



INSPECTOR GENERAL

California Department of Transportation

Riverside County Transportation Commission

Project Audit



Independent Office of Audits and Investigations

Bryan Beyer, Inspector General
Diana Antony, Chief Deputy

December 2023
23A.PJCT05



Inspector General

California Department of Transportation

Bryan Beyer, Inspector General

Diana Antony, Chief Deputy

December 29, 2023

Tony Tavares
Director
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Final Report — Riverside County Transportation Commission, Project Audit

Dear Director Tavares:

On behalf of the Independent Office of Audits and Investigations (IOAI), the California Department of Finance, Office of State Audits and Evaluations (Finance) completed its audit of the Riverside County Transportation Commission (RCTC). Finance audited the costs that the RCTC incurred related to three projects, of which the California Department of Transportation reimbursed the RCTC a total of \$292,940,143.

Enclosed is the final report, which includes the RCTC's response to the draft report. Finance issued the draft report on November 22, 2023 and subsequently made a change to Finding 1, paragraph 2 to provide further clarification. The final report is a matter of public record and will be posted on IOAI's website.

A Corrective Action Plan (CAP) addressing the recommendations is due from the California Department of Transportation 60 days from receipt of this letter. Thereafter, CAP updates will be required every 6 months and 1 year from the report issuance date, until all findings have been addressed. The CAP should be sent to ioai.reports@dot.ca.gov.

If you have any questions regarding this report, please contact our office at (916) 323-7111.

Sincerely,

Diana C. Antony, CPA, CIG
Chief Deputy Inspector General

Gavin Newsom, Governor

Independent Office of Audits and Investigations
P.O. Box 942874, MS-2 (916) 323-7111
Sacramento, CA 94274-0001 <https://oig.dot.ca.gov>

Tony Tavares
December 29, 2023
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cc: Michael Keever, Chief Deputy Director, California Department of Transportation
Catalino A. Pining III, District Director, District 8, California Department of Transportation
Ben Shelton, Audit Chief, Internal Audits Office, California Department of Transportation
Anne Mayer, Executive Director, Riverside County Transportation Commission
Sergio Vidal, Chief Financial Officer, Riverside County Transportation Commission
Erik Galloway, Project Delivery Director, Riverside County Transportation Commission
Rodney Whitfield, Director, Financial Services, Federal Highway Administration
Grace Regidor, Transportation Finance Specialist, Financial Services, Federal Highway
Administration

23A.PJCT05



Riverside County Transportation Commission

Project Numbers 0817000076, 0817000239, and 0818000047

Team Members

Cheryl L. McCormick, CPA, Chief
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Final reports are available on our website at <https://www.dof.ca.gov>.

You can contact our office at:

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915 L Street, 6th Floor
Sacramento, CA 95814
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Gavin Newsom ■ Governor

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Transmitted via e-mail

December 21, 2023

Bryan Beyer, Inspector General
Independent Office of Audits and Investigations
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Final Report—Riverside County Transportation Commission, California Department of Transportation Project Audits

The California Department of Finance, Office of State Audits and Evaluations, has completed its audit of the Riverside County Transportation Commission's (RCTC) projects listed below, California Department of Transportation Audit Number 23A.PJCT05:

<u>Project Number</u>	<u>Project Name</u>
0817000076	I-15 Express Lanes Project
0817000239	I-15/SR 91 Express Lanes Connector
0818000047	I-15 Railroad Canyon Road Interchange

The enclosed report is for your information and use. RCTC's response to the report finding is incorporated into this final report. RCTC agreed with our finding. A change was made to the draft report's Finding 1 paragraph 2, for clarity. This report will be placed on our website.

If you have any questions regarding this report, please contact Rick Cervantes, Manager, or Andrea Cortez, Supervisor, at (916) 322-2985.

Sincerely,

Cheryl L. McCormick, CPA
Chief, Office of State Audits and Evaluations

cc: Diana Antony, Chief Deputy Inspector General, Independent Office of Audits and Investigations
Frances Parmelee, Deputy Inspector General, Independent Office of Audits and Investigations

BACKGROUND, SCOPE, AND METHODOLOGY

BACKGROUND

The California Transportation Commission (CTC), upon appropriation by the Legislature, allocates state funds to the California Department of Transportation (Caltrans) to implement various programs.

