Source									
Used Oil Grant	-	-	-	-	-	-	-	\$ 7,506	\$ 7,506
Tire Amnesty Grant	-	-	-	-	\$ 50,000	-	-	-	\$ 50,000
AB 939	-	\$ 16,235	-	-	-	-	-	-	\$ 16,235
PACE Funding	-	-	\$ 8,000	-	-	-	-	-	\$ 8,000
I-REN Admin Reimbursement	-	-	-	-	-	-	\$ 748,608	-	\$ 748,608
CVCC Admin Reimbursement	\$ 1,683,141	-	-	-	-	-	-	-	\$ 1,683,141
DCE Admin Reimbursement	-	-	-	-	-	\$ 985,603	-	-	\$ 985,603
Investment Income	-	\$ 209	\$ 777	-	-	-	-	\$ 1,571	\$ 2,556
Total Revenues/Funding Source	\$ 1,683,141	\$ 16,444	\$ 8,777	-	\$ 50,000	\$ 985,603	\$ 748,608	\$ 9,077	\$ 3,501,650
Expenditures / Expenditure									
Personnel									
Salaries	\$ 866,282	\$ 5,442	\$ 3,007	-	\$ 6,904	\$ 571,349	\$ 434,461	\$ 11,830	\$ 1,899,275
Benefits	\$ 413,877	\$ 2,735	\$ 1,167	-	\$ 2,293	\$ 215,061	\$ 184,855	\$ 4,104	\$ 824,093
Total Personnel	\$ 1,280,159	\$ 8,177	\$ 4,174	-	\$ 9,197	\$ 786,410	\$ 619,316	\$ 15,935	\$ 2,723,368
Non-Personnel									
Interest Expense	\$ 11,972	\$ 78	\$ 42	-	\$ 97	\$ 7,966	\$ 6,111	\$ 165	\$ 26,432
Office Operations	\$ 52,961	\$ 235	\$ 138	-	\$ 310	\$ 38,106	\$ 21,756	\$ 540	\$ 114,046
Meeting Attendance Stipends	-	\$ 3,733	-	-	-	-	-	-	\$ 3,733
Employee Travel or Training	\$ 1,500	\$ 9	\$ 5	-	\$ 12	\$ 6,587	\$ 3,249	\$ 20	\$ 11,383
Facility Expenses	\$ 68,325	\$ 423	\$ 230	-	\$ 526	\$ 43,263	\$ 33,134	\$ 894	\$ 146,797
Professional Services	\$ 14,553	\$ 91	\$ 51	-	\$ 116	\$ 9,579	\$ 8,165	\$ 198	\$ 32,752
Total Non-Personnel	\$ 149,311	\$ 4,570	\$ 467	-	\$ 1,061	\$ 105,501	\$ 72,415	\$ 1,818	\$ 335,143
Project/Program									
Capital Outlay	\$ 76,774	\$ 481	\$ 267	-	\$ 610	\$ 50,533	\$ 38,328	\$ 1,046	\$ 168,039
Debt Service	\$ 31,512	\$ 205	\$ 111	-	\$ 255	\$ 20,936	\$ 16,035	\$ 433	\$ 69,486
Consultants/Service Providers	\$ 5,037	\$ 32	\$ 17	-	\$ 40	\$ 8,316	\$ 2,515	\$ 9,679	\$ 25,635
Construction/Project Costs	\$ 2,000	-	-	\$ 10,000	\$ 35,711	-	-	-	\$ 47,711
Total Project/Program	\$ 115,323	\$ 718	\$ 395	\$ 10,000	\$ 36,616	\$ 79,785	\$ 56,878	\$ 11,158	\$ 310,872
Other									
Operating Transfers Out	\$ 138,348	\$ 10,071	\$ 10,875	-	\$ 3,126	\$ 13,906	-	-	\$ 176,326
Operating Transfers In	-	(\$ 2,328)	-	-	-	-	-	-	(\$ 2,328)
Total Other	\$ 138,348	\$ 7,743	\$ 10,875	-	\$ 3,126	\$ 13,906	-	-	\$ 173,998
Total Expenditures/Expenditure	\$ 1,683,141	\$ 21,208	\$ 15,911	\$ 10,000	\$ 50,000	\$ 985,603	\$ 748,608	\$ 28,910	\$ 3,543,382
Net Excess (Deficit)	-	(\$ 4,764)	(\$ 7,135)	(\$ 10,000)	-	-	-	(\$ 19,834)	(\$ 41,732)
ENDING FUND BALANCE	\$ 89	\$ 29,503	\$ 40,867	\$ 13,921	-	-	-	\$ 35,942	\$ 120,323



Administration

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

CVAG's Finance and Administration Departments ensure seamless operations for the various departments and programs. CVAG management continues to have a conservative and prudent approach to its 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.

General Assembly

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

Executive Committee

The Executive Committee is a 19-member policy-making body of CVAG that meets between sessions of the General Assembly. Membership comprises the Riverside County Board of Supervisors, Mayors of each member city, and the Chairs of each member Tribal Nation, unless a member’s jurisdictional body designates another member of the City or Tribal Council to serve as the member. The Executive Committee is the instrument for a regional approach to policy making for the local governments of the Coachella Valley.

Program Operations & Implementations

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

Constructing active transportation infrastructure such as CV Link and the Arts & Music Line; Deploying Intelligent Transportation System technologies through CV Sync and the regional synchronization of traffic signals; Implementing air quality programs such as the regional street sweeping program to limit airborne dust; Operating the CV Housing First program to provide permanent housing solutions for chronically homeless individuals across the Coachella Valley; Acquiring land through the CVCC and managing thousands of acres of habitat to protect threatened species and implement the Coachella Valley Multiple Species Habitat Conservation Plan; and Purchasing carbon-free electricity for ratepayers as DCE is the default electric choice in the City of Palm Springs.

Implement the modernization of CVAG’s financial systems by transitioning from an antiquated accounting process to an Enterprise Resource Planning (ERP) system.

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

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

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

GENERAL FUND BY PROGRAM

	Community Resources	Energy & Sustainability	Administration	Total
BEGINNING FUND BALANCE				\$ 2,707,138
Revenues / Funding Source				
Contributions	-	-	\$ 50,000	\$ 50,000
Other Finance Source - RTU	-	-	\$ 523,035	\$ 523,035
CVAG Dues	\$ 157,195	\$ 335,742	\$ 104,003	\$ 596,940
Investment Income	-	-	\$ 19,771	\$ 19,771
Total Revenues / Funding Source	\$ 157,195	\$ 335,742	\$ 696,809	\$ 1,189,746
Expenditures / Expenditure				
Personnel				
Salaries	\$ 27,414	\$ 160,916	-	\$ 188,330
Benefits	\$ 15,258	\$ 69,620	-	\$ 84,878
Total Personnel	\$ 42,673	\$ 230,536	-	\$ 273,208
Non-Personnel				
Interest Expense	\$ 366	\$ 2,223	-	\$ 2,589
Office Operations	\$ 1,255	\$ 7,180	-	\$ 8,435
Meeting Attendance Stipends	\$ 17,600	\$ 3,733	\$ 16,625	\$ 37,958
Employee Travel or Training	\$ 47	\$ 277	-	\$ 325
Facility Expenses	\$ 2,002	\$ 12,083	-	\$ 14,085
Professional Services	\$ 461	\$ 2,690	-	\$ 3,151
Total Non-Personnel	\$ 21,731	\$ 28,187	\$ 16,625	\$ 66,542
Project/Program				
Capital Outlay	\$ 2,430	\$ 14,192	\$ 523,035	\$ 539,657
Debt Service	\$ 969	\$ 5,847	-	\$ 6,816
Consultants/Service Providers	\$ 159	\$ 180,931	-	\$ 181,091
Construction/Project Costs	-	-	\$ 50,060	\$ 50,060
Total Project/Program	\$ 3,558	\$ 200,971	\$ 573,095	\$ 777,623
Other				
Operating Transfers Out	\$ 117,995	\$ 159,391	-	\$ 277,386
Operating Transfers In	-	-	(\$ 1,000,000)	(\$ 1,000,000)
Total Other	\$ 117,995	\$ 159,391	(\$ 1,000,000)	(\$ 722,614)
Total Expenditures / Expenditure	\$ 185,956	\$ 619,084	(\$ 410,280)	\$ 394,760
Net Excess (Deficit)	(\$ 28,761)	(\$ 283,342)	\$ 1,107,089	\$ 794,986
ENDING FUND BALANCE				\$ 3,502,124



