RIVERSIDE COUNTY TRANSPORTATION COMMISSION

MEETING AGENDA

TIME/DATE: **9:30 a.m. / Wednesday, June 10, 2020**

LOCATION: **BOARD ROOM**
County of Riverside Administrative Center
4080 Lemon Street, First Floor, Riverside

Pursuant to Governor Newsom's Executive Order N-29-20, (March 18, 2020), the Governing Board meeting will be conducted via teleconference in addition to in-person. Due to the COVID-19 pandemic, the Riverside County Transportation Commission will permit public comments via teleconference. Please visit https://countyofriverside.us/ConstituentSpeakingRequest.aspx to complete an ecomment/speaker slip and receive further instructions to participate via teleconference.

COMMISSIONERS

Chair – Ben J. Benoit
Vice Chair – Jan Harnik
Second Vice Chair – V. Manuel Perez

Kevin Jeffries, County of Riverside, District 1
Karen Spiegel, County of Riverside, District 2
Chuck Washington, County of Riverside, District 3
V. Manuel Perez, County of Riverside, District 4
Jeff Hewitt, County of Riverside, District 5
Art Welch / Daniela Andrade, City of Banning
Lloyd White / Julio Martinez, City of Beaumont
Joseph DeConinck / Johnny Rodriguez, City of Blythe
Larry Smith / Linda Molina, City of Calimesa
Randall Bonner / Jeremy Smith, City of Canyon Lake
Raymond Gregory / Mark Carnevale, City of Cathedral City
Steven Hernandez / Megan Beaman Jacinto, City of Coachella
Wes Speake / Jim Steiner, City of Corona
Scott Matas / Russell Betts, City of Desert Hot Springs
Clint Lorimore / Todd Rigby, City of Eastvale
Linda Krupa / Russ Brown, City of Hemet
Dana Reed / Kimberly Muzik, City of Indian Wells
Waymond Fermon / Oscar Ortiz, City of Indio
Brian Berkson / Chris Barajas, City of Jurupa Valley
Kathleen Fitzpatrick / Robert Radi, City of La Quinta
Bob Magee / Natasha Johnson, City of Lake Elsinore
Bill Zimmerman / Dean Deines, City of Menifee
Yxstain Gutierrez / Carla Thornton, City of Moreno Valley
Scott Vinton / Christi White, City of Murrieta
Berwin Hanna / Ted Hoffman, City of Norco
Jan Harnik / Kathleen Kelly, City of Palm Desert
Lisa Middleton / Dennis Woods, City of Palm Springs
Michael M. Vargas / Rita Rogers, City of Perris
Ted Weill / Charles Townsend, City of Rancho Mirage
Rusty Bailey / Andy Melendrez, City of Riverside
Andrew Kotyuk / Russ Utz, City of San Jacinto
Michael S. Naggar / Maryann Edwards, City of Temecula
Ben J. Benoit / Joseph Morabito, City of Wildomar
Mike Beauchamp, Governor's Appointee Caltrans District 8

Comments are welcomed by the Commission. If you wish to provide comments to the Commission, please complete and submit a Speaker Card to the Clerk of the Board.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

www.rctc.org

MEETING AGENDA*
Actions may be taken on any item listed on the agenda

BOARD ROOM
County of Riverside Administrative Center
4080 Lemon Street, First Floor, Riverside, California

9:30 a.m.
Wednesday, June 10, 2020

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In compliance with the Brown Act and Government Code Section 54957.5, agenda materials distributed 72 hours prior to the meeting, which are public records relating to open session agenda items, will be available for inspection by members of the public prior to the meeting on the Commission's website, www.rctc.org.

In compliance with the Americans with Disabilities Act, Government Code Section 54954.2, Executive Order N-29-20, and the Federal Transit Administration Title VI, please contact the Clerk of the Board at (951) 787-7141 if special assistance is needed to participate in a Commission meeting, including accessibility and translation services. Assistance is provided free of charge. Notification of at least 48 hours prior to the meeting time will assist staff in assuring reasonable arrangements can be made to provide assistance at the meeting.

1. CALL TO ORDER

2. ROLL CALL

3. PUBLIC COMMENTS – *Under the Brown Act, the Commission should not take action on or discuss matters raised during public comment portion of the agenda that are not listed on the agenda. Commission members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration.*

4. ADDITIONS / REVISIONS – *The Commission may add an item to the Agenda after making a finding that there is a need to take immediate action on the item and that the item came to the attention of the Commission subsequent to the posting of the agenda. An action adding an item to the agenda requires 2/3 vote of the Commission. If there are less than 2/3 of the Commission members present, adding an item to the agenda requires a unanimous vote. Added items will be placed for discussion at the end of the agenda.*

5. PUBLIC HEARING – PROPOSED BUDGET FOR FISCAL YEAR 2020/21

Page 1

Overview

This item is for the Commission to:

1) Conduct the public hearing on the proposed Budget for FY 2020/21;
2) Approve the salary schedule effective July 2, 2020, located in Appendix B of the proposed budget;
3) Authorize the expenditure of $1.2 million of 91 Express Lanes toll revenues designated as surplus in accordance with the 2013 Toll Revenue Bonds Indenture to fund Commission costs related to the development of agreements related to the funding, construction, operations, maintenance, and use of toll revenues for the future direct, tolled connector linking the SR-241 toll road to the 91 Express Lanes (241/91 connector); and
4) Adopt the proposed Budget for FY 2020/21.

6. PUBLIC HEARING – 15 EXPRESS LANES TOLL SCHEDULE ADOPTION

Page 150

Overview

This item is for the Commission to:

1) Approve Resolution No. 20-008, *"Resolution of the Riverside County Transportation Commission Adopting the 15 Express Lanes Toll Schedule"* and
2) Conduct a public hearing at its June 10, 2020 meeting and take final action.

7. CONSENT CALENDAR – *All matters on the Consent Calendar will be approved in a single motion unless a Commissioner(s) requests separate action on specific item(s). Items pulled from the Consent Calendar will be placed for discussion at the end of the agenda.*

7A. APPROVAL OF MINUTES – MAY 13, 2020

Page 202

7B. APPROPRIATIONS LIMIT FOR FY 2020/21

Page 210

Overview

This item is for the Commission to adopt Resolution No. 20-009 *"Resolution of the Riverside County Transportation Commission Establishing the Annual Appropriations Limit",* for Fiscal Year 2020/21.

7C. QUARTERLY INVESTMENT REPORT

Page 217

Overview

This item is for the Commission to receive and file the Quarterly Investment Report for the quarter ended March 31, 2020.

7D. QUARTERLY FINANCIAL STATEMENTS

Page 321

Overview

This item is for the Commission to receive and file the Quarterly Financial Statements for the nine months ended March 31, 2020.

7E. RECURRING CONTRACTS FOR FISCAL YEAR 2020/21

Page 331

Overview

This item is for the Commission to:

1) Approve the single-year recurring contracts in an amount not to exceed $18,181,500 for Fiscal Year 2020/21;
2) Approve the recurring contracts for specialized services in an amount not to exceed $110,830 in FY 2020/21 and $456,170 in FYs 2021/22 – 2024/25; and
3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements on behalf of the Commission.

7F. QUARTERLY PUBLIC ENGAGEMENT METRICS REPORT, JANUARY-MARCH 2020

Page 341

Overview

This item is for the Commission to receive and file the Quarterly Public Engagement Metrics Report for January-March 2020.

7G. STATE AND FEDERAL LEGISLATIVE UPDATE

Page 347

Overview

This item is for the Commission to receive and file an update on state and federal legislation.

7H. CITY OF CANYON LAKE'S REQUEST TO CONVERT FEDERAL SURFACE TRANSPORTATION BLOCK GRANT TO LOCAL MEASURE A REGIONAL ARTERIAL FUNDS FOR THE RAILROAD CANYON ROAD PAVEMENT REHABILITATION PROJECT

Page 357

Overview

This item is for the Commission to:

1) Approve the city of Canyon Lake's (Canyon Lake) request for conversion of federal Surface Transportation Block Grant (STBG) funds to local 2009 Measure A Western County Regional Arterial (MARA) funds to the Railroad Canyon Road Pavement Rehabilitation Project (Project); and
2) Authorize the Chief Financial Officer to reimburse Canyon Lake upon presentation of invoices associated with the Project.

7I. AGREEMENTS FOR ON-CALL MAINTENANCE AND REPAIR SERVICES FOR THE COMMUTER RAIL STATIONS AND TOLL FACILITIES

Page 360

Overview

This item is for the Commission to:

1) Award the following agreements to provide on-call repair, maintenance and minor construction services for the commuter rail stations and toll facilities for a three-year term, with two two-year options to extend the agreements for a total aggregate amount not to exceed $13,282,500:
   a) Agreement No. 20-24-040-00 to Braughton Construction; and
   b) Agreement No. 20-24-082-00 to Procell;
2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements, on behalf of the Commission; and
3) Authorize the Executive Director, or designee, to execute task orders awarded to the contractors under the terms of the agreements.

7J. COVID-19 IMPACTS TO THE 91 EXPRESS LANES

Page 448

Overview

This item is for the Commission to receive and file a presentation that provides a summary of COVID-19 impacts to the Commission's 91 Express Lanes.

7K. 91 EXPRESS LANES MONTHLY STATUS REPORTS

Page 464

Overview

This item is for the Commission to receive and file the 91 Express Lanes Monthly Reports for three months from January to March 2020.