Caltrans's Local Assistance Program oversees more than \$1 billion of state and federal funds made available annually to over 600 cities, counties, and regional agencies for the purpose of improving their transportation infrastructure or providing transportation services. This funding comes from various federal and state programs specifically designed to assist the transportation needs of local agencies.⁷

The Federal Highway Administration program awarded \$98.4 million in federal funds to the Riverside County Transportation Commission (RCTC), with Caltrans administering the funding for the federal project. Additionally, RCTC received \$180 million from Senate Bill (SB) 132 of 2016. Finally, RCTC was awarded \$15 million under SB 1, also known as the Road Repair and Accountability Act of 2017, and \$2.9 million in State Transportation Improvement Program (STIP) funding for one project. The programs for the three projects are described in the text box. The three projects were as follows:

- **0817000076 I-15 Express Lanes Project** - \$98.4 million in Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality

PROGRAM DESCRIPTION

Federal: Federal funds included Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality Improvement Program (CMAQ). STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address state and local transportation needs.¹ CMAQ provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act.²

SB 132: SB 132 of 2016 provides local assistance for the Riverside County Transportation Efficiency Corridor, including funds from the State Highway Account made available for three transportation projects on the State Highway System, within the county of Riverside (On-System Projects), and two transportation projects within the county of Riverside but outside the state highway system right of way (Off-system Projects).³

SB1 LPP: SB 1 created the Local Partnership Program (LPP) and continuously appropriates \$200 million annually to local and regional transportation agencies which have taxes or fees dedicated solely for transportation improvements.⁴

STIP/RIP: The State Transportation Improvement Program (STIP) is the biennial five-year plan adopted by the CTC for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements.⁵ The STIP includes Regional Improvement Program (RIP) funds for transportation improvement projects needed to improve transportation within the region.⁶

¹ Excerpt obtained from the Federal Highway Administration website <https://www.fhwa.dot.gov/specialfunding/>.

² Excerpt obtained from the Federal Highway Administration website <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm>.

³ Excerpt obtained from Master Funding Agreement 08-1659.

⁴ Excerpt obtained from CTC website <https://catc.ca.gov/programs/sb1/local-partnership-program>.

⁵ Excerpt obtained from CTC website <https://catc.ca.gov/programs/state-transportation-improvement-program>.

⁶ Excerpt obtained from Caltrans's Division of Local Assistance website <https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lapg/a25.pdf%20page%204%20of%2055>.

⁷ Excerpt obtained from Caltrans's Division of Local Assistance website <http://www.dot.ca.gov/localassistance/index.html>.

Improvement Program (CMAQ) federal funds to construct two toll express lanes in each direction, with associated improvements on Interstate 15 (I-15) from Cajalco Road to State Route (SR) 60 through the cities of Corona, Norco, Eastvale and Jurupa Valley in Riverside County.

- **0817000239 I-15/SR 91 Express Lanes Connector** - \$180 million in SB 132 funds to improve traffic operations on the I-15 corridor and the SR 91 corridor between the I-15 and SR 91 Interchange and Hidden Valley Parkway along I-15 and between Lincoln Avenue and South Promenade Avenue along SR 91. The project will focus on providing a median direct connector for tolled express lanes from southbound I-15 to westbound SR 91 and from eastbound SR 91 to northbound I-15.
- **0818000047 I-15/Railroad Canyon Road Interchange**: \$15 million in SB 1 Local Partnership Program (LPP) and \$2.9 million in STIP funds to widen the Railroad Canyon Road under the freeway to eight lanes with dual left turn lanes to the southbound on-ramp, reconstruct the northbound ramps to a hook configuration to Grape Street, eliminate the existing northbound exit ramp and Railroad Canyon Road, construct auxiliary and deceleration lanes on I-15, and widen the Railroad Canyon southbound exit ramp. For the LPP-funded portion of the project, RCTC was required to provide a one-to-one match of Measure A local tax revenue. No other projects have a match requirement.

SCOPE

As requested by Caltrans's Independent Office of Audits and Investigations, the California Department of Finance, Office of State Audits and Evaluations, audited the projects described in the Background section of this report. The *Summary of Projects Reviewed*, including the audit period and the reimbursed expenditures, is presented in Appendix A.

The audit objectives were to determine whether:

1. Project costs were allowable, adequately supported by accounting records and source documents, and in compliance with relevant criteria.
2. Project deliverables/outputs were consistent with the project scope and schedule.
3. Benefits/outcomes were achieved and reported in accordance with applicable requirements.