Funds / Cost Centers

THIS SECTION OF THE DOCUMENT presents the financial overview of each fund, which can also be considered cost centers for CVAG's various projects and programs. In each report, the proposed fiscal year 2024-25 budget is compared with the financial figures for 2022-23, the adopted budget for 2023-24 as well as the estimated year-end figures for 2023-24.

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

	FY 2022/23 Actual	FY 2023/24 Budget	FY 2023/24 Yr. End Est.	FY 2024/25 Budget
Beginning Fund Balance	\$ 1,876,925	\$ 2,084,448	\$ 2,135,179	\$ 2,707,138
Revenues / Funding Source				
Contributions	\$ 85,100	-	\$ 50,000	\$ 50,000
Other Revenues	\$ 8,779	\$ 6,500	\$ 230,421	-
Gain (Loss) in Investments	(\$ 25,944)	-	-	-
Other Finance Source - ROU	\$ 1,289,097	-	-	-
Other Finance Source - RTU	\$ 77,810	-	-	\$ 523,035
CVAG Dues	\$ 538,706	\$ 574,721	\$ 581,782	\$ 596,940
Investment Income	\$ 28,775	\$ 18,835	\$ 29,656	\$ 19,771
Total Revenues / Funding Source	\$ 2,002,323	\$ 600,056	\$ 891,860	\$ 1,189,746
Expenditures / Expenditure				
Personnel				
Salaries	\$ 168,599	\$ 181,552	\$ 112,301	\$ 188,330
Benefits	\$ 72,097	\$ 86,077	\$ 47,618	\$ 84,878
Total Personnel	\$ 240,697	\$ 267,630	\$ 159,919	\$ 273,208
Non-Personnel				
Interest Expense	\$ 1,178	-	\$ 2,248	\$ 2,589
Office Operations	\$ 13,553	\$ 12,405	\$ 6,789	\$ 8,435
Meeting Attendance Stipends	\$ 12,632	\$ 21,282	\$ 29,333	\$ 37,958
Employee Travel or Training	\$ 1,395	\$ 1,147	\$ 230	\$ 325
Facility Expenses	\$ 15,642	\$ 18,619	\$ 9,240	\$ 14,085
Professional Services	\$ 9,463	\$ 8,855	\$ 1,452	\$ 3,151
Total Non-Personnel	\$ 53,863	\$ 62,308	\$ 49,292	\$ 66,542
Project/Program				
Capital Outlay	\$ 1,369,133	\$ 10,320	-	\$ 539,657
Debt Service	\$ 1,048	-	\$ 4,510	\$ 6,816
Consultants/Service Providers	\$ 3,497	-	\$ 54,039	\$ 181,091
Construction/Project Costs	\$ 75,832	\$ 28,750	\$ 50,054	\$ 50,060
Total Project/Program	\$ 1,449,509	\$ 39,070	\$ 108,603	\$ 777,623
Other				
Operating Transfers Out	-	-	\$ 2,086	\$ 277,386
Operating Transfers In	-	-	-	(\$ 1,000,000)
Total Other	-	-	\$ 2,086	(\$ 722,614)
Total Expenditures / Expenditure	\$ 1,744,069	\$ 369,008	\$ 319,900	\$ 394,760
Net Excess (Deficit)	\$ 258,254	\$ 231,048	\$ 571,959	\$ 794,986
Ending Fund Balance	\$ 2,135,179	\$ 2,315,496	\$ 2,707,138	\$ 3,502,124

202 - PACE

	FY 2022/23 Actual	FY 2023/24 Budget	FY 2023/24 Yr. End Est.	FY 2024/25 Budget
Beginning Fund Balance	\$ 38,051	\$ 42,770	\$ 43,222	\$ 48,002
Revenues / Funding Source				
PACE Funding	\$ 7,559	\$ 6,700	\$ 8,622	\$ 8,000
Investment Income	\$ 1,130	\$ 1,259	\$ 1,165	\$ 777
Total Revenues / Funding Source	\$ 8,689	\$ 7,959	\$ 9,787	\$ 8,777
Expenditures / Expenditure				
Personnel				
Salaries	\$ 2,174	\$ 7,710	\$ 2,966	\$ 3,007
Benefits	\$ 711	\$ 3,740	\$ 1,053	\$ 1,167
Total Personnel	\$ 2,885	\$ 11,450	\$ 4,018	\$ 4,174
Non-Personnel				
Interest Expense	\$ 14	-	\$ 40	\$ 42
Office Operations	\$ 183	\$ 529	\$ 154	\$ 138
Meeting Attendance Stipends	\$ 7	\$ 33	-	-
Employee Travel or Training	\$ 5	\$ 49	\$ 6	\$ 5
Facility Expenses	\$ 192	\$ 767	\$ 231	\$ 230
Professional Services	\$ 137	\$ 376	\$ 341	\$ 51
Total Non-Personnel	\$ 537	\$ 1,755	\$ 773	\$ 467
Project/Program				
Capital Outlay	\$ 61	\$ 439	-	\$ 267
Debt Service	\$ 13	-	\$ 80	\$ 111
Consultants/Service Providers	\$ 22	-	\$ 135	\$ 17
Construction/Project Costs	-	-	-	-
Total Project/Program	\$ 96	\$ 439	\$ 215	\$ 395
Other				
Operating Transfers Out	-	-	-	\$ 10,875
Total Other	-	-	-	\$ 10,875
Total Expenditures / Expenditure	\$ 3,519	\$ 13,643	\$ 5,006	\$ 15,911
Net Excess (Deficit)	\$ 5,170	(\$ 5,684)	\$ 4,780	(\$ 7,135)
Ending Fund Balance	\$ 43,222	\$ 37,086	\$ 48,002	\$ 40,867

203 - AERIAL PHOTOGRAPHY

	FY 2022/23 Actual	FY 2023/24 Budget	FY 2023/24 Yr. End Est.	FY 2024/25 Budget
Beginning Fund Balance	\$ 23,921	\$ 23,921	\$ 23,921	\$ 23,921
Expenditures / Expenditure				
Project/Program				
Construction/Project Costs	-	\$ 10,000	-	\$ 10,000
Total Project/Program	-	\$ 10,000	-	\$ 10,000
Total Expenditures / Expenditure	-	\$ 10,000	-	\$ 10,000
Net Excess (Deficit)	-	(\$ 10,000)	-	(\$ 10,000)
Ending Fund Balance	\$ 23,921	\$ 13,921	\$ 23,921	\$ 13,921