7L. APPROVAL OF METROLINK OPERATING SUBSIDY FOR FIRST QUARTER OF FISCAL YEAR 2020/21 AND RELATED MEMORANDUM OF UNDERSTANDING

Page 528

Overview

This item is for the Commission to:

1) Receive and file a report on the Commission's portion of the FY 2020/21 Southern California Regional Rail Authority (SCRRA) operating budget;
2) Approve the initial FY 2020/21 SCRRA operating budget, which results in an operating subsidy of $4,533,566 from the Commission; and
3) Authorize the Executive Director to finalize and execute Memorandum of Understanding (MOU) No. 20-25-091-00 with SCRRA regarding annual funding, including subrecipient matters related to pass-through of federal funding

7M. FISCAL YEAR 2020/21 SHORT RANGE TRANSIT PLAN UPDATES AND TRANSIT FUNDING ALLOCATIONS

Page 547

Overview

This item is for the Commission to:

1) Approve the Fiscal Years 2020/21 – FY 2022/23 Short Range Transit Plans (SRTPs) for the cities of Banning (Banning), Beaumont (Beaumont), Corona (Corona), and Riverside; Palo Verde Valley Transit Agency (PVVTA); Riverside Transit Agency (RTA); SunLine Transit Agency (SunLine); and the Commission's FY 2020/21 – 2024/25 SRTP for the Rail and Vanpool Programs;
2) Approve FY 2020/21 Transit Operator Funding Allocations for Banning, Beaumont, Corona, and Riverside; PVVTA; RTA; SunLine; and the Commission's Rail and Vanpool Programs;
3) Adopt Resolution No. 20-010, "*Resolution of the Riverside County Transportation Commission to Allocate Local Transit Assistance Funds and State Transit Assistance Funds For the Fiscal Year 2020/2021"*; and
4) Direct staff to add the federally funded and regionally significant projects into the Federal Transportation Improvement Program (FTIP).

7N. AMENDMENT FOR CONSTRUCTION FREEWAY SERVICE PATROL TOWING SERVICES SUPPORTING THE I-10 TUNE-UP PROJECT AND FIRST ONE-YEAR TERM EXTENSION

Page 1244

Overview

This item is for the Commission to:

1) Approve Agreement No. 17-45-061-02 , Amendment No. 2 to Agreement No. 17-45-061-00 with Pepe's Towing (Pepe's) to include Construction Freeway Service Patrol (CFSP) service for the I-10 Tune-Up Project (Project) for an additional amount of $741,360, and a total amount not to exceed $4,449,313; and
2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission

70. SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY AGREEMENT FOR BI-COUNTY RIDESHARE PROGRAM SERVICES

Page 1250

Overview

This item is for the Commission to:

1) Approve Agreement No. 20-41-090-00 with the San Bernardino County Transportation Authority (SBCTA) for a two-year term to reimburse the Commission in an amount not to exceed $2.4 million for commuter/employer rideshare (IE Commuter) programs administered by the Commission, on behalf of both agencies, and for the Commission to reimburse SBCTA an amount not to exceed $200,000, for SBCTA's provision of rideshare and vanpool program web-based software, as part of an ongoing bi-county partnership; and
2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission.

7P. FISCAL YEAR 2020/21 MEASURE A COMMUTER ASSISTANCE BUSPOOL SUBSIDY FUNDING CONTINUATION REQUEST

Page 1287

Overview

This item is for the Commission to:

1) Authorize payment of the $2,350/month maximum subsidy per buspool for the period July 1, 2020 to June 30, 2021, to the existing Riverside I buspool; and
2) Require subsidy recipients to meet monthly buspool reporting requirements as supporting documentation to receive payments.

7Q. INLAND EMPIRE TELEWORK INITIATIVE

Page 1291

Overview

This item is for the Commission to:

1) Authorize staff to develop and implement a comprehensive telework assistance program for Riverside County employers and residents, with outreach activities beginning as early as July 1, 2020, in partnership with the San Bernardino County Transportation Authority (SBCTA) through the IE Commuter program;
2) Authorize staff to work with local and regional government partners, Riverside County businesses, and other stakeholders to identify and encourage additional options for virtual travel and other cost-effective transportation demand management (TDM) strategies; and
3) Authorize staff to quantify vehicle miles traveled (VMT) reductions resulting from the telework assistance program and additional TDM strategies subsequently developed for the purposes of creating potential mitigation credits for transportation projects subject to SB 743.

7R. CITY OF LAKE ELSINORE FUNDING REQUEST FOR CONSTRUCTION OF INTERSTATE 15/MAIN STREET INTERCHANGE IMPROVEMENT PROJECT

Page 1325

Overview

This item is for the Commission to:

1) Approve programming $5,483,000 of 2009 Measure A Western County Regional Arterial (MARA) funds for the city of Lake Elsinore's (Lake Elsinore) Interstate 15/Main Street Interchange Improvement Project (Main Street IC);
2) Approve Agreement No. 20-72-089-00 between the Commission and Lake Elsinore for the programming of $5,483,000 of MARA for the construction phase of Main Street IC; and
3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement.

8. AWARD OF INTERSTATE 215/PLACENTIA AVENUE INTERCHANGE PROJECT CONSTRUCTION AGREEMENT TO RIVERSIDE CONSTRUCTION COMPANY

Page 1330

Overview

This item is for the Commission to:

1) Award Agreement No. 20-31-068-00 to Riverside Construction Company to construct the Interstate 215/Placentia Avenue Interchange Project (Project), in the amount of $30,292,082, plus a contingency amount of $3,029,208 for potential change orders, and supplemental work in the amount of $889,500, for a total amount not to exceed $34,210,790, contingent upon action by the California Transportation Commission (CTC) to allocate $14,160,000 of Local Partnership Program (LPP) formula funds to the Project;
2) Approve Agreement No. 20-31-063-00 with the Riverside County Transportation Department (RCTD) for a reimbursement of $30,000 for the Mead Valley Monument to be included in the construction of the Project per County of Riverside request;
3) Approve Agreement No. 20-31-086-00 with the Riverside County Flood Control and Water Conservation District (RCFC&WCD) for the maintenance of detention basins and drainage culverts to be constructed as part of the Project and to be maintained by RCFC&WCD;
4) Approve the use of $14,160,000 of Senate Bill (SB) 1 Local Partnership Program (LPP) Formula Cycle 3 funds for the Project;
5) Approve match funds by programming $12,354,000 of Transportation Uniform Mitigation Fee – Community and Environmental Transportation Acceptability Process (TUMF-CETAP) funds and $1,806,000 of 2009 Measure A Western County New Corridors funds;
6) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreements on behalf of the Commission; and
7) Authorize the Executive Director, or designee, to approve contingency work as may be required for the Project.

9. SENATE BILL 743 UPDATE AND REQUEST TO DELAY IMPLEMENTATION

Page 1373

Overview

This item is for the Commission to:

1) Receive an update on the implementation Senate Bill 743 (Steinberg, 2013) by Caltrans; and
2) Authorize the Chair to request the Governor delay the use of Vehicle Miles Traveled (VMT) as the primary method for assessing transportation impacts on the environment for projects subject to California Environmental Quality Act (CEQA) review.

10. ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA

11. COMMISSIONERS / EXECUTIVE DIRECTOR REPORT

Overview

This item provides the opportunity for the Commissioners and the Executive Director to report on attended meetings/conferences and any other items related to Commission activities.

12. ADJOURNMENT

The next meeting of the Commission is scheduled to be held on **Wednesday, July 8, 2020**, Board Room, First Floor, County Administrative Center, 4080 Lemon Street, Riverside.

AGENDA ITEM 5

PUBLIC HEARING

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	June 10, 2020
TO:	Riverside County Transportation Commission
FROM:	Michele Cisneros, Deputy Director of Finance Theresia Trevino, Chief Financial Officer
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Proposed Budget for Fiscal Year 2020/21

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Conduct the public hearing on the proposed Budget for FY 2020/21;
2) Approve the salary schedule effective July 2, 2020, located in Appendix B of the proposed budget;
3) Authorize the expenditure of $1.2 million of 91 Express Lanes toll revenues designated as surplus in accordance with the 2013 Toll Revenue Bonds Indenture to fund Commission costs related to the development of agreements related to the funding, construction, operations, maintenance, and use of toll revenues for the future direct, tolled connector linking the SR-241 toll road to the 91 Express Lanes (241/91 connector); and
4) Adopt the proposed Budget for FY 2020/21.

BACKGROUND INFORMATION:

The annual fiscal budget is the result of staff determining the operating and capital needs for FY 2020/21 and identifying the resources to fund those needs. The policy goals and objectives approved by the Commission on March 11 were the basis of this budget. The long-term policy goals that support the Commission's objectives considered during the preparation of the budget relate to promoting quality of life; achieving operational excellence; connecting the economy; being a responsible partner; and maintaining fiscal accountability.

At its January meeting, the Commission approved the mid-year FY 2019/20 and the FY 2020/21 revenue projections for Measure A, LTF, and TUMF revenues. Subsequently in March, the federal government as well as California's Governor Newsom issued emergency declarations related to the COVID-19 pandemic. Further, on March 19, Governor Newsom issued Executive Order N-33-20, a stay at home order to protect the health and well-being of all Californians and to establish consistency across the state in order to slow the spread of COVID-19. The County of Riverside also issued a directive to county residents supporting the Governor's executive order.

COVID-19 and the related "stay at home" orders have negatively impacted the local, regional, state, and federal economies; the magnitude and duration of these impacts remains uncertain. Nonetheless, at its May meeting, the Commission approved revised FY 2019/20 and FY 2020/21 revenue projections for Measure A, LTF, and TUMF to establish more realistic projections and expectations for the Commission's FY 2020/21 budget and impacts on local jurisdictions. Based on the analysis performed for sales tax revenues by economic category and underlying economic segments, the revised projections anticipate significant decreases in Measure A and LTF revenues. An analysis of TUMF revenues also resulted in significant reductions in projected revenues.