At the time of fieldwork in August 2023, construction was complete for projects 0817000076 and 0818000047. However, project 0817000239 was not completed. Only project 0818000047 had a reporting requirement for benefits/outcomes.

RCTC's management is responsible for ensuring accurate financial reporting; compliance with executed project agreements, federal and state regulations, and applicable program guidelines; and the adequacy of its job cost system to accumulate and segregate reasonable, allocable, and allowable expenditures. Caltrans and CTC are responsible for the state-level administration of the programs.

METHODOLOGY

In planning the audit, we gained an understanding of the projects and respective programs, and identified relevant criteria by interviewing Caltrans and RCTC personnel, and reviewing the executed project agreements and amendments, Caltrans's/CTC's program guidelines, and applicable state and federal regulations.

We conducted a risk assessment, including evaluating whether RCTC's key internal controls significant to our audit objectives were properly designed, implemented, and operating effectively. Key Internal controls evaluated focused on procurement, reimbursement request preparation, review and approval processes for expenditures and change orders, project deliverables/outputs completion, and project benefits/outcomes reporting. Our assessment included conducting interviews with RCTC personnel, observing processes, and testing transactions related to construction phase expenditures, contract procurement, project deliverables/outputs, and project benefits/outcomes.

Additionally, we assessed the reliability of the data used in RCTC's vendor activity report generated from its financial system, Eden Financial System. To assess the reliability of the data, we interviewed RCTC staff, reviewed information process flows, reviewed system controls, and performed data testing. We determined that the vendor activity report from the Eden Financial System was sufficiently reliable. Lastly, we determined verification of the reliability of other data from Eden Financial System was not necessary because other sufficient evidence was available to address the audit objectives.

Based on the results of our planning, we developed specific methods for gathering evidence to obtain reasonable assurance to address the audit objectives. Our methods are detailed in the Table of Methodologies.

Table of Methodologies

Audit Objective	Methods
<p>Objective 1: To determine whether RCTC's project costs were allowable, adequately supported by accounting records and source documents, and in compliance with relevant criteria.</p>	<ul style="list-style-type: none"> • For project 0817000076, reviewed the design-build contract to determine whether the project was appropriately advertised and awarded to the lowest, responsible bidder by reviewing contractor procurement records, such as project advertisements, bidding evaluation documents, and awarded contract agreement, and comparing to RCTC's policies and procedures. • Verified the design-build contract for project 0817000076 was extended to incorporate work for project 0817000239 in accordance with Assembly Bill 115 (Chapter 20, Statutes of 2017), which authorized RCTC to amend the existing design-build contract to accelerate project delivery. • For all projects, determined whether the construction project management firm was selected based on demonstrated competence and professional qualifications by reviewing the procurement packet which included the firm's qualifications and RCTC's justification for renewing the contract. • Determined if selected reimbursed costs were allowable, project-related, incurred within the audit period, and supported by reviewing accounting records, progress payment estimates, invoices, and canceled checks, and comparing to relevant criteria. <ul style="list-style-type: none"> ○ For project 0817000076, two construction progress payment estimates were selected based on quantitative significance. ○ For project 0817000239, three construction progress payment estimates, and five construction engineering invoices were selected based on quantitative significance. ○ For project 0818000047, two construction progress payment estimates were selected based on quantitative significance. • For project 0818000047, determined if selected match costs were allowable, project-related, incurred within the audit period, and supported by reviewing accounting records, progress payment estimates, invoices, and canceled checks, and comparing to relevant criteria. In addition, verified the one-to-one match was met by comparing local funds charged to the project to the reimbursed LPP costs. • Determined if selected contract change orders (CCO) were within the scope of work, not a contract duplication, completed within the audit period, supported, and properly authorized, by reviewing the CCOs and contractor correspondence. <ul style="list-style-type: none"> ○ For project 0817000239, selected one quantitatively significant CCO. ○ For project 0818000047, selected one quantitatively significant CCO. • For all three projects, evaluated whether duplicate payments occurred by performing an analytical procedure to ensure vendor invoices were not paid multiple times.