205 - HOMELESS

	FY 2022/23 Actual	FY 2023/24 Budget	FY 2023/24 Yr. End Est.	FY 2024/25 Budget
Beginning Fund Balance	\$ 2,636,765	\$ 2,648,214	\$ 2,680,331	\$ 2,551,971
Revenues / Funding Source				
Contributions	\$ 27,000	\$ 27,000	\$ 27,000	\$ 27,000
Member Agencies and Partners - CVHF	\$ 1,466,667	\$ 1,442,000	\$ 1,421,504	\$ 1,277,450
Other Revenues	-	-	-	-
Gain (Loss) in Investments	(\$ 14,558)	-	-	-
Investment Income	\$ 58,649	\$ 40,152	\$ 60,445	\$ 40,296
Total Revenues / Funding Source	\$ 1,537,758	\$ 1,509,152	\$ 1,508,949	\$ 1,344,746
Expenditures / Expenditure				
Personnel				
Salaries	\$ 528,071	\$ 555,698	\$ 579,738	\$ 636,334
Benefits	\$ 259,154	\$ 265,488	\$ 321,898	\$ 360,458
Total Personnel	\$ 787,225	\$ 821,186	\$ 901,636	\$ 996,792
Non-Personnel				
Interest Expense	\$ 836	-	\$ 984	\$ 3,372
Office Operations	\$ 43,009	\$ 56,273	\$ 48,428	\$ 49,360
Meeting Attendance Stipends	\$ 1,727	\$ 2,370	-	-
Employee Travel or Training	\$ 19,162	\$ 29,890	\$ 25,137	\$ 22,802
Facility Expenses	\$ 48,622	\$ 103,482	\$ 113,519	\$ 120,418
Professional Services	\$ 47,884	\$ 71,576	\$ 23,847	\$ 29,190
Total Non-Personnel	\$ 161,240	\$ 263,592	\$ 211,915	\$ 225,141
Project/Program				
Capital Outlay	\$ 953	\$ 31,606	-	\$ 56,394
Debt Service	\$ 2,913	-	\$ 1,975	\$ 10,888
Crisis Stabilization Unit Rent and Utilities - CVHF	\$ 402,487	\$ 479,365	\$ 343,064	\$ 303,502
Consultants/Service Providers	\$ 4,388	-	\$ 22,209	\$ 3,700
Construction/Project Costs	\$ 92,366	\$ 88,450	\$ 148,053	\$ 128,070
Rapid Resolutions - CVHF	\$ 35,798	\$ 45,000	\$ 2,139	\$ 3,000
Mobile Access Center - CVHF	\$ 6,820	\$ 8,060	\$ 6,317	\$ 6,200
Total Project/Program	\$ 545,726	\$ 652,481	\$ 523,757	\$ 511,755
Total Expenditures / Expenditure	\$ 1,494,191	\$ 1,737,259	\$ 1,637,308	\$ 1,733,687
Net Excess (Deficit)	\$ 43,567	(\$ 228,107)	(\$ 128,360)	(\$ 388,941)
Ending Fund Balance	\$ 2,680,331	\$ 2,420,107	\$ 2,551,971	\$ 2,163,030

207 - TIRE RECYCLING

	FY 2022/23 Actual	FY 2023/24 Budget	FY 2023/24 Yr. End Est.	FY 2024/25 Budget
Beginning Fund Balance	-	-	-	-
Revenues / Funding Source				
Other Revenues	-	\$ 50,000	-	-
Tire Amnesty Grant	\$ 22,799	-	\$ 20,105	\$ 50,000
Total Revenues / Funding Source	\$ 22,799	\$ 50,000	\$ 20,105	\$ 50,000
Expenditures / Expenditure				
Personnel				
Salaries	\$ 3,310	\$ 7,648	\$ 2,555	\$ 6,904
Benefits	\$ 1,415	\$ 3,570	\$ 906	\$ 2,293
Total Personnel	\$ 4,725	\$ 11,219	\$ 3,461	\$ 9,197
Non-Personnel				
Interest Expense	\$ 20	-	\$ 30	\$ 97
Office Operations	\$ 278	\$ 527	\$ 134	\$ 310
Meeting Attendance Stipends	\$ 12	\$ 33	-	-
Employee Travel or Training	\$ 10	\$ 48	\$ 6	\$ 12
Facility Expenses	\$ 302	\$ 766	\$ 195	\$ 526
Professional Services	\$ 175	\$ 373	\$ 27	\$ 116
Total Non-Personnel	\$ 796	\$ 1,747	\$ 393	\$ 1,061
Project/Program				
Capital Outlay	\$ 113	\$ 435	-	\$ 610
Debt Service	\$ 18	-	\$ 61	\$ 255
Consultants/Service Providers	\$ 40	\$ 15,000	\$ 124	\$ 40
Construction/Project Costs	\$ 18,085	\$ 25,000	\$ 31,915	\$ 35,711
Total Project/Program	\$ 18,255	\$ 40,435	\$ 32,100	\$ 36,616
Other				
Operating Transfers Out	-	-	\$ 15,733	\$ 3,126
Operating Transfers In	(\$ 978)	(\$ 3,401)	(\$ 31,582)	-
Total Other	(\$ 978)	(\$ 3,401)	(\$ 15,849)	\$ 3,126
Total Expenditures / Expenditure	\$ 22,799	\$ 50,000	\$ 20,105	\$ 50,000
Net Excess (Deficit)	-	-	-	-
Ending Fund Balance	-	-	-	-

210 - DESERT COMMUNITY ENERGY

	FY 2022/23 Actual	FY 2023/24 Budget	FY 2023/24 Yr. End Est.	FY 2024/25 Budget
Beginning Fund Balance	-	-	-	-
Revenues / Funding Source				
DCE Administrative Reimbursement	\$ 660,671	\$ 893,965	\$ 676,232	\$ 985,603
Other Revenues	-	-	-	-
PACE Funding	-	-	-	-
Total Revenues / Funding Source	\$ 660,671	\$ 893,965	\$ 676,232	\$ 985,603
Expenditures / Expenditure				
Personnel				
Salaries	\$ 400,704	\$ 519,535	\$ 411,897	\$ 571,349
Benefits	\$ 148,079	\$ 222,793	\$ 156,640	\$ 215,061
Total Personnel	\$ 548,784	\$ 742,328	\$ 568,536	\$ 786,410
Non-Personnel				
Interest Expense	\$ 2,569	-	\$ 6,874	\$ 7,966
Office Operations	\$ 32,960	\$ 37,572	\$ 26,705	\$ 38,106
Meeting Attendance Stipends	\$ 1,396	\$ 2,216	-	-
Employee Travel or Training	\$ 3,240	\$ 4,284	\$ 5,515	\$ 6,587
Facility Expenses	\$ 38,712	\$ 52,424	\$ 33,613	\$ 43,263
Professional Services	\$ 21,512	\$ 25,598	\$ 5,277	\$ 9,579
Total Non-Personnel	\$ 100,388	\$ 122,094	\$ 77,984	\$ 105,501
Project/Program				
Capital Outlay	\$ 6,521	\$ 29,544	-	\$ 50,533
Debt Service	\$ 2,285	-	\$ 13,795	\$ 20,936
Consultants/Service Providers	\$ 2,693	-	\$ 15,917	\$ 8,316
Construction/Project Costs	-	-	-	-
Total Project/Program	\$ 11,499	\$ 29,544	\$ 29,712	\$ 79,785
Other				
Operating Transfers Out	-	-	-	\$ 13,906
Total Other	-	-	-	\$ 13,906
Total Expenditures / Expenditure	\$ 660,671	\$ 893,965	\$ 676,232	\$ 985,603
Net Excess (Deficit)	-	-	-	-
Ending Fund Balance	-	-	-	-