	FY 2019/20	FY 2020/21
Measure A		
January 2020 Projection	$ 202,000,000	207,000,000
May 2020 Projection	178,000,000	160,000,000
Decrease ($)	24,000,000	47,000,000
Decrease (%)	12%	22%
LTF		
January 2020 Projection	$ 103,000,000	$ 106,000,000
May 2020 Projection	91,000,000	82,000,000
Decrease ($)	12,000,000	24,000,000
Decrease (%)	12%	23%
TUMF		
January 2020 Projection	$ 27,000,000	$ 28,000,000
May 2020 Projection	16,000,000	11,000,000
Decrease ($)	11,000,000	17,000,000
Decrease (%)	41%	61%

The proposed Budget for FY 2020/21 is attached. Considering the COVID-19 impacts, this document contains the minimum components considered necessary to gain an understanding of and approve the FY 2020/21 Budget. The components include an introductory letter; Commission information; the executive summary; the Appropriations Limit; details of the budget process; fund budgets; department budgets; and appendices including a glossary of acronyms and the salary schedule effective July 2, 2020. The budget document does not include other sections generally included such as program revenues and other sources; debt; community profile; and appendices including funding definitions and program/general terms.

The Commission's budget is primarily project-driven, although the express lanes operations are service-driven. As a project-driven agency, the Commission accumulates funds, or reserves, for specific projects and programs – resulting in flexibility to adjust project development or programs especially in times of economic downturns. The proposed FY 2020/21 Budget anticipates that total uses will exceed total sources by approximately $114 million. Similar to prior years, the

accumulated reserves, which include bond proceeds issued in FY 2017/18, will fund the deficiency. In the executive summary, Table 16 provides a summary of the projected fund balance at June 30, 2021, and tables 17-19 provide a summary of budgeted sources and uses from different perspectives (comparative, operating and capital, and fund).

Since the Commission is project-driven, personnel costs represent less than 1 percent of budgeted expenditures. Budgeted personnel costs reflect recent Commission actions, including consideration of COVID-19 impacts. First, in July 2019, the Commission paid its net pension liability of approximately $8.6 million. The Executive Director placed a hiring freeze on vacant positions. Accordingly, four vacant positions are not funded in the FY 2020/21 Budget; however, these approved positions remain on the Commission's staff organization chart. Finally, at its May meeting, the Executive Committee approved the suspension of merit increases and the salary range cost of living adjustment in FY 2020/21. The Executive Committee also approved the resulting FY 2020/21 salary ranges at the May meeting. This salary schedule is included in Appendix E to the budget and complies with Government Code §20636, "Compensation Earnable" and California Code of Register §570.5, "Requirements for a Publicly Available Pay Schedule." **Staff recommends the Commission approve the salary schedule effective July 2, 2020, located in Appendix B of the proposed FY 2020/21 Budget**.

With this budget, the Commission will continue to move forward current capital projects to construction, thereby providing a stimulus for the local economy. Significant capital projects include:

- Construction on the 60 truck lanes in the Pass area, 91 corridor operations project in Corona, I-15/Railroad Canyon interchange in Lake Elsinore, Mid County Parkway's (MCP) first project at I-215/Placentia Avenue interchange in Perris, and Pachappa underpass on SR-91 in downtown Riverside;
- Design-build activities on the I-15 Express Lanes Project completion in northwestern Riverside County and the 15/91 Express Lanes Connector in Corona; and
- Preliminary engineering, final design, and/or right of way acquisition on the 71/91 connector in Corona, I-15 Express Lanes Project-Southern Extension, and MCP's second project.

Other major capital project expenditures include pass-through funding for Measure A local streets and roads, the other SB 132 projects in northwestern Riverside County, Western County TUMF and Measure A regional arterial projects, and several commuter rail station upgrades and improvements.

At its November 2019 meeting, the Commission approved the 241/91 Connector term sheet as a framework for future agreements and directed staff to work with agencies to prepared agreements for each respective governing board's consideration. The budget includes $1.2 million in costs related to the development of these agreements related to the funding, construction, operations, maintenance, and use of toll revenues for the future 241/91 connector. **Staff recommends that the Commission authorize the expenditure of $1.2 million of 91 Express**

Lanes toll revenues designated as surplus in accordance with the 2013 Toll Revenue Bonds Indenture to fund these costs.

A public hearing to allow for public comment on the proposed budget is required prior to the adoption of the proposed budget, including the proposed salary schedule. **Accordingly, staff recommends the Commission conduct the public hearing today followed by adoption of the proposed Budget for FY 2020/21.** In accordance with the Commission's fiscal policies, the budget must be adopted no later than June 15 of each year.

Due to the uncertainties related to the magnitude and duration of COVID-19 impacts, it is likely that the FY 2020/21 budget will require continuous monitoring, assessment and potential adjustment throughout the fiscal year. Staff will likely return to the Commission throughout the year for updates and Commission action when necessary to ensure accuracy and transparency on potential budget adjustments.

A summary of the proposed Budget for FY 2020/21 is as follows:

	FY 2020/21 Budget
Revenues and other financing sources:	
Sales taxes-Measure A and Local Transportation Funds	$ 242,000,000
Reimbursements (federal, state, and other)	277,266,400
TUMF, including reimbursements	15,500,000
State Transit Assistance, including State of Good Repair	28,656,900
Tolls, penalties, and fees	42,258,900
Other revenues	621,500
Interest on investments	3,545,500
Debt proceeds, including bond premiums	714,899,900
Transfers in	177,599,100
Total revenues and other financing sources	1,502,348,200
Expenditures and other financing uses:	
Personnel salaries and fringe benefits	10,932,000
Professional and support services	39,723,400
Projects and operations	659,609,700
Capital outlay	5,963,800
Debt service	575,345,900
Payment to escrow agent	147,488,000
Transfers out	177,599,100
Total expenditures and other financing uses	1,616,661,900
Excess (deficiency) of revenues and other financing sources over (under) expenditures and other financing uses	(114,313,700)
Beginning fund balance (projected)	821,472,700
Ending fund balance (projected)	$ 707,159,000

Attachment: FY 2020/21 Proposed Budget

FISCAL YEAR 2020/21

BUDGET

June 10, 2020

Honorable Commissioners
Riverside County Transportation Commission
Riverside, California

FY 2020/21 Budget Introduction

RCTC: Safety. Fiscal Responsibility. Economic Recovery.

Thank you for reviewing the Fiscal Year (FY) 2020/21 budget for the Riverside County Transportation Commission (Commission or RCTC). This document provides an opportunity to evaluate the financial backbone of an innovative, active, and essential public transportation agency that connects the lives of Riverside County (County) residents every day. Even in the midst of this recession, we know Riverside County will continue to grow among the fastest of any other area of the state of California (California or State), which makes our mission to provide transportation projects and services absolutely critical in protecting and improving the quality of life for over 2.4 million residents.

Unfortunately, we face a worldwide crisis created by COVID-19, or the novel coronavirus, which has killed thousands of people throughout the world. The cost of this pandemic in terms of human life cannot be justly quantified; the costs to the economy are staggering as well.

Riverside County's economy has not been spared by the crisis. State and local stay at home orders resulted in thousands of residents losing their jobs either permanently or temporarily and significant downturns in tax revenues for public agencies such as the Commission. It is with this backdrop that RCTC presents its FY 2020/21 budget. Overall, while the budget predicts lower sales tax revenue from the Commission's voter-approved Measure A sales tax and reduced toll revenue from the 91 Express Lanes, it also lays out a smart and aggressive program of highway, regional arterial, and transit construction to ensure that Riverside County keeps working and creates a transportation system that will be ready for a productive and promising future.

While RCTC revenues will be impacted this year, we have no intention of slowing down or impacting progress. Infrastructure development, and especially transportation projects, create jobs and economic opportunity. The Commission will take a leading role in that effort under the direction of our 34-member Commission whose sole aim is in serving the taxpayers of Riverside County.

Even with Lower Revenues, Commission Activities Continue at Full Speed

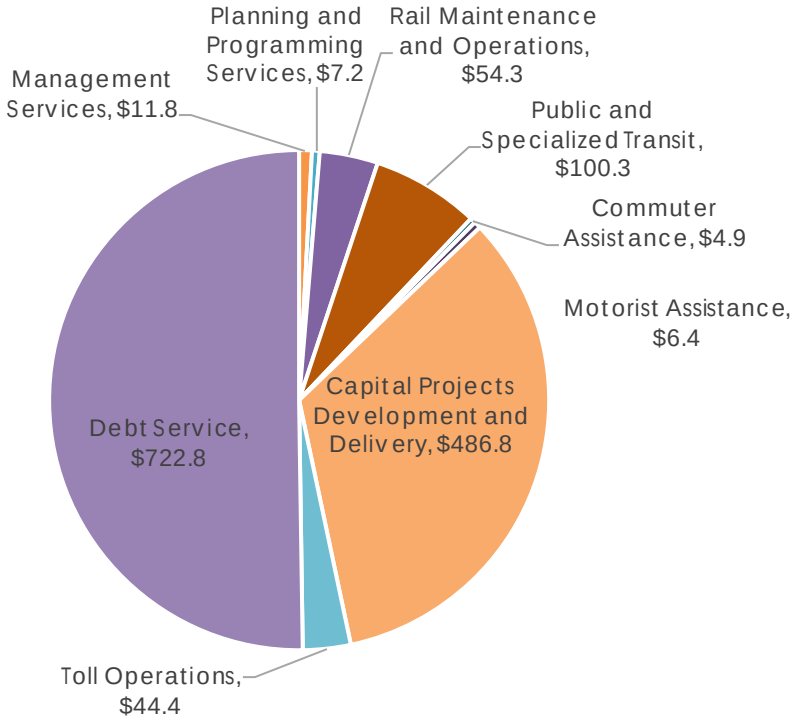
The Commission's voter-approved half-cent sales tax program serves as the main funding source for transportation funding in Riverside County. Prior to the COVID-19 crisis, Measure A sales tax revenues were stable with average annual growth of over 5.5% in the last decade; they are projected at $160 million for FY 2020/21. Although Measure A revenues help to fund major projects including the I-15 Express Lanes project, Measure A also funds local transportation priorities and needs. In FY 2020/21, the Commission will return $48.8 million in funding to local cities and the County for local street and road improvements.