Audit Objective	Methods
<p>Objective 2: To determine whether deliverables/outputs were consistent with the project scopes and schedule.</p>	<ul style="list-style-type: none"> • For the three projects, determined whether selected project deliverables/outputs were consistent with the project scope by reviewing the project agreements and performing site visits to verify project existence. • For projects 0817000239 and 0818000047, determined whether selected project deliverables/outputs were completed on schedule by reviewing project files, project agreements or approved amendments, the Project Programming Request, and quarterly reports.
<p>Objective 3: To determine whether benefits/outcomes were achieved and reported in accordance with applicable requirements.</p>	<ul style="list-style-type: none"> • For project 0818000047, determined whether benefits/outcomes were achieved and adequately reported by reviewing the Project Programming Request and interviewing Caltrans and RCTC personnel.

We conducted this performance audit in accordance with generally accepted government auditing standards. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

CONCLUSION

Based on the procedures performed and evidence gathered, we obtained reasonable assurance the project costs were allowable, adequately supported by accounting records and source documents, and in compliance with relevant criteria.

We also obtained reasonable assurance the project deliverables/outputs were consistent with the project scopes and schedules. Although project 081700076 was behind schedule, RCTC appropriately informed Caltrans of the delay. However, the Completion Report for project 0818000047 was not submitted, as described in Finding 1.

Additionally, for project 0818000047, RCTC did not report actual benefits/outcomes, as described in Finding 1.

FINDINGS AND RECOMMENDATIONS

Finding 1: Project Completion Not Submitted and Benefits/Outcomes Were Not Reported to Caltrans.

For project 0818000047, RCTC did not submit a Completion Report to Caltrans within six months of the project opening to the public in April 2022. The Completion Report was due October 2022 and had not been submitted as of the end of our fieldwork in August 2023. In addition, RCTC did not report the benefits/outcomes of the project to Caltrans as required.

RCTC stated they were informed by Caltrans it was not required to report benefits/outcomes. RCTC was also awaiting two Relief of Maintenance from Caltrans before it could proceed beyond the quarterly progress reporting and submit the Completion Report in Caltrans's California State Multi-Modal Accounting Reporting Tool (CalSMART). Additionally, RCTC did not update the planned end of construction date within the CalSMART system after the project was completed. Without the revised date, CalSMART would not allow the submission of the Completion Report. RCTC did not request assistance from Caltrans.

RCTC is responsible for reporting project benefits/outcomes and maintaining documentation supporting the Completion Report. CTC's SB 1 Accountability and Transparency Guidelines, section D (Follow-Up Accountability), subsection 1 states within six months of construction contract acceptance or the project becoming operable (open to the public), whichever comes sooner, the implementing agency shall provide a Completion Report to Caltrans on the scope of the completed project, its estimated final cost, estimated schedule, and project benefits as compared to those included in the executed project agreements. Additionally, the Completion Report shall describe the methodologies and assumptions used to evaluate how the project benefits were calculated as compared to methodologies and assumptions used in the executed project agreements. Documentation used for the benefit evaluation shall be preserved and made available for review if requested.

By not reporting on whether the benefits/outcomes were achieved, Caltrans, CTC, or other interested parties would not know whether the project had met its intended goals.

Recommendations:

- A. Coordinate with Caltrans SB 1 Program Coordinators to facilitate the submission of the Completion Report for project 0818000047, including the evaluation of project benefits/outcomes achieved.
- B. Review the program guidelines to ensure a clear understanding of the reporting requirements and ensure all project documentation is maintained, including data, methodologies, and assumptions used to support the benefits/outcomes reported to Caltrans.

The following acronyms are used throughout Appendix A.

- California Department of Transportation: Caltrans
- Congestion Mitigation and Air Quality Improvement Program: CMAQ
- Level of Service: LOS
- Local Partnership Program: LPP
- Senate Bill: SB
- State Transportation Improvement Program (STIP)/ Regional Improvement Program (RIP): STIP/RIP
- State Route: SR
- Surface Transportation Block Grant Program: STBG

Summary of Projects Reviewed

Project Number	Reimbursed Costs	Project Status	Expenditures In Compliance	Deliverables/ Outputs Consistent	Benefits/ Outcomes Achieved	Benefits/ Outcomes Adequately Reported	Page
0817000076	\$ 96,451,074	C	Y	Y	N/A	N/A	A-1
0817000239	\$180,000,000	I	Y	Y	N/A	N/A	A-2
0818000047	\$ 16,489,069	C	Y	Y	N	N	A-3

Legend

C = Construction is complete

I = Construction is not complete.