211 - I-REN

	FY 2022/23 Actual	FY 2023/24 Budget	FY 2023/24 Yr. End Est.	FY 2024/25 Budget
Beginning Fund Balance	(\$ 68,486)	-	(\$ 238,065)	-
Revenues / Funding Source				
Contributions	-	-	-	-
I-REN Admin Reimbursement	\$ 109,330	\$ 728,771	\$ 605,164	\$ 748,608
Total Revenues / Funding Source	\$ 109,330	\$ 728,771	\$ 605,164	\$ 748,608
Expenditures / Expenditure				
Personnel				
Salaries	\$ 167,648	\$ 415,452	\$ 215,879	\$ 434,461
Benefits	\$ 61,266	\$ 171,947	\$ 94,844	\$ 184,855
Total Personnel	\$ 228,914	\$ 587,399	\$ 310,722	\$ 619,316
Non-Personnel				
Interest Expense	\$ 915	-	\$ 4,046	\$ 6,111
Office Operations	\$ 13,965	\$ 29,109	\$ 14,620	\$ 21,756
Meeting Attendance Stipends	\$ 819	\$ 1,765	-	-
Employee Travel or Training	\$ 3,726	\$ 6,265	\$ 1,435	\$ 3,249
Facility Expenses	\$ 16,485	\$ 45,269	\$ 17,969	\$ 33,134
Professional Services	\$ 9,832	\$ 25,436	\$ 3,673	\$ 8,165
Total Non-Personnel	\$ 45,744	\$ 107,845	\$ 41,742	\$ 72,415
Project/Program				
Capital Outlay	\$ 2,449	\$ 23,528	-	\$ 38,328
Debt Service	\$ 814	-	\$ 8,118	\$ 16,035
Consultants/Service Providers	\$ 989	\$ 10,000	\$ 8,603	\$ 2,515
Construction/Project Costs	-	-	-	-
Total Project/Program	\$ 4,252	\$ 33,528	\$ 16,721	\$ 56,878
Other				
Operating Transfers In	-	-	(\$ 2,086)	-
Total Other	-	-	(\$ 2,086)	-
Total Expenditures / Expenditure	\$ 278,910	\$ 728,771	\$ 367,099	\$ 748,608
Net Excess (Deficit)	(\$ 169,580)	-	\$ 238,065	-
Ending Fund Balance	(\$ 238,065)	-	-	-

301 - AB 2766

	FY 2022/23 Actual	FY 2023/24 Budget	FY 2023/24 Yr. End Est.	FY 2024/25 Budget
Beginning Fund Balance	\$ 508,286	\$ 631,349	\$ 733,083	\$ 929,285
Revenues / Funding Source				
AB2766	\$ 420,482	\$ 404,588	\$ 432,210	\$ 427,050
Gain (Loss) in Investments	(\$ 8,351)	-	-	-
Investment Income	\$ 14,208	\$ 3,776	\$ 14,643	\$ 9,762
Total Revenues / Funding Source	\$ 426,339	\$ 408,364	\$ 446,853	\$ 436,812
Expenditures / Expenditure				
Personnel				
Salaries	\$ 8,174	\$ 11,379	\$ 29,824	\$ 31,799
Benefits	\$ 3,426	\$ 5,407	\$ 12,436	\$ 13,175
Total Personnel	\$ 11,600	\$ 16,785	\$ 42,260	\$ 44,975
Non-Personnel				
Interest Expense	\$ 58	-	\$ 458	\$ 440
Office Operations	\$ 658	\$ 755	\$ 1,545	\$ 1,423
Meeting Attendance Stipends	\$ 2,194	\$ 4,257	\$ 3,133	\$ 3,733
Employee Travel or Training	\$ 22	\$ 72	\$ 61	\$ 55
Facility Expenses	\$ 730	\$ 1,121	\$ 2,436	\$ 2,393
Professional Services	\$ 461	\$ 555	\$ 376	\$ 534
Total Non-Personnel	\$ 4,122	\$ 6,760	\$ 8,011	\$ 8,579
Project/Program				
Capital Outlay	\$ 243	\$ 647	-	\$ 2,817
Debt Service	\$ 51	-	\$ 920	\$ 1,158
Consultants/Service Providers	\$ 91	\$ 1,500	\$ 1,169	\$ 185
Construction/Project Costs	-	-	-	-
Total Project/Program	\$ 385	\$ 2,147	\$ 2,089	\$ 4,160
Other				
Operating Transfers Out	\$ 185,435	\$ 361,706	\$ 198,292	\$ 442,998
Operating Transfers In	-	-	-	-
Total Other	\$ 185,435	\$ 361,706	\$ 198,292	\$ 442,998
Total Expenditures / Expenditure	\$ 201,542	\$ 387,398	\$ 250,652	\$ 500,712
Net Excess (Deficit)	\$ 224,798	\$ 20,966	\$ 196,201	(\$ 63,900)
Ending Fund Balance	\$ 733,083	\$ 652,315	\$ 929,285	\$ 865,385

321 - USED OIL RECYCLING GRANT

	FY 2022/23 Actual	FY 2023/24 Budget	FY 2023/24 Yr. End Est.	FY 2024/25 Budget
Beginning Fund Balance	\$ 83,483	\$ 52,889	\$ 82,386	\$ 55,776
Revenues / Funding Source				
Used Oil Grant	\$ 56,595	\$ 72,642	\$ 91,889	\$ 7,506
Gain (Loss) in Investments	(\$ 639)	-	-	-
Investment Income	\$ 2,286	\$ 2,428	\$ 2,356	\$ 1,571
Total Revenues / Funding Source	\$ 58,242	\$ 75,070	\$ 94,245	\$ 9,077
Expenditures / Expenditure				
Personnel				
Salaries	\$ 6,324	\$ 9,138	\$ 9,231	\$ 11,830
Benefits	\$ 2,352	\$ 4,184	\$ 3,153	\$ 4,104
Total Personnel	\$ 8,676	\$ 13,322	\$ 12,384	\$ 15,935
Non-Personnel				
Interest Expense	\$ 38	-	\$ 121	\$ 165
Office Operations	\$ 10,825	\$ 11,625	\$ 10,554	\$ 540
Meeting Attendance Stipends	\$ 24	\$ 39	-	-
Employee Travel or Training	\$ 14	\$ 58	\$ 20	\$ 20
Facility Expenses	\$ 550	\$ 908	\$ 709	\$ 894
Professional Services	\$ 294	\$ 446	\$ 101	\$ 198
Total Non-Personnel	\$ 11,745	\$ 13,076	\$ 11,505	\$ 1,818
Project/Program				
Capital Outlay	\$ 376	\$ 520	-	\$ 1,046
Debt Service	\$ 34	-	\$ 243	\$ 433
Consultants/Service Providers	\$ 34,190	\$ 30,000	\$ 57,966	\$ 9,679
Construction/Project Costs	\$ 4,319	\$ 15,000	\$ 7,174	-
Total Project/Program	\$ 38,919	\$ 45,520	\$ 65,383	\$ 11,158
Other				
Operating Transfers Out	-	-	\$ 31,582	-
Operating Transfers In	-	-	-	-
Total Other	-	-	\$ 31,582	-
Total Expenditures / Expenditure	\$ 59,339	\$ 71,917	\$ 120,855	\$ 28,910
Net Excess (Deficit)	(\$ 1,097)	\$ 3,153	(\$ 26,610)	(\$ 19,834)
Ending Fund Balance	\$ 82,386	\$ 56,042	\$ 55,776	\$ 35,942