The Coachella Valley Association of Governments and the Western Riverside Council of Governments (WRCOG) administer Transportation Uniform Mitigation Fee (TUMF) programs that serve local and regional arterial needs. In the Coachella Valley, arterials are funded through a combination of TUMF, Measure A, and additional local contributions. In Western Riverside County, TUMF dollars are equally split between WRCOG and the Commission with RCTC's dollars allocated to regional arterials and new highway corridors.

Funding transportation projects and services requires a combination of funding sources, and the Commission receives and programs funding from state and federal sources. This includes California's Transportation Development Act program dollars allocated primarily to the County's major public transit providers. Measure A also pays its share by funding transit fare discounts; providing funds for programs for senior citizens, persons with disabilities, and individuals of limited means; allocating funds for commuter rail and intercity bus services; and operating a commuter assistance program that provides traveler information and ridesharing assistance to employers and commuters.

Chart 1 summarizes the Commission's overall budget of $1.29 billion for FY 2020/21 by program, which includes delivery of capital projects and funding of administration management, planning and programming, rail and transit operations, smaller programs such as motorist and commuter assistance, toll operations, and debt service.

Chart 1 – FY 2020/21 Budget (in millions $)



People Working – Building a Better Future

The Commission and its project partners at the California Department of Transportation, local jurisdictions, and transit agencies will continue investing in transportation using a variety of local, state, and federal sources to build projects, plan and design new improvement to keep people working and contributing to the local economy.

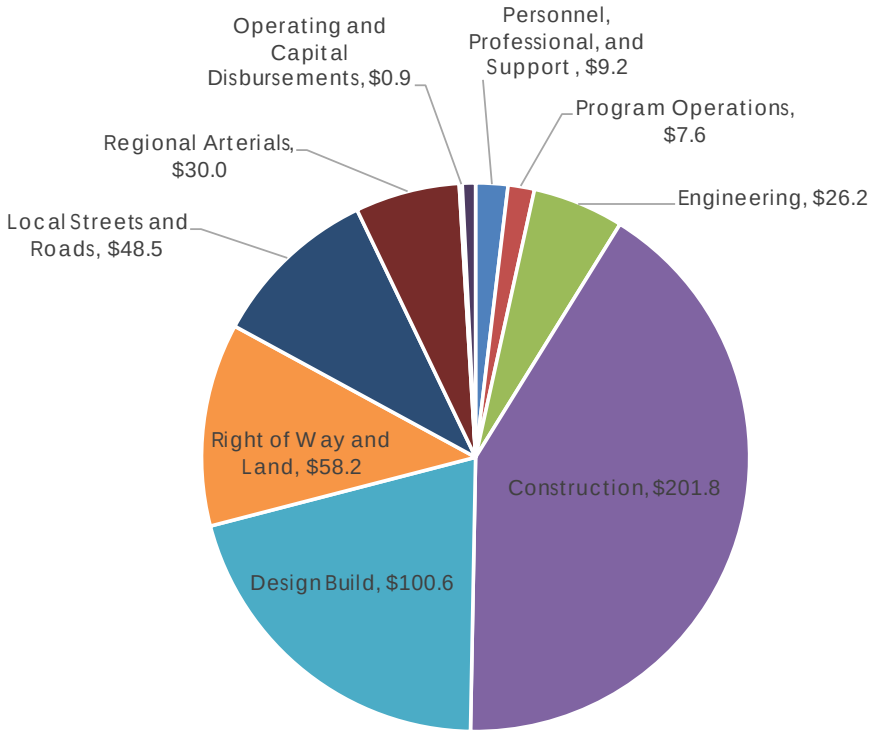
During FY 2020/21, the Commission will invest $487 million in capital projects (Chart 1) that include highway, regional arterial, local streets and roads, and rail projects. Riverside County is in a fortunate position in that significant pre-construction work has taken place on a number of projects and the Commission has successfully sought out funding from a variety of funding sources to ensure a busy year.

Notable capital projects either currently in construction or slated to begin in Western Riverside County in the upcoming fiscal year include the following:

- Completion of the Interstate (I)-15 Express Lanes in Corona, Norco, Eastvale and Jurupa Valley;
- Ongoing construction of truck lanes on State Route (SR) 60 in the San Gorgonio Pass;
- Station and operational improvements at the Riverside-Downtown Metrolink station;
- Construction of a new freeway interchange at Placentia Avenue and Interstate (I) 215 in Perris;
- Expansion and construction of major improvements at the I-15/Railroad Canyon interchange in Lake Elsinore;
- Addition of a new auxiliary lane on the westbound SR-91 near Green River Road in Corona;
- Reconstruction of the Pachappa Underpass at SR-91 in Downtown Riverside; and
- Construction of a new toll connector to and from the RCTC 91 Express Lanes and the 15 Express Lanes north of SR-91.

The Commission is a project-driven agency. Capital project costs comprise 34% of the Commission's FY 2020/21 overall budget. Chart 2 illustrates the capital projects expenditures by function.

Chart 2 – Capital Projects (in millions $)



RCTC Express Lanes Program Strengthens and Expands

On March 20, 2017, the Commission opened the extension of the 91 Express Lanes into Riverside County. The $1.4 billion 91 Project primarily consists of two tolled express lanes, a direct express lanes connector, and an additional general purpose lane in each direction of SR-91 between the Orange County line and I-15 in Corona. Until early March and the onset of the COVID-19 pandemic and resulting shutdown orders, usage and revenue regularly exceeded original projections. As a result, the Commission received an upgrade in its long-term debt ratings from Fitch Ratings and S&P Global Ratings during FY 2019/20. RCTC's ratings have been upheld in spite of reduced traffic demand from the pandemic. Thanks to its conservative fiscal strategy and reserves set aside for debt service, the Commission's near term and mid-term debt service requirements are already funded.

The Commission's venture into toll operations will expand into a much broader role with the opening of the I-15 Express Lanes project expected in the latter half of 2020. This $472 million effort adds one to two tolled express lanes to an approximately 15-mile section of I-15 between SR-60 and Cajalco Road. The new 15 Express Lanes will travel through the cities of Corona, Eastvale, Norco, and Jurupa Valley.

Planning for a New and Uncertain Future

Funding is but one piece of determining the future of transportation. To help guide the Commission through the challenges of population growth, changing demographics, economic needs, and technological change, RCTC launched an effort to develop a long-range transportation plan for Riverside County. Overall, there are a number of long-range projects envisioned for the County including Mid County Parkway, realignment of SR-79, passenger rail service to the Coachella Valley, a variety of active transportation projects, and a new expressway along Ethanac Road. In addition to these projects, local streets and roads and new interchanges are equally important.

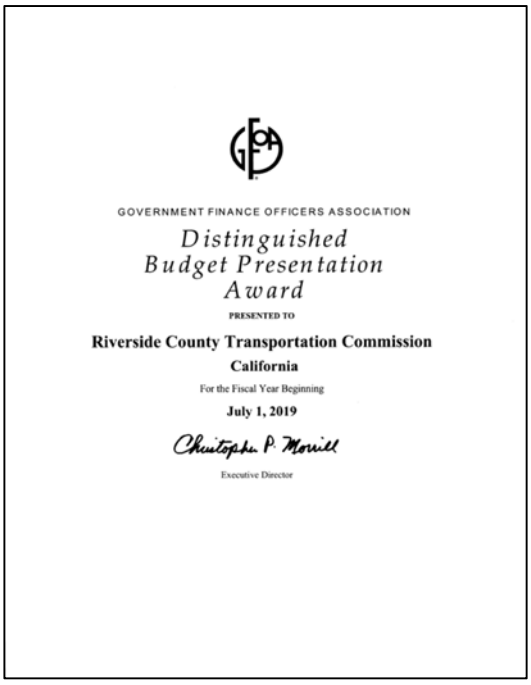
In order to address the future, the Commission adopted a Traffic Relief Plan in May 2020. The plan identifies RCTC's overall transportation priorities and is intended to be part of an overall strategy to adopt an additional sales tax to fund it. The sales tax effort has been suspended for the near-term, and RCTC will make it a priority to seek additional sources of funding from the state and federal government. This will be tempered by the possibility of significant changes in travel behavior brought on by COVID-19. Although uncertainty will continue to present challenges, the Commission stands ready to meet that challenge thanks to strong and innovative leadership from Commissioners and the 50 staff members.

A Commitment to Riverside County

Ensuring local funding for transportation will require ongoing outreach to the public and transparent oversight and management that ensures public confidence in the Commission's fiduciary, oversight, and visionary roles. This budget document is intended to demonstrate the Commission's commitment to the public as well as documenting the Commission's dedication to sound budget practices. This budget document is one of many ways the Commission works to ensure public accountability and full transparency of its actions.

The Commission has also expanded its commitment to communicate with the public and closely monitors its public engagement activities, which progress is reported on a quarterly basis. We welcome public input and participation and invite you to visit our website at www.rctc.org or to follow us on Facebook, Twitter and Instagram @theRCTC.

Ongoing communication will be critical as needs rapidly change in an uncertain environment. Staff will likely return with periodic budget updates and adjustments. The basic nature of this document reflects the current macroeconomic situation while providing current and needed budgetary information.



GFOA Distinguished Budget Award

The Government Finance Officers Association of the United States and Canada (GFOA) presented a Distinguished Budget Presentation Award to the Commission for its annual budget for the fiscal year beginning July 1, 2019. In order to receive this award, a governmental unit must publish a budget document that meets program criteria as a policy document, an operations guide, a financial plan, and a communications device.

The award is valid for a period of one year only.