N = No

N/A = Not applicable as reporting of benefits/outcomes are not a requirement of the project.

Y = Yes

Project Number: 0817000076

Project Name: I-15 Express Lanes Project

Program Name: STBG and CMAQ

Project Description: Construct two toll express lanes in each direction with associated improvements on I-15 from Cajalco Road to SR 60 through the cities of Corona, Norco, Eastvale and Jurupa Valley in Riverside County.

Audit Period: July 21, 2017 through December 31, 2021 for audit objective 1⁸
July 21, 2017 through August 10, 2023 for audit objectives 2 and 3⁹

Project Status: Construction is complete.

Schedule of Costs

Category	Reimbursed Costs
Construction	\$96,451,074
Total Costs	\$96,451,074

Results:

Compliance—Costs

The project costs were allowable, adequately supported by accounting records and source documents, and in compliance with relevant criteria.

Deliverables/Outputs

The construction phase of the project was completed in April 2021. At the time of our fieldwork in August 2023, project deliverables/outputs were consistent with the project scope. Although the project was behind schedule and completed nine months late, RCTC appropriately informed Caltrans of the delay. Additionally, RCTC does not have a reporting requirement for deliverables/outputs for the project.

Benefits/Outcomes

This project does not have a reporting requirement for benefits/outcomes.

⁸ The audit period end date reflects the billing period end date of the last reimbursement claim submitted to and approved by Caltrans.

⁹ The audit period end date reflects the end of audit fieldwork date.

Project Number: 0817000239

Project Name: I-15/SR 91 Express Lanes Connector

Program Name: 91 Toll Connector to Interstate 15 – SB 132 Budget Act 2016

Project Description: Improve traffic operations on the I-15 corridor and the SR 91 corridor between the I-15 and SR 91 Interchange and Hidden Valley Parkway along I-15 and between Lincoln Avenue and South Promenade Avenue along SR 91. The project will focus on providing a median direct connector for tolled express lanes from southbound I-15 to westbound SR 91 and from eastbound SR 91 to Northbound I-15.

Audit Period: April 29, 2017 through October 31, 2022 for audit objective 1¹⁰
April 29, 2017 through August 10, 2023 for audit objectives 2 and 3¹¹

Project Status: Construction is not complete.

Schedule of Costs

Category	Reimbursed Costs
Construction – SB 132 – State Highway Account	\$180,000,000
Total Costs	\$180,000,000

Results:

Compliance–Costs

The project costs were allowable, adequately supported by accounting records and source documents, and in compliance with relevant criteria.

Deliverables/Outputs

There is no required completion date for construction. At the end of our fieldwork in August 2023, project deliverables/outputs were consistent with the project scope and the costs were fully encumbered by the June 30, 2023 deadline.

Benefits/Outcomes

This project does not have a reporting requirement for the benefits/outcomes of the project.

¹⁰ The audit period end date reflects the billing period end date of the last reimbursement claim submitted to and approved by Caltrans.

¹¹ The audit period end date reflects the end of audit fieldwork date.

Project Number: 0818000047

Project Name: I-15 Railroad Canyon Interchange

Program Name: LPP and STIP/RIP

Project Description: Widen the Railroad Canyon Road under the freeway to eight lanes with dual left turn lanes to the southbound on-ramp, reconstruct the northbound ramps to a hook configuration to Grape Street, eliminate the existing northbound exit ramp and Railroad Canyon Road, construct auxiliary and deceleration lanes on I-15, and widen the Railroad Canyon southbound exit ramp.

Audit Period: December 5, 2019 through September 30, 2022 for audit objective 1¹³
December 5, 2019 through August 10, 2023 date for audit objectives 2 and 3¹⁴

Project Status: Construction is complete.

Schedule of Costs

Category	Reimbursed Costs
Construction – LPP	\$13,569,069
Construction - STIP/RIP	2,920,000
Total Costs	\$16,489,069

Results:

Compliance–Costs

The project costs were allowable, adequately supported by accounting records and source documents, and in compliance with relevant criteria. Additionally, the match requirement was met.

Deliverables/Outputs

The project was opened to the public on April 15, 2022. At the end of fieldwork in August 2023, project deliverables/outputs were consistent with the project scope and schedule. However, as stated in Finding 1, the completion report was due October 15, 2022, and was not submitted as of August 2023.

Benefits/Outcomes

Actual project benefits/outcomes were not reported, as described in Finding 1.