411 - SCAG

	FY 2022/23 Actual	FY 2023/24 Budget	FY 2023/24 Yr. End Est.	FY 2024/25 Budget
Beginning Fund Balance	\$ 230	-	-	-
Revenues / Funding Source				
SCAG	\$ 188,476	\$ 1,607,333	\$ 4,480	-
Total Revenues / Funding Source	\$ 188,476	\$ 1,607,333	\$ 4,480	-
Expenditures / Expenditure				
Personnel				
Salaries	\$ 12,592	\$ 12,674	\$ 13,567	\$ 5,690
Benefits	\$ 4,602	\$ 4,215	\$ 4,774	\$ 2,474
Total Personnel	\$ 17,194	\$ 16,889	\$ 18,341	\$ 8,164
Non-Personnel				
Interest Expense	\$ 84	-	\$ 191	\$ 265
Office Operations	\$ 946	\$ 855	\$ 726	\$ 286
Meeting Attendance Stipends	\$ 48	\$ 54	-	-
Employee Travel or Training	\$ 44	\$ 80	\$ 26	\$ 10
Facility Expenses	\$ 1,153	\$ 1,258	\$ 1,161	\$ 1,296
Professional Services	\$ 609	\$ 618	\$ 189	\$ 96
Total Non-Personnel	\$ 2,884	\$ 2,865	\$ 2,293	\$ 1,952
Project/Program				
Capital Outlay	\$ 427	\$ 721	-	\$ 504
Debt Service	\$ 75	-	\$ 383	\$ 629
Consultants/Service Providers	\$ 33,242	-	\$ 464	\$ 33
Construction/Project Costs	\$ 139,731	\$ 1,586,305	-	-
Total Project/Program	\$ 173,475	\$ 1,587,026	\$ 846	\$ 1,166
Other				
Operating Transfers Out	-	\$ 554	-	-
Operating Transfers In	(\$ 4,847)	-	(\$ 16,999)	(\$ 11,282)
Total Other	(\$ 4,847)	\$ 554	(\$ 16,999)	(\$ 11,282)
Total Expenditures / Expenditure	\$ 188,706	\$ 1,607,333	\$ 4,480	-
Net Excess (Deficit)	(\$ 230)	-	-	-
Ending Fund Balance	-	-	-	-

501 - AB 939

	FY 2022/23 Actual	FY 2023/24 Budget	FY 2023/24 Yr. End Est.	FY 2024/25 Budget
Beginning Fund Balance	\$ 12,819	\$ 44,767	\$ 19,325	\$ 34,267
Revenues / Funding Source				
AB939	\$ 15,826	\$ 15,615	\$ 16,235	\$ 16,235
Gain (Loss) in Investments	(\$ 255)	-	-	-
Investment Income	\$ 304	\$ 85	\$ 314	\$ 209
Total Revenues / Funding Source	\$ 15,876	\$ 15,700	\$ 16,548	\$ 16,444
Expenditures / Expenditure				
Personnel				
Salaries	\$ 3,352	\$ 4,414	\$ 8,555	\$ 5,442
Benefits	\$ 1,800	\$ 2,243	\$ 3,620	\$ 2,735
Total Personnel	\$ 5,151	\$ 6,657	\$ 12,175	\$ 8,177
Non-Personnel				
Interest Expense	\$ 20	-	\$ 149	\$ 78
Office Operations	\$ 325	\$ 298	\$ 435	\$ 235
Meeting Attendance Stipends	\$ 2,178	\$ 4,227	\$ 3,133	\$ 3,733
Employee Travel or Training	\$ 6	\$ 128	\$ 17	\$ 9
Facility Expenses	\$ 283	\$ 449	\$ 706	\$ 423
Professional Services	\$ 184	\$ 215	\$ 111	\$ 91
Total Non-Personnel	\$ 2,996	\$ 5,317	\$ 4,551	\$ 4,570
Project/Program				
Capital Outlay	\$ 169	\$ 251	-	\$ 481
Debt Service	\$ 18	-	\$ 298	\$ 205
Consultants/Service Providers	\$ 58	-	\$ 317	\$ 32
Construction/Project Costs	-	\$ 1,500	-	-
Total Project/Program	\$ 244	\$ 1,751	\$ 615	\$ 718
Other				
Operating Transfers Out	\$ 978	\$ 3,401	-	\$ 10,071
Operating Transfers In	-	-	(\$ 15,733)	(\$ 2,328)
Total Other	\$ 978	\$ 3,401	(\$ 15,733)	\$ 7,743
Total Expenditures / Expenditure	\$ 9,369	\$ 17,126	\$ 1,607	\$ 21,208
Net Excess (Deficit)	\$ 6,507	(\$ 1,426)	\$ 14,941	(\$ 4,764)
Ending Fund Balance	\$ 19,325	\$ 43,341	\$ 34,267	\$ 29,503

601 - TUMF

	FY 2022/23 Actual	FY 2023/24 Budget	FY 2023/24 Yr. End Est.	FY 2024/25 Budget
Beginning Fund Balance	\$ 10,919,048	\$ 16,807,707	\$ 15,314,669	\$ 16,351,115
Revenues / Funding Source				
Measure "A" - "In-Lieu" TUMF Revenue	\$ 23,580	-	-	-
TUMF Revenues	\$ 7,715,614	\$ 7,222,975	\$ 4,394,482	\$ 5,244,197
Transportation Local Contribution	\$ 230,291	\$ 1,208,734	\$ 65,393	-
RCTC - PP & M	\$ 46,007	-	-	-
Contributions	-	-	-	-
Other Revenues	-	-	\$ 1,129	-
Gain (Loss) in Investments	(\$ 125,545)	-	-	-
Investment Income	\$ 497,852	\$ 191,891	\$ 402,140	\$ 268,093
Total Revenues / Funding Source	\$ 8,387,798	\$ 8,623,600	\$ 4,863,144	\$ 5,512,290
Expenditures / Expenditure				
Personnel				
Salaries	\$ 243,296	\$ 317,408	\$ 329,220	\$ 432,646
Benefits	\$ 93,857	\$ 129,453	\$ 131,800	\$ 204,635
Total Personnel	\$ 337,153	\$ 446,861	\$ 461,021	\$ 637,280
Non-Personnel				
Interest Expense	\$ 1,614	-	\$ 5,926	\$ 5,078
Office Operations	\$ 21,511	\$ 22,585	\$ 28,841	\$ 23,243
Meeting Attendance Stipends	\$ 2,732	\$ 4,539	\$ 2,660	\$ 3,430
Employee Travel or Training	\$ 5,158	\$ 3,207	\$ 7,647	\$ 7,451
Facility Expenses	\$ 22,349	\$ 31,361	\$ 26,771	\$ 25,499
Professional Services	\$ 207,253	\$ 246,489	\$ 173,110	\$ 661,036
Total Non-Personnel	\$ 260,616	\$ 308,181	\$ 244,955	\$ 725,737
Project/Program				
Capital Outlay	\$ 6,006	\$ 18,053	-	\$ 15,297
Debt Service	\$ 1,450	-	\$ 11,891	\$ 12,366
Consultants/Service Providers	\$ 9,233	-	\$ 21,096	\$ 2,270,929
Construction/Project Costs	\$ 3,377,719	\$ 7,785,057	\$ 3,087,735	\$ 11,016,340
Total Project/Program	\$ 3,394,408	\$ 7,803,110	\$ 3,120,722	\$ 13,314,931
Other				
Operating Transfers Out	-	-	-	\$ 5,008,809
Operating Transfers In	-	-	-	-
Total Other	-	-	-	\$ 5,008,809
Total Expenditures / Expenditure	\$ 3,992,178	\$ 8,558,151	\$ 3,826,698	\$ 19,686,756
Net Excess (Deficit)	\$ 4,395,620	\$ 65,449	\$ 1,036,446	(\$ 14,174,466)
Ending Fund Balance	\$ 15,314,669	\$ 16,873,156	\$ 16,351,115	\$ 2,176,649