This budget provides the information necessary for the Commission to manage its resources in FY 2020/21. However, due to the impact of COVID-19 on staff resources, the Commission streamlined the document to provide essential information without some details provided in prior years. As a result, the document does not conform to the comprehensive award program requirements. Accordingly, it will not be submitted to GFOA to determine the Commission's eligibility for another award.

Acknowledgments

The preparation of this budget has been a collaborative effort of the Commission's staff. The budget reflects the Commission's desire to communicate the components of the budget in terms that are easily understandable and supportable for the general public. Staff acknowledges and appreciates the guidance, inspiration and leadership of the Board of Commissioners in advancing the future of transportation in Riverside County.

Signature on file

Anne Mayer, Executive Director

Signature on file

Theresia Treviño, Chief Financial Officer

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Commission Introduction

State of California (State or California) law created the Riverside County Transportation Commission (Commission or RCTC) in 1976 to oversee the funding and coordination of all public transportation services within Riverside County (County). The Commission's mission is to assume a leadership role in improving mobility in the County. The governing body consists of:

- All five members of the County Board of Supervisors;
- One elected official from each of the County's 28 cities; and
- One non-voting member appointed by the Governor of California.

The Commission is responsible for setting policies, establishing priorities, and coordinating activities among the County's various transit operators and other agencies. The Commission also programs and/or reviews the allocation of federal, state, and local funds for highway, transit, rail, non-motorized travel (bicycle and pedestrian), and other transportation activities.

The Commission is legally responsible for allocating Transportation Development Act (TDA) funds, the major source of funds for transit in the County. The TDA provides two sources of funding: the Local Transportation Fund (LTF), derived from a one-quarter of one-cent state sales tax, and State Transit Assistance (STA), derived from the statewide sales tax on diesel fuel.

The Commission serves as the tax authority and implementation agency for the voter approved Measure A Transportation Improvement Program (TIP). The County's electorate originally approved Measure A in 1988 to impose a one-half of one cent transaction and use tax (sales tax) to fund specific transportation programs that commenced in July 1989 (1989 Measure A). Voters approved the 1989 Measure A for 20 years, and it expired on June 30, 2009. On November 5, 2002, the voters of Riverside County approved the renewal of Measure A beginning in July 2009 through June 2039 (2009 Measure A).

Additionally, the Commission provides motorist aid services designed to expedite traffic flow. These services include:

- The Service Authority for Freeway Emergencies (SAFE), a program that provides call box service for motorists;
- The Freeway Service Patrol (FSP), a roving tow truck service to assist motorists with disabled vehicles on the main highways of the County during peak rush hour traffic periods; and
- A traveler information system.

The Commission provides these services at no charge to motorists. A $1 surcharge on vehicle registrations, a state allocation, and a portion of Senate Bill 1's (SB 1) recent increase in the state gas tax fund these services.

The Commission is designated as the Congestion Management Agency (CMA) for the County. As the CMA, the Commission coordinates with local jurisdictions to establish congestion mitigation procedures for the County's roadway system.

The Commission participates in ongoing funding and governance of the Southern California Regional Rail Authority (SCRRA), known as Metrolink. The Commission owns and operates all nine commuter rail stations serving the County.

In March 2017, the Commission commenced toll operations on the RCTC 91 Express Lanes following the substantial completion of the State Route (SR) 91 corridor improvement project (91 Project). Construction started on a second managed lanes project, the Interstate (I)-15 Express Lanes project, in Fiscal Year (FY) 2017/18 with completion expected in late 2020. The Commission

anticipates completion of the 15/91 Express Lanes connector, a tolled connector between the existing RCTC 91 Express Lanes and the future 15 Express Lanes north of SR-91, by 2023.

Riverside County Transportation Commission
List of Principal Officials

Board of Commissioners

Name	Title	Agency
Kevin Jeffries	Member	County of Riverside, District 1
Karen Spiegel	Member	County of Riverside, District 2
Chuck Washington	Member	County of Riverside, District 3
V. Manuel Perez	2nd Vice Chair (Commission)	County of Riverside, District 4
Jeff Hewitt	Member	County of Riverside, District 5
Art Welch	Member	City of Banning
Lloyd White	Chair (Budget and Implementation Committee), Vice Chair (Toll Policy and Operations Committee)	City of Beaumont
Joseph DeConinck	Member	City of Blythe
Larry Smith	Member	City of Calimesa
Randall Bonner	Vice Chair (Budget and Implementation Committee)	City of Canyon Lake
Raymond Gregory	Member	City of Cathedral City
Steven Hernandez	Member	City of Coachella
Wes Speake	Member	City of Corona
Scott Matas	Member	City of Desert Hot Springs
Clint Lorimore	Member	City of Eastvale
Linda Krupa	Member	City of Hemet
Dana Reed	Member	City of Indian Wells
Waymond Fermon	Member	City of Indio
Brian Berkson	Chair (Toll Policy and Operations Committee, Western Riverside County Programs and Projects Committee)	City of Jurupa Valley
Kathleen Fitzpatrick	Member	City of La Quinta
Bob Magee	Member	City of Lake Elsinore
Bill Zimmerman	Member	City of Menifee
Yxstain Gutierrez	Member	City of Moreno Valley
Scott Vinton	Member	City of Murrieta
Berwin Hanna	Member	City of Norco
Jan Harnik	Vice Chair (Commission)	City of Palm Desert
Lisa Middleton	Member	City of Palm Springs
Michael M. Vargas	Vice Chair (Western Riverside County Programs and Projects Committee)	City of Perris
Ted Weill	Member	City of Rancho Mirage
Rusty Bailey	Member	City of Riverside
Andrew Kotyuk	Member	City of San Jacinto
Michael S. Naggar	Member	City of Temecula
Ben J. Benoit	Chair (Commission)	City of Wildomar
Mike Beauchamp	Governor's Appointee	Caltrans, District 8

Management Staff

Anne Mayer, Executive Director
John Standiford, Deputy Executive Director
Michael Blomquist, Toll Program Director
Marlin Feenstra, Project Delivery Director
Aaron Hake, External Affairs Director
Lorelle Moe-Luna, Multimodal Director
Theresia Treviño, Chief Financial Officer

Executive Summary

Introduction

The budget for FY 2020/21 is presented to the Board of Commissioners (Board) and the citizens of Riverside County. The budget outlines the projects and programs the Commission plans to undertake during the year and appropriates expenditures to accomplish these tasks. The budget also shows the funding sources and fund balances for these projects and programs. This document serves as the Commission's monetary guideline for the fiscal year. To provide the reader a better understanding of the projects and programs, staff included descriptive information regarding each department and major programs and projects.

In early March 2020, the federal government as well as the California Governor issued emergency declarations related to the COVID-19 pandemic. Further, on March 19, 2020, the Governor issued an executive stay at home order to protect the health and well-being of all Californians and to establish consistency across the State to slow the spread of COVID-19. The County of Riverside also issued a directive to county residents supporting the Governor's executive order. COVID-19 and the related "stay at home" orders have negatively impacted the local, regional, state, and federal economies; the magnitude and duration of these impacts is uncertain. This budget is presented based on the best available economic information. The Board and staff will continuously monitor, assess, and adjust the budgeted revenue and expenditures as necessary throughout the crisis and duration of economic recovery.

Policy Goals and Objectives

As approved at its March 11, 2020 meeting, the Commission is driven by four core mission statements and underlying goals for the people of Riverside County and the transportation system upon which they rely:

QUALITY OF LIFE ***RCTC is focused on improving life for the people of Riverside County and empowering them to live life at their pace.***	
Choice	RCTC empowers the residents of Riverside County to choose how to get safely to where they are going.
Environmental Stewardship	RCTC protects and preserves the County's environment for our residents.
Mobility	RCTC provides access, equity, and choice in transportation; RCTC is a mobility partner.
Access	RCTC projects and programs are the connection to employment, housing, schools, community institutions, parks, medical facilities, and shopping in the community.
Goods Movement	RCTC facilitates the funding and delivery of projects that mitigate the impact of increased goods movement flow through Riverside County.

OPERATIONAL EXCELLENCE *RCTC is a responsible and conservative steward of taxpayer dollars.*	
State of Good Repair	RCTC invests in road safety and maintenance in its residents' neighborhoods.
Promises Fulfilled	Projects are completed on-time, on-budget; RCTC delivers on its promises as a steward of Riverside County residents' investment.
Innovation	Program and project delivery innovations drive results, savings, and greater economic opportunities for Riverside County residents.
Information	RCTC operations are transparent; customers get prompt, reliable, quality service.

CONNECTING THE ECONOMY *RCTC is a driver of economic growth in Riverside County.*	
Workforce Mobility	RCTC improves the economy by creating a robust workforce to workplace system; RCTC helps move the economy of Riverside County.
Population Growth	Since 1976, RCTC has been responsible for connecting our County's economy as the County's population has quadrupled from 550,000 to over 2.4 million today.
Economic Impact	RCTC has invested over $4 billion in the County's economy thanks to Measure A and toll revenues, which has a multiplier impact in terms of jobs and economic opportunity throughout Riverside County.

RESPONSIBLE PARTNER *RCTC partners with local, regional, and state governments to deliver road and transit projects.*	
Streets and Roads	RCTC has invested over $1 billion in local priorities for maintaining streets and roads and fixing potholes.
Transit	RCTC is a partner with transit operators to provide residents mobility choices, flexibility, intercity and intercounty connectivity, and access.
Active Transportation Facilities	RCTC is a partner with agencies within the County to promote active transportation alternatives, including the building of regional trails and bicycle and pedestrian facilities in accordance with local general master and active transportation plans.
Grants	RCTC is a steward of state and federal grants to leverage Measure A dollars and improve our communities.
Local Measure A Value	RCTC invests Measure A dollars into projects and programs that benefit local communities throughout the County.