¹³ The audit period end date reflects the billing period end date of the last reimbursement claim submitted to and approved by Caltrans.

¹⁴ The audit period end date reflects the end of audit fieldwork date.

Expected Benefits/Outcomes Reported in the Project Programming Request	Actual Benefits/Outcomes Reported in the Completion Report	Benefits/ Outcomes Achieved
Ensure that the Railroad Canyon Road interchange is able to handle the increased traffic volumes while maintaining an acceptable LOS D or better through failure year 2032, at which time the need for phase 2 of the project will be required. Phase 1 will improve operation, safety, and capacity; and enhance economic opportunities in the region.	Not Reported.	Not Reported.
Relieve traffic congestion in the vicinity of Railroad Canyon Road at the I-15 ramps.		
Improve overall operations of the I-15/ Railroad Canyon Road interchange and surrounding streets.		
Accommodate projected 2040 traffic flow and movement at ramp intersections during a.m. and p.m. peak hours on I-15.		
Ensure ability to handle the increasing flow of traffic while maintaining LOS D on the ramp intersections and LOS E on the ramp merge/diverge points during a.m. and p.m. peak hours.		



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December 7, 2023

Cheryl L. McCormick, CPA
Chief, Office of State Audits and Evaluations
Department of Finance
915 L Street
Sacramento, Ca. 95814-3706

Subject: Response to Office of State Audits and Evaluations Confidential Draft Report, Report No. 23-2660-060, Dated November 22, 2023 – Project Number 0818000047 I-15 Railroad Canyon Road Interchange.

Dear Cheryl L. McCormick,

Riverside County Transportation Commission (RCTC) is in receipt of the Confidential Draft Report (Report) for the California Department of Transportation (Caltrans) Audit Number 23A.PJCT05.

RCTC has reviewed the report, and this letter is in response to the finding on the I-15 Railroad Canyon Road Interchange (Project).

Finding 1: Project Completion Not Submitted and Benefits/Outcomes were not reported to Caltrans.

Background:

As noted in the Report, RCTC did not submit the Completion Report to Caltrans within six months of the project opening to the public in April 2022 due to RCTC not receiving the Final Relief of Maintenance and Project Acceptance from Caltrans. The final Relief of Maintenance was received on August 7, 2023. RCTC believed that the completion report could not be entered into the California State Multi-Modal Accounting Reporting Tool (CalSMART) until the Final Relief of Maintenance was provided. RCTC was unable to access the page, as stated in the Report, and RCTC did not submit a request to the help desk as it was assumed that access would only be granted once Final Acceptance by Caltrans was approved. RCTC has clarified this issue and has access to submit the Completion report.

The approved project scope as noted in the project documents is as follows:

"The project will widen the Railroad Canyon Road under the freeway to eight lanes with dual left turn lanes to the southbound on-ramp, reconstruct the northbound ramps to a hook configuration to Grape Street, eliminate the existing northbound exit ramp and Railroad Canyon Road, construct auxiliary and deceleration lanes on Interstate 15, and widen the Railroad Canyon southbound exit ramp."

Caltrans provided project oversight and the project has been inspected by Caltrans and found to be built as per the plans and specifications. Therefore, the project has constructed the approved project scope and is in compliance with this goal.

The approved project benefits for the project:

"The proposed Phase 1 Railroad Canyon Road interchange improvements will ensure that the Railroad Canyon Road interchange is able to handle the increase traffic volumes while maintaining an acceptable LOS D or better thru failure year 2032, at which time the need for Phase 2 of the project will be required. Phase 1 will improve operation, safety, and capacity; and enhance economic opportunities in the region."

Management Response:

RCTC is in the process of obtaining the post construction traffic data and re-running the necessary traffic models to validate the benefit. It is anticipated this process will be completed early next year, at which time RCTC will update the completion report.

RCTC has implemented the necessary corrective actions to address the audit finding. The Completion Report will be submitted as soon as possible with the validated data to indicate compliance with the project benefit. Furthermore, as noted above RCTC has coordinated with SB 1 Program Coordinators in determining project benefits and outcomes along with pertinent staff reviewing program guidelines.

Sincerely,



Anne Mayer
Executive Director
Riverside County Transportation Commission



Erik Galloway
Project Delivery Director
Riverside County Transportation Commission



Sergio Vidal
Chief Financial Officer
Riverside County Transportation Commission