610 - OTHER TRANSPORTATION FUNDING

	FY 2022/23 Actual	FY 2023/24 Budget	FY 2023/24 Yr. End Est.	FY 2024/25 Budget
Beginning Fund Balance	-	-	-	-
Revenues / Funding Source				
Transportation Local Contribution	-	-	\$ 2,109,970	\$ 4,685,625
CPUC - LATA Grant	-	-	\$ 308,118	\$ 670,342
Contributions	-	-	-	-
Other Revenues	-	-	-	\$ 9,900,000
Total Revenues / Funding Source	-	-	\$ 2,418,087	\$ 15,255,967
Expenditures / Expenditure				
Personnel				
Salaries	-	-	\$ 85,591	\$ 165,655
Benefits	-	-	\$ 31,991	\$ 60,737
Total Personnel	-	-	\$ 117,582	\$ 226,393
Non-Personnel				
Interest Expense	-	-	\$ 2,789	\$ 1,592
Office Operations	-	-	\$ 3,657	\$ 1,249
Employee Travel or Training	-	-	\$ 186	-
Facility Expenses	-	-	\$ 6,835	\$ 7,405
Professional Services	-	-	\$ 309,175	\$ 10,570,342
Total Non-Personnel	-	-	\$ 322,641	\$ 10,580,588
Project/Program				
Debt Service	-	-	\$ 5,596	\$ 3,599
Consultants/Service Providers	-	-	\$ 773,859	\$ 976,125
Construction/Project Costs	-	-	\$ 1,338,943	\$ 2,815,750
Rapid Resolutions - CVHF	-	-	-	-
Total Project/Program	-	-	\$ 2,118,399	\$ 3,795,474
Other				
Operating Transfers In	-	-	(\$ 140,535)	-
Total Other	-	-	(\$ 140,535)	-
Total Expenditures / Expenditure	-	-	\$ 2,418,087	\$ 14,602,454
Net Excess (Deficit)	-	-	-	\$ 653,513
Ending Fund Balance	-	-	-	\$ 653,513

611 - MEASURE A

	FY 2022/23 Actual	FY 2023/24 Budget	FY 2023/24 Yr. End Est.	FY 2024/25 Budget
Beginning Fund Balance	\$ 49,509,166	\$ 51,508,211	\$ 48,332,418	\$ 57,848,742
Revenues / Funding Source				
Measure "A"	\$ 15,412,363	\$ 40,688,439	\$ 58,470,918	\$ 88,815,748
Transportation Local Contribution	\$ 114,922	\$ 235,843	(\$ 213,008)	-
Loan Repayments	\$ 10,421	-	\$ 10,421	\$ 10,421
RCTC Admin Reimbursements	\$ 748,908	\$ 1,457,500	\$ 4,682,955	\$ 6,664,448
RCTC - PP & M	\$ 85,441	-	-	-
Other Revenues	-	-	\$ 2,097	-
Gain (Loss) in Investments	\$ 35,109	-	-	-
Investment Income	\$ 848,569	\$ 875,974	\$ 1,529,587	\$ 1,019,725
Total Revenues / Funding Source	\$ 17,255,734	\$ 43,257,755	\$ 64,482,971	\$ 96,510,341
Expenditures / Expenditure				
Personnel				
Salaries	\$ 338,664	\$ 604,194	\$ 571,446	\$ 857,197
Benefits	\$ 133,686	\$ 243,887	\$ 219,198	\$ 398,063
Total Personnel	\$ 472,350	\$ 848,081	\$ 790,645	\$ 1,255,260
Non-Personnel				
Interest Expense	\$ 1,004,130	-	\$ 887,231	\$ 754,607
Office Operations	\$ 31,728	\$ 42,761	\$ 52,091	\$ 144,847
Meeting Attendance Stipends	\$ 4,685	\$ 8,492	\$ 4,943	\$ 6,370
Employee Travel or Training	\$ 9,211	\$ 6,020	\$ 14,118	\$ 13,930
Facility Expenses	\$ 31,165	\$ 59,297	\$ 46,442	\$ 49,325
Professional Services	\$ 377,271	\$ 458,484	\$ 391,926	\$ 434,690
Total Non-Personnel	\$ 1,458,191	\$ 575,054	\$ 1,396,751	\$ 1,403,771
Project/Program				
Capital Outlay	\$ 8,336	\$ 34,364	-	\$ 233,169
Debt Service	\$ 2,012,352	-	\$ 2,154,809	\$ 2,291,267
Consultants/Service Providers	\$ 448,261	\$ 1,813,974	\$ 2,682,855	\$ 5,947,751
Construction/Project Costs	\$ 6,838,099	\$ 14,957,961	\$ 6,454,818	\$ 18,087,041
Total Project/Program	\$ 9,307,049	\$ 16,806,299	\$ 11,292,482	\$ 26,559,229
Other				
Operating Transfers Out	\$ 8,864,892	\$ 24,731,348	\$ 41,486,770	\$ 64,162,241
Operating Transfers In	(\$ 1,670,000)	-	-	-
Total Other	\$ 7,194,892	\$ 24,731,348	\$ 41,486,770	\$ 64,162,241
Total Expenditures / Expenditure	\$ 18,432,481	\$ 42,960,782	\$ 54,966,648	\$ 93,380,500
Net Excess (Deficit)	(\$ 1,176,747)	\$ 296,973	\$ 9,516,324	\$ 3,129,841
Ending Fund Balance	\$ 48,332,418	\$ 51,805,184	\$ 57,848,742	\$ 60,978,583

612 - LTF / PP&M

	FY 2022/23 Actual	FY 2023/24 Budget	FY 2023/24 Yr. End Est.	FY 2024/25 Budget
Beginning Fund Balance	-	-	\$ 428,420	\$ 1,056,127
Revenues / Funding Source				
CPUC - LATA Grant	-	\$ 978,460	-	-
RCTC - PP & M	-	\$ 95,000	\$ 95,000	\$ 93,723
RCTC - LTF	\$ 585,000	\$ 697,500	\$ 697,500	\$ 697,500
Investment Income	\$ 12,647	\$ 5,024	\$ 13,034	\$ 8,689
Total Revenues / Funding Source	\$ 597,647	\$ 1,775,984	\$ 805,534	\$ 799,913
Expenditures / Expenditure				
Personnel				
Salaries	\$ 9,373	\$ 11,621	\$ 12,315	\$ 10,385
Benefits	\$ 4,243	\$ 5,621	\$ 4,999	\$ 5,295
Total Personnel	\$ 13,616	\$ 17,242	\$ 17,315	\$ 15,681
Non-Personnel				
Interest Expense	\$ 63	-	\$ 242	\$ 142
Office Operations	\$ 702	\$ 775	\$ 603	\$ 455
Meeting Attendance Stipends	\$ 34	\$ 50	-	-
Employee Travel or Training	\$ 30	\$ 73	\$ 26	\$ 18
Facility Expenses	\$ 843	\$ 10,153	\$ 984	\$ 771
Professional Services	\$ 740	\$ 567	\$ 149	\$ 174
Total Non-Personnel	\$ 2,411	\$ 11,618	\$ 2,004	\$ 1,560
Project/Program				
Capital Outlay	\$ 270	\$ 70,661	-	\$ 920
Debt Service	\$ 56	-	\$ 485	\$ 373
Consultants/Service Providers	\$ 102	\$ 978,460	\$ 489	\$ 60
Construction/Project Costs	-	-	-	-
Total Project/Program	\$ 428	\$ 1,049,121	\$ 974	\$ 1,354
Other				
Operating Transfers Out	\$ 152,772	\$ 698,557	\$ 157,534	\$ 781,318
Operating Transfers In	-	(\$ 554)	-	-
Total Other	\$ 152,772	\$ 698,003	\$ 157,534	\$ 781,318
Total Expenditures / Expenditure	\$ 169,227	\$ 1,775,984	\$ 177,826	\$ 799,913
Net Excess (Deficit)	\$ 428,420	-	\$ 627,708	-
Ending Fund Balance	\$ 428,420	-	\$ 1,056,127	\$ 1,056,127