Staff used these core mission statements and goals to prepare this budget and develop the following short-term objectives to guide further the development of the FY 2020/21 budget.

Capital Project Development and Delivery

- Continue preliminary engineering, design and/or construction of the I-15 Express Lanes, I-15 Express Lanes–Southern Extension, 15/91 Express Lanes connector, 71/91 interchange improvements, SR-60 truck lanes, and Mid County Parkway projects included in the Western County Highway Delivery Plan.
- Commence construction of the SR-91 Corridor Operations Project (91 COP) and I-15/Railroad Canyon and I-215/Placentia interchange projects.
- Maintain and enhance communication and collaboration with the California Department of Transportation (Caltrans) to improve the Commission's ability to deliver critical projects.
- Collaborate with local jurisdictions to implement the Transportation Uniform Mitigation Fee (TUMF) regional arterial program projects and facilitate the delivery of eligible arterial improvements in western Riverside County (Western County).

- Continue active engagement in state and federal efforts to streamline and modernize the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) to improve the Commission's ability to deliver critical projects.

Toll Operations

- Efficiently operate express lanes and achieve high customer satisfaction through reduction in congestion, mobility improvements, and management of demand.

Regional Programs

- Maintain an active involvement in state and federal legislative matters to ensure that the Commission receives proper consideration for transportation projects and funding.
- Subsidize reliable and cost-effective Metrolink commuter rail service to and from Riverside County; SCRRA is the operator of Metrolink.
- Provide leadership in the planning and development of the Coachella Valley-San Gorgonio Pass corridor rail service.
- Support innovative programs that provide transit assistance in hard to serve rural areas or for riders with special transit needs.
- Promote cost controls and operating efficiency for transit operators.
- Maintain effective partnerships among commuters, employers, and government to increase the efficiency of our transportation system by encouraging and promoting motorized and non-motorized transportation alternatives.
- Provide a motorist aid system that ensures safety and convenience to freeway motorists.

Management Services

- Maintain close communication with Commissioners and educate policy makers on all issues of importance to the Commission.
- Develop and execute a communications and public engagement strategy for the purposes of education, information, and customer service.
- Maintain administrative program delivery costs below the policy threshold of 4% of Measure A revenues; the FY 2020/21 Management Services budget is 2.41% of Measure A revenues.
- Maintain administrative salaries and benefits at less than 1% of Measure A revenues; the FY 2020/21 administrative salaries and benefits is .87% of Measure A revenues.
- Maintain prudent cash reserves to provide some level of insulation for unplanned expenditures.
- Maintain current strong bond ratings with rating agencies.
- Establish and maintain revenues and reserves generated from toll operations to be available for debt service in accordance with toll supported debt agreements; maintenance, repair, rehabilitation, administration and operations; and capital projects within the corridor.

Linking Commission and Departmental Mission Statements

The following matrix (Table 1) illustrates the linkage of the Commission's core mission statements described in this section to the individual departmental mission statements included in each department's section.

Table 1 – Relationship between Commission and Departmental Mission Statements

Department	Quality of Life	Operational Excellence	Connecting the Economy	Responsible Partner
Management Services				
Executive Management	X	X	X	X
Administration		X		
External Affairs	X	X		X
Finance		X		
Regional Programs				
Planning and Programming	X	X	X	X
Rail Maintenance and Operations	X	X	X	X
Public and Specialized Transit	X	X	X	X
Commuter Assistance	X	X	X	X
Motorist Assistance	X	X		X
Capital Project Development and Delivery	X	X	X	X
Toll Operations	X	X	X	X

Budget Overview

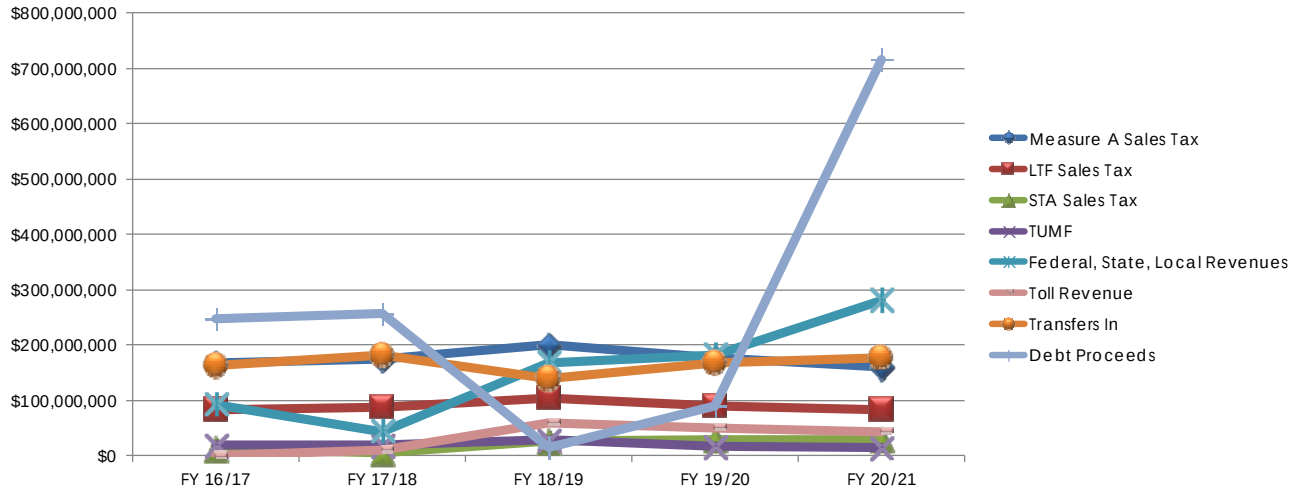
Total sources (Table 2) are budgeted at $1,502,348,200, an increase of 87% over FY 2019/20 projected sources and 4% decrease over the FY 2019/20 budget. Total sources are comprised of revenues of $609,849,200, transfers in of $177,599,100, and debt proceeds of $714,899,900. The projected fund balance at June 30, 2020 available for expenditures/expenses (excluding amounts restricted for debt service of $15,703,700 and advances receivable of $21,156,300) is $784,612,700. Accordingly, total funding available for the FY 2020/21 budget totals $2,286,960,900.

Table 2 – Sources FY 2019-2021

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Measure A Sales Tax	$ 201,205,000	$ 178,000,000	$ 178,000,000	$ 160,000,000	$ (18,000,000)	-10%
LTF Sales Tax	103,819,400	91,000,000	91,000,000	82,000,000	(9,000,000)	-10%
STA Sales Tax	27,201,800	31,050,600	28,697,900	28,656,900	(2,393,700)	-8%
Intergovernmental	138,694,400	260,473,700	169,845,200	277,266,400	16,792,700	6%
TUMF Revenue	29,968,500	17,240,000	17,240,000	15,500,000	(1,740,000)	-10%
Tolls, Penalties, and Fees	58,423,500	67,201,100	49,622,000	42,258,900	(24,942,200)	-37%
Other Revenue	6,264,700	652,000	653,700	621,500	(30,500)	-5%
Investment Income	23,050,800	9,500,000	10,741,400	3,545,500	(5,954,500)	-63%
Transfers In	139,401,800	166,746,000	167,757,300	177,599,100	10,853,100	7%
Debt Proceeds	14,946,100	741,095,400	89,896,000	714,899,900	(26,195,500)	-4%
TOTAL Sources	$ 742,976,000	$ 1,562,958,800	$ 803,453,500	$ 1,502,348,200	$ (60,610,600)	-4%

Riverside County has specific competitive advantages over nearby coastal counties (Los Angeles, Orange, and San Diego), including housing that is more available and affordable as well as plentiful commercial real estate and land available for development at lower costs. Prior to the COVID-19 pandemic in early 2020, Riverside County's economy benefitted from employment gains due to the County's ability to attract businesses with lower commercial rents and a skilled labor force. Population migration to the Inland Empire (i.e., Riverside and San Bernardino counties) occurred due to these employment opportunities and a lower cost of living compared to the coastal counties. Improvements in the local labor market and housing advantages had increased economic activity contributing to stable sales tax revenue growth through FY 2018/19 as noted on Chart 3.

Chart 3 – Sources: Five-Year Trend

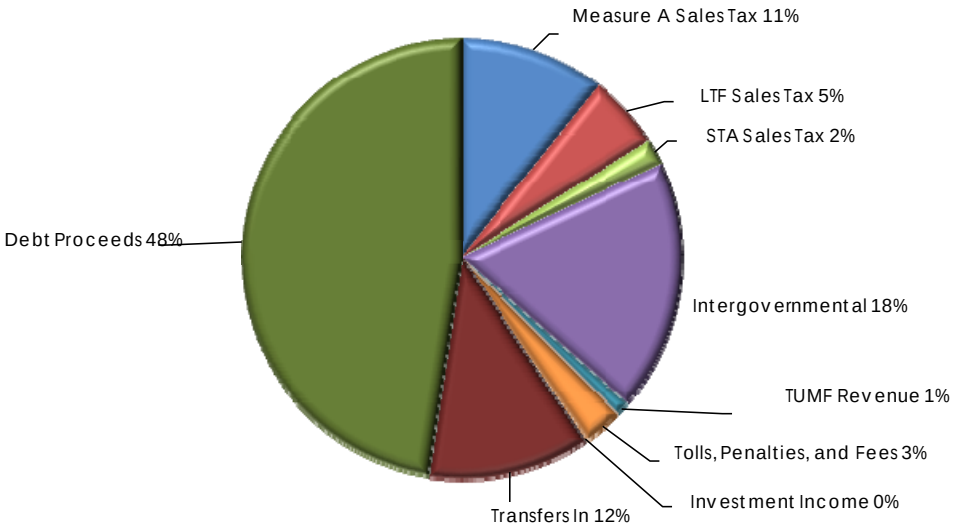


In May 2020, as noted in Chart 3, the Commission revised its FY 2019/20 and FY 2020/21 revenue projections to establish more realistic projections and expectations for the Commission's FY 2020/21 budget as a result of the COVID-19 crisis. The Governor also enacted programs that defer the collection of sales tax revenues for certain qualifying businesses up to 12 months; the impact of these actions is uncertain. The Commission's economic outlook for FY 2020/21 anticipates COVID-19 impacts through much of FY 2020/21 with a gradual recovery; however, availability of state and federal funds could affect funding of the Commission's capital projects and programs. Should a decline in Measure A and LTF sales tax revenues continue for a longer period of time and the availability of federal and state revenues continue to be uncertain, the timing and scope of the Commission's projects and programs may be impacted.