618 - CV LINK

	FY 2022/23 Actual	FY 2023/24 Budget	FY 2023/24 Yr. End Est.	FY 2024/25 Budget
Beginning Fund Balance	-	-	(\$ 2,493,578)	-
Revenues / Funding Source				
Active Transportation Program	-	-	-	-
AQMD-CV Link	\$ 2,888,896	\$ 2,096,290	\$ 2,493,578	-
Active Transportation Program (State)	\$ 3,339,336	\$ 3,238,431	\$ 1,788,747	\$ 1,484,417
RCTC - PP & M	-	-	-	-
Other Revenues	\$ 1,063,941	-	-	\$ 100,000
STIP Federal	\$ 5,625,152	\$ 5,681,728	\$ 3,045,705	\$ 2,806,953
DHCD Desert Health Care District	\$ 1,670,000	\$ 1,670,000	\$ 1,670,000	\$ 1,670,000
CV Link (CMAQ)	-	\$ 5,057,000	\$ 189,164	\$ 11,860,836
Investment Income	\$ 40,403	-	\$ 523	\$ 500
Total Revenues / Funding Source	\$ 14,627,728	\$ 17,743,449	\$ 9,187,718	\$ 17,922,705
Expenditures / Expenditure				
Personnel				
Salaries	\$ 72,314	\$ 205,491	\$ 74,539	\$ 113,582
Benefits	\$ 33,998	\$ 110,676	\$ 32,673	\$ 50,228
Total Personnel	\$ 106,312	\$ 316,167	\$ 107,212	\$ 163,811
Non-Personnel				
Interest Expense	\$ 749	-	\$ 2,052	\$ 3,930
Office Operations	\$ 7,651	\$ 14,638	\$ 8,823	\$ 12,024
Meeting Attendance Stipends	\$ 374	\$ 877	-	-
Employee Travel or Training	\$ 460	\$ 1,299	\$ 241	\$ 460
Facility Expenses	\$ 11,586	\$ 28,136	\$ 12,123	\$ 21,174
Professional Services	\$ 11,975	\$ 16,748	\$ 151,489	\$ 877,167
Total Non-Personnel	\$ 32,795	\$ 61,697	\$ 174,729	\$ 914,755
Project/Program				
Capital Outlay	\$ 15,385,168	\$ 33,260,149	\$ 20,033,701	\$ 62,224,906
Debt Service	\$ 666	-	\$ 4,118	\$ 10,248
Consultants/Service Providers	\$ 38,563	-	\$ 18,049	\$ 1,545
Construction/Project Costs	\$ 35,727	-	-	\$ 2,200
Total Project/Program	\$ 15,460,124	\$ 33,260,149	\$ 20,055,868	\$ 62,238,899
Other				
Operating Transfers Out	\$ 1,670,000	-	-	\$ 31,332
Operating Transfers In	(\$ 147,925)	(\$ 15,894,563)	(\$ 13,643,669)	(\$ 45,426,091)
Total Other	\$ 1,522,075	(\$ 15,894,563)	(\$ 13,643,669)	(\$ 45,394,759)
Total Expenditures / Expenditure	\$ 17,121,307	\$ 17,743,449	\$ 6,694,140	\$ 17,922,705
Net Excess (Deficit)	(\$ 2,493,578)	-	\$ 2,493,578	-
Ending Fund Balance	(\$ 2,493,578)	-	-	-

624 - SIGNAL SYNCHRONIZATION

	FY 2022/23 Actual	FY 2023/24 Budget	FY 2023/24 Yr. End Est.	FY 2024/25 Budget
Beginning Fund Balance	(\$ 3,568,999)	-	(\$ 2,281,779)	-
Revenues / Funding Source				
Signal Synchronization (CMAQ)	\$ 7,517,985	\$ 16,536,000	\$ 40,872,799	\$ 20,902,400
Active Transportation Program	-	-	-	-
Measure "A"	-	-	-	-
STIP Federal	-	\$ 2,204,800	-	-
Other Finance Source - ROU	\$ 277,384	-	-	-
CVAG Dues	-	-	-	-
Investment Income	-	\$ 5,336	-	-
Total Revenues / Funding Source	\$ 7,795,369	\$ 18,746,136	\$ 40,872,799	\$ 20,902,400
Expenditures / Expenditure				
Personnel				
Salaries	\$ 50,902	\$ 109,778	\$ 109,559	\$ 165,902
Benefits	\$ 30,797	\$ 199,401	\$ 83,235	\$ 63,191
Total Personnel	\$ 81,699	\$ 309,180	\$ 192,794	\$ 229,093
Non-Personnel				
Interest Expense	\$ 2,985	-	\$ 11,082	\$ 16,018
Office Operations	\$ 26,593	\$ 9,029	\$ 39,193	\$ 31,841
Meeting Attendance Stipends	\$ 715	\$ 468	-	-
Employee Travel or Training	\$ 1,816	\$ 694	\$ 1,439	\$ 1,208
Facility Expenses	\$ 21,736	\$ 67,312	\$ 23,196	\$ 121,769
Professional Services	\$ 12,707	\$ 5,357	\$ 4,630	\$ 1,957,341
Total Non-Personnel	\$ 66,553	\$ 82,860	\$ 79,540	\$ 2,128,177
Project/Program				
Capital Outlay	\$ 15,211,252	\$ 27,889,438	\$ 65,125,893	\$ 42,432,081
Debt Service	\$ 8,545	-	\$ 21,880	\$ 40,341
Consultants/Service Providers	\$ 2,415	-	\$ 1,014,014	\$ 104,056
Construction/Project Costs	\$ 2,578	-	-	-
Total Project/Program	\$ 15,224,790	\$ 27,889,438	\$ 66,161,786	\$ 42,576,478
Other				
Operating Transfers Out	-	-	-	\$ 5,942
Operating Transfers In	(\$ 8,864,892)	(\$ 9,535,341)	(\$ 27,843,101)	(\$ 24,037,290)
Total Other	(\$ 8,864,892)	(\$ 9,535,341)	(\$ 27,843,101)	(\$ 24,031,349)
Total Expenditures / Expenditure	\$ 6,508,149	\$ 18,746,136	\$ 38,591,020	\$ 20,902,400
Net Excess (Deficit)	\$ 1,287,220	-	\$ 2,281,779	-
Ending Fund Balance	(\$ 2,281,779)	-	-	-

631 - COACHELLA VALLEY CONSERVATION COMMISSION

	FY 2022/23 Actual	FY 2023/24 Budget	FY 2023/24 Yr. End Est.	FY 2024/25 Budget
Beginning Fund Balance	\$ 33,232	\$ 33,232	\$ 89	\$ 89
Revenues / Funding Source				
CVCC Administrative Reimbursement	\$ 946,091	\$ 1,236,705	\$ 1,156,147	\$ 1,683,141
Multi Species Habitat Conservation Plan	-	-	-	-
Total Revenues / Funding Source	\$ 946,091	\$ 1,236,705	\$ 1,156,147	\$ 1,683,141
Expenditures / Expenditure				
Personnel				
Salaries	\$ 571,057	\$ 695,082	\$ 664,985	\$ 866,282
Benefits	\$ 241,323	\$ 321,311	\$ 314,937	\$ 413,877
Total Personnel	\$ 812,380	\$ 1,016,393	\$ 979,922	\$ 1,280,159
Non-Personnel				
Interest Expense	\$ 3,687	-	\$ 11,289	\$ 11,972
Office Operations	\$ 46,917	\$ 60,216	\$ 44,821	\$ 52,961
Meeting Attendance Stipends	\$ 1,924	\$ 2,965	-	-
Employee Travel or Training	\$ 6,968	\$ 11,044	\$ 5,255	\$ 1,500
Facility Expenses	\$ 55,906	\$ 71,014	\$ 57,082	\$ 68,325
Professional Services	\$ 31,345	\$ 34,039	\$ 8,510	\$ 14,553
Total Non-Personnel	\$ 146,745	\$ 179,278	\$ 126,957	\$ 149,311
Project/Program				
Capital Outlay	\$ 10,581	\$ 39,534	-	\$ 76,774
Debt Service	\$ 3,275	-	\$ 22,654	\$ 31,512
Consultants/Service Providers	\$ 4,219	-	\$ 25,467	\$ 5,037
Construction/Project Costs	\$ 2,034	\$ 1,500	\$ 1,148	\$ 2,000
Total Project/Program	\$ 20,109	\$ 41,034	\$ 49,268	\$ 115,323
Other				
Operating Transfers Out	\$ 566	-	-	\$ 138,348
Operating Transfers In	(\$ 566)	-	-	-
Total Other	-	-	-	\$ 138,348
Total Expenditures / Expenditure	\$ 979,234	\$ 1,236,705	\$ 1,156,147	\$ 1,683,141
Net Excess (Deficit)	(\$ 33,143)	-	-	-
Ending Fund Balance	\$ 89	\$ 33,232	\$ 89	\$ 89

702 - REGIONAL STREET SWEEPING

	FY 2022/23 Actual	FY 2023/24 Budget	FY 2023/24 Yr. End Est.	FY 2024/25 Budget
Beginning Fund Balance	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000
Revenues / Funding Source				
Air Quality Enhancement/Colmac	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000
Other Revenues	\$ 26,250	\$ 26,250	\$ 26,250	\$ 27,000
Gain (Loss) in Investments	-	-	-	-
AQMD-Street Sweeping	\$ 245,145	\$ 220,000	\$ 220,000	\$ 220,000
Investment Income	-	\$ 3,552	-	-
Total Revenues / Funding Source	\$ 421,395	\$ 399,802	\$ 396,250	\$ 397,000
Expenditures / Expenditure				
Personnel				
Salaries	\$ 22,105	\$ 22,591	\$ 15,609	\$ 14,416
Benefits	\$ 9,167	\$ 7,424	\$ 6,240	\$ 6,366
Total Personnel	\$ 31,271	\$ 30,016	\$ 21,848	\$ 20,782
Non-Personnel				
Interest Expense	\$ 156	-	\$ 234	\$ 197
Office Operations	\$ 1,596	\$ 1,512	\$ 809	\$ 633
Meeting Attendance Stipends	\$ 78	\$ 96	-	-
Employee Travel or Training	\$ 74	\$ 143	\$ 33	\$ 25
Facility Expenses	\$ 1,891	\$ 2,238	\$ 1,262	\$ 1,072
Professional Services	\$ 1,167	\$ 1,102	\$ 192	\$ 242
Total Non-Personnel	\$ 4,962	\$ 5,091	\$ 2,530	\$ 2,169
Project/Program				
Capital Outlay	\$ 548	\$ 1,285	-	\$ 1,278
Debt Service	\$ 138	-	\$ 469	\$ 519
Consultants/Service Providers	\$ 213	-	\$ 633	\$ 84
Construction/Project Costs	\$ 552,159	\$ 720,000	\$ 566,244	\$ 768,994
Total Project/Program	\$ 553,058	\$ 721,285	\$ 567,347	\$ 770,874
Other				
Operating Transfers Out	-	-	-	-
Operating Transfers In	(\$ 167,896)	(\$ 356,590)	(\$ 195,476)	(\$ 396,825)
Total Other	(\$ 167,896)	(\$ 356,590)	(\$ 195,476)	(\$ 396,825)
Total Expenditures / Expenditure	\$ 421,395	\$ 399,802	\$ 396,250	\$ 397,000
Net Excess (Deficit)	-	-	-	-
Ending Fund Balance	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000

711 - LAWN SCALPING PROGRAM

	FY 2022/23 Actual	FY 2023/24 Budget	FY 2023/24 Yr. End Est.	FY 2024/25 Budget
Beginning Fund Balance	\$ 589	-	\$ 20	-
Revenues / Funding Source				
Air Quality Enhancement/Colmac	\$ 40,000	\$ 40,000	\$ 40,000	-
Gain (Loss) in Investments	\$ 11	-	-	-
Investment Income	\$ 9	\$ 7	\$ 9	\$ 6
Total Revenues / Funding Source	\$ 40,020	\$ 40,007	\$ 40,009	\$ 6
Expenditures / Expenditure				
Personnel				
Salaries	\$ 10,907	\$ 2,828	\$ 1,835	\$ 7,042
Benefits	\$ 4,222	\$ 1,492	\$ 601	\$ 3,505
Total Personnel	\$ 15,129	\$ 4,320	\$ 2,436	\$ 10,547
Non-Personnel				
Interest Expense	\$ 66	-	\$ 18	\$ 98
Office Operations	\$ 888	\$ 195	\$ 107	\$ 312
Meeting Attendance Stipends	\$ 22	\$ 12	-	-
Employee Travel or Training	\$ 23	\$ 18	\$ 3	\$ 12
Facility Expenses	\$ 1,078	\$ 280	\$ 174	\$ 531
Professional Services	\$ 906	\$ 138	\$ 31	\$ 118
Total Non-Personnel	\$ 2,983	\$ 642	\$ 333	\$ 1,072
Project/Program				
Capital Outlay	(\$ 43)	\$ 161	-	\$ 624
Debt Service	\$ 58	-	\$ 35	\$ 257
Consultants/Service Providers	\$ 2	\$ 40,000	\$ 42	\$ 41
Construction/Project Costs	\$ 40,000	-	\$ 40,000	-
Total Project/Program	\$ 40,017	\$ 40,161	\$ 40,077	\$ 922
Other				
Operating Transfers Out	-	-	-	-
Operating Transfers In	(\$ 17,539)	(\$ 5,116)	(\$ 2,817)	(\$ 12,535)
Total Other	(\$ 17,539)	(\$ 5,116)	(\$ 2,817)	(\$ 12,535)
Total Expenditures / Expenditure	\$ 40,589	\$ 40,007	\$ 40,029	\$ 6
Net Excess (Deficit)	(\$ 569)	-	(\$ 20)	-
Ending Fund Balance	\$ 20	-	-	-



CVAG

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