Regardless of the current and future economic conditions, the Commission faces formidable ongoing challenges in terms of providing needed infrastructure enhancements to support a population and an economy that has outgrown the capacity of its existing infrastructure. Fortunately, the foundation of the regional economy continues to retain many of the fundamental positive attributes that fueled its earlier growth, including more affordable real estate with proximity to coastal communities, a large pool of skilled workers, and increasing wealth and education levels.

While the Commission's primary revenues are the Measure A and LTF sales taxes, other revenues and financing sources are required to fund the Commission's programs and projects as illustrated in Chart 4.

Chart 4 – Sources: Major Categories



In early May 2020, the California Department of Finance issued a fiscal update which projected a 27% decline in the State's sales tax revenues. The State's projection is slightly higher but comparable to the Commission's revised sales tax projections for the COVID-19 impacts on economic categories (general retail, food products, transportation, construction, business to business, and miscellaneous) and underlying economic segments. The Commission receives Measure A and LTF sales tax revenues from the California Department of Tax and Fee Administration (CDTFA), as statutorily created and authorized successor to the former California State Board of Equalization.

After considering the state of the local economy due to COVID-19, staff projects Measure A sales tax revenues of $160,000,000 for FY 2020/21. This is a 10% decrease from the FY 2019/20 revised projection of $178,000,000. Generally the Commission reassesses its sales tax revenue projections at midyear based on the economy and revenue trends; however, the Commission anticipates more frequent reviews throughout FY 2020/21 as the actual COVID-19 impacts become known.

On behalf of the County, the Commission administers the LTF for public transportation needs, local streets and roads, and bicycle and pedestrian facilities. The majority of LTF funding received by the County and available for allocation is distributed to all public transit operators in the County. The Commission receives allocations for administration, planning, and programming in addition to funding for Western County rail operations included in the commuter rail Short Range Transit Plan (SRTP). Since LTF sales tax revenues approximate 51% of Measure A sales tax revenues, the Commission applied a similar reduction to LTF revenues. Accordingly, LTF sales tax revenue is budgeted at $82,000,000, a decrease of 10% from the FY 2019/20 revised projection of $91,000,000.

A statewide sales tax on motor vehicle diesel fuel generates STA funds, which the State Controller allocates by formula to the Commission for allocations to the County's public transit operators. SB 1 provides additional STA revenues, including State of Good Repair (SGR) funds for transit maintenance, rehabilitation, and capital projects. The FY 2020/21 STA/SGR allocations, based on recent State estimates, is $28,656,900.

Intergovernmental revenues include reimbursement revenues from federal sources of $103,695,200, state sources of $155,006,100, and local agencies of $18,565,100 for highway and rail capital projects, rail operations and station maintenance, commuter assistance, and motorist assistance programs as well as planning and programming activities. The increase of 6% in FY 2020/21 compared to the FY 2019/20 budget is related to increases in federal and local agency reimbursements offset by a decrease in state reimbursements. SB 132 provides state funding for the 15/91 Express Lanes connector and pass-through funding to the County for the I-15/Limonite interchange and Hamner Bridge widening and to

the County and city of Corona for grade separation projects. Other state reimbursements will fund the SR-60 truck lanes, 71/91 connector, I-215/Placentia Avenue interchange, I-15/Railroad Canyon interchange, and station rehabilitation projects. Federal reimbursements provide funding for the I-15 Express Lanes–Southern Extension, 91 COP, SR-60 truck lanes, Pachappa underpass, Mid County Parkway second construction package, and station rehabilitation projects. In connection with the Coronavirus Aid, Relief, and Economic Security (CARES) Act, the Commission anticipates that less than 6% of federal revenues will primarily support commuter rail stations and the commuter assistance program. Reimbursement revenues vary from year to year depending on project activities and funding levels.

Based on an amended Memorandum of Understanding (MOU) with the Western Riverside Council of Governments (WRCOG), the Commission receives 45.7% of TUMF revenues (as updated by the most recent Nexus study). TUMF represents fees assessed on new residential and commercial development in Western County. The Commission projects FY 2020/21 TUMF fees at $15,500,000. The 10% decrease in projected TUMF revenues is primarily related to the anticipated impacts of COVID-19 on new residential and commercial development.

FY 2019/20 marked the third complete fiscal year of toll operations for the RCTC 91 Express Lanes following substantial completion of the 91 Project in March 2017. Since opening and through February 2020, the RCTC 91 Express Lanes traffic and toll revenues surpassed initial 2013 financing assumptions and an updated Riverside County 91 Express Lanes Extension Investment Grade Traffic and Revenue Study approved by the Commission in December 2018. As a result of COVID-19 stay at home orders, traffic and related revenues on the RCTC 91 Express Lanes declined below the 2018 updated study. Based on the anticipated impacts of COVID-19 on the RCTC 91 Express Lanes, the Commission conservatively estimates FY 2020/21 toll revenues, penalties and fees of $28,205,000 — a 43% decrease from the FY 2019/20 projected revenues of $49,622,000.

The Commission anticipates the commencement of toll operations of the 15 Express Lanes in late 2020. For FY 2020/21, the Commission projects $14,053,900 in toll revenues, penalties and fees for the 15 Express Lanes.

Other revenue of $621,500 includes property management generated from properties acquired in connection with various highway and rail properties.

The Commission anticipates a 63% decrease in FY 2020/21 investment income due to extremely conservative investment yield projections resulting from lower interest rates in FY 2019/20, especially in response to COVID-19. The FY 2020/21 budget projects investment income at a .50% investment yield, compared to less than 2% in prior year budgets.

Transfers in of $177,599,100 relate primarily to the transfer of available debt proceeds for highway projects; LTF funding for general administration, planning and programming, rail operations, and grade separation project allocations; approved interfund allocations for specific projects and administrative cost allocations; and debt service requirements from highway, new corridors, and regional arterial funds. Debt proceeds consist of $47,371,900 in drawdowns from the federal Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan related to the I-15 Express Lanes project and $667,528,000 in senior lien and second lien toll revenue refunding bonds (2020 Refunding Bonds) from the refinancing of the Commission's 2013 Toll Revenue Senior Lien Current Interest Bonds and 2013 TIFIA Loan related to the 91 Project.

Total uses (Table 3), including transfers out of $177,599,100, are budgeted at $1,616,661,900, a 5% decrease from the prior year budget amount of $1,696,529,400. Program expenditures and transfers out totaling $871,997,800 represent 54% of total budgeted uses in FY 2020/21. Program costs decreased by 10% from $965,180,100 in FY 2019/20 due to projects and programs identified below.

Table 3 – Uses FY 2019-2021

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Capital Highway, Rail, and Regional Arterials	$ 325,373,900	$ 614,141,700	$ 461,831,200	$ 579,087,100	$ (35,054,600)	-6%
Capital Local Streets and Roads	61,069,300	54,061,300	54,061,300	48,479,100	(5,582,200)	-10%
Commuter Assistance	4,738,500	4,989,400	4,279,200	5,199,600	210,200	4%
Debt Service	76,693,100	706,924,000	76,654,400	722,833,900	15,909,900	2%
Management Services	19,670,100	24,425,300	24,662,000	21,830,200	(2,595,100)	-11%
Motorist Assistance	7,998,800	9,389,700	7,505,900	8,967,700	(422,000)	-4%
Planning and Programming	4,395,300	16,821,900	9,434,100	8,259,900	(8,562,000)	-51%
Public and Specialized Transit	147,691,400	195,123,600	174,883,400	120,106,200	(75,017,400)	-38%
Rail Maintenance and Operations	28,126,800	46,282,500	40,026,500	56,083,200	9,800,700	21%
Toll Operations	17,088,200	24,370,000	18,457,800	45,815,000	21,445,000	88%
TOTAL Uses	$ 692,845,400	$ 1,696,529,400	$ 871,795,800	$ 1,616,661,900	$ (79,867,500)	-5%

Note: Management Services includes Executive Management, Administration, External Affairs, and Finance.

Capital highway, rail, and regional arterials budgeted uses of $579,087,100 are 6% lower compared to the FY 2019/20 budget due to project activity on the I-15 Express Lanes, I-15/Limonite interchange, SR-60 truck lanes, and close-out activity on the 91 Project.

Local streets and roads expenditures of $48,479,100 reflect a decrease of $5,582,200 over the FY 2019/20 budget and represent the disbursements of 2009 Measure A to local jurisdictions for the construction, repair, and maintenance of local streets and roads.

Commuter assistance budgeted expenditures of $5,199,600 are 4% higher than FY 2019/20 budget due to a potential commuter assistance program expansion in the eastern county, which is funded by a transfer from SAFE.

Debt service of $722,833,900 includes the refinancing of the 91 Project toll debt with proceeds from the 2020 Refunding Bonds. The Commission approved and budgeted for the refinancing in March 2020; however, the Commission postponed the refinancing to FY 2020/21 due to market disruptions caused by COVID-19.

Management services expenditures of $21,830,200 decreased 11% primarily due to completion of the public engagement program related to the Traffic Relief Plan in FY 2019/20. Expenditures include information technology equipment upgrades, communication and engagement efforts, financial advisory services, and debt service contribution.

Motorist assistance expenditures of $8,967,700 decreased 4% due to reductions in call box program costs.

Planning and programming budgeted expenditures of $8,259,900 reflect a 51% decrease from the FY 2019/20 budget due to decreased LTF-funded projects and operations activities, other agency projects, and special studies.

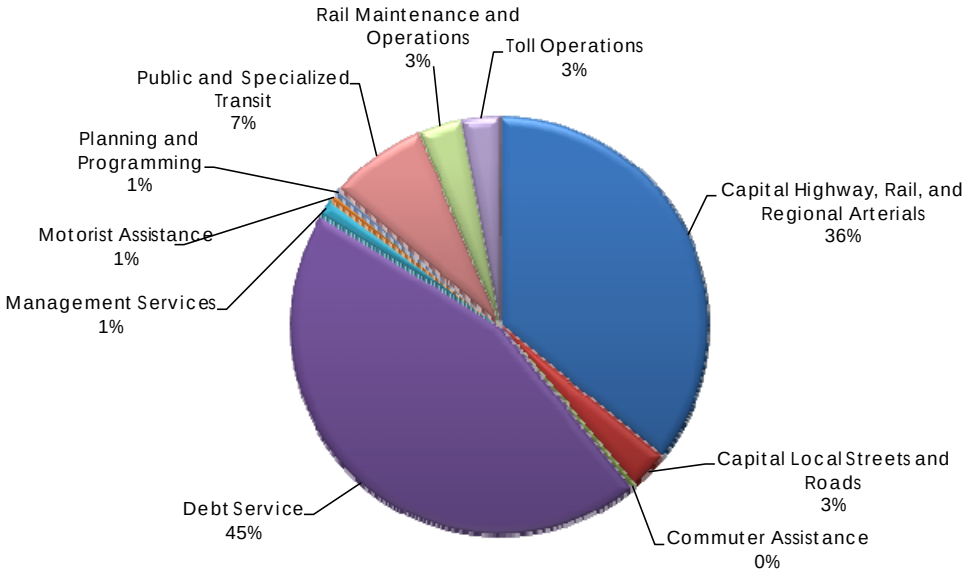
Public and specialized transit budgeted expenditures of $120,106,200 are 38% lower than the FY 2019/20 budget. In connection with the CARES Act, transit operators obtained funds to help respond to COVID-19 and maintain transit services during the emergency. With the increased federal funds available, operating subsidy expenditures for public transit will decrease in FY 2020/21.

The rail maintenance and operations budgeted expenditures of $56,083,200 are 21% higher than the FY 2019/20 budget due to funding received for the special event train platform in the city of Indio, station related improvement projects, and an increase in SCRRA Metrolink capital needs.

Toll operations expenses are budgeted at $45,815,000 to manage the operations, maintenance, and capital support of the RCTC 91 Express Lanes and 15 Express Lanes and to pay interest on toll revenue debt. The 88% increase is due to the opening of the 15 Express Lanes in late 2020 and required repair and rehabilitation activity on the RCTC 91 Express Lanes.

Chart 5 is an illustration of total uses included in the FY 2020/21 budget by major categories.

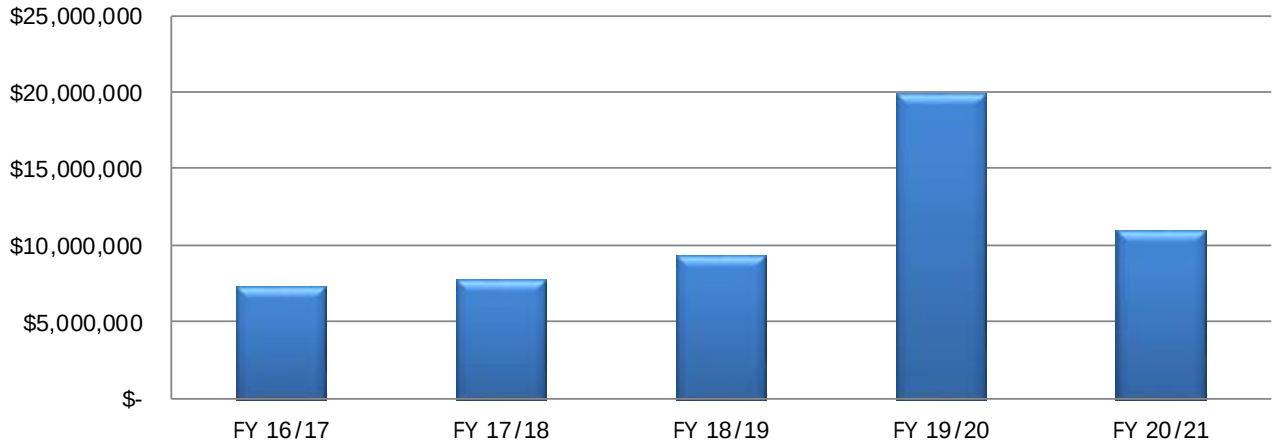
Chart 5 – Uses: Major Categories



Commission Personnel

The Commission's salaries and benefits total $10,932,000 for FY 2020/21. This represents a decrease of $8,970,500 or 45% over the FY 2019/20 budget of $19,902,500 (Chart 6). The decrease relates primarily to the one-time disbursement to fund the California Public Employees Retirement System (CalPERS) net pension liability of $8.6 million in the prior year and not funding four unfilled positions in FY 2020/21. As a cost saving measure in response to the COVID-19 impacts, the FY 2020/21 budget does not include a pool for performance merit-based salary increases and suspended the annual salary range cost of living adjustment. The Commission's salary schedule for FY 2020/21 is included in Appendix B and complies with Government Code §20636 "Compensation Earnable" and California Code of Register §570.5, "Requirements for a Publicly Available Pay Schedule."

Chart 6 – Salaries and Benefits Cost: Five-Year Comparison



The 50 full-time equivalent (FTE) positions included in the FY 2020/21 budget (Table 4) reflects a decrease of four FTE from the FY 2019/20 budget due to impacts of COVID-19. The four positions, currently vacant, remain on the organization chart, although they will be unfunded in FY 2020/21. The Commission accomplished significant organization changes over the past few years related to various projects

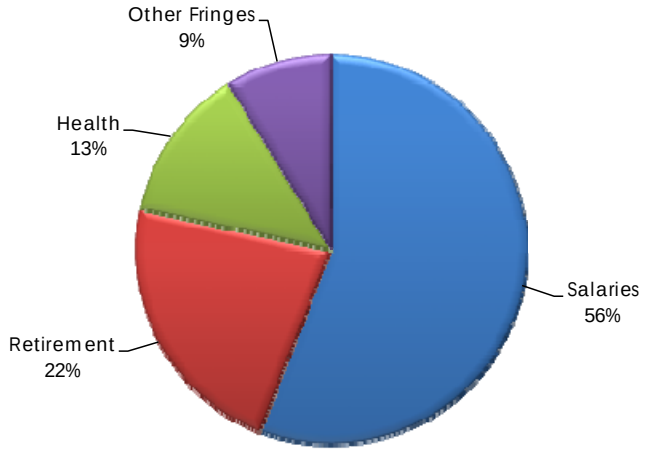
requiring substantial attention at many staff levels. Management continues to be firmly committed to the intent of the Commission's enabling legislation requiring a lean organization. The Commission will continue providing staff the tools needed to ensure an efficient and productive work environment. However, small should not be viewed in an absolute context; it is relative to the required tasks and the demands to be met.

Table 4 – Full-Time Equivalents by Department FY 2018—2020

	FY 18/19	FY 19/20	FY 20/21
Executive Management	0.7	0.6	0.7
Administration	4.8	5.8	5.0
External Affairs	4.3	4.0	3.6
Finance	8.2	9.1	9.3
Planning and Programming	4.4	5.4	5.7
Rail Maintenance and Operations	2.6	3.6	3.4
Public and Specialized Transit	2.8	2.8	2.7
Commuter Assistance	1.4	1.4	1.4
Motorist Assistance	0.9	1.0	1.1
Capital Project Development and Delivery	13.4	16.7	12.0
Toll Operations	2.8	3.6	5.1
TOTAL	46.0	54.0	50.0

The Commission provides a comprehensive package of benefits to employees. The package includes: health, dental, vision, life insurance, short and long-term disability, workers' compensation, tuition assistance, sick and vacation leave, retirement benefits in the form of participation in the CalPERS, postretirement health care, deferred compensation, and employee assistance program. Chart 7 illustrates the compensation components.

Chart 7 – Personnel Salaries and Benefits



Department Initiatives

Staff prepared each department's budget based on key assumptions, accomplishments in FY 2019/20, major initiatives for FY 2020/21, and department goals and related objectives. Tables 5 through 15 present the key initiatives and summary of expenditures/expenses for each department. The department budgets section contains detailed discussions about each department.

Executive Management

- Continue project development and delivery as the key Measure A priority.

- Foster growth in usage of express lanes and ensure their financial success.
- Actively monitor, assess, and manage financial implications of the COVID-19 crisis.
- Influence and monitor the implementation of SB 743 related to transportation impacts analysis and mitigation as part of CEQA.
- Continue planning efforts to advance passenger rail service in the Coachella Valley-San Gorgonio Pass corridor.
- Advocate for state and federal investments in transportation to fund needed transportation priorities in the County and stimulate the local economy.
- Maintain regional cooperation and collaboration as a significant effort consistent with the philosophy and mission of the Commission.
- Support a comprehensive social media outreach program to build awareness of the Commission and its role in the community.
- Maintain an effective mid-sized transportation agency with dedicated staff.

Table 5 – Executive Management

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 372,900	$ 445,100	$ 678,700	$ 293,000	$ (152,100)	-34%
Professional Costs						
Legal Services	115,400	175,000	206,300	200,000	25,000	14%
Professional Services - General	58,800	60,000	30,000	60,000	-	0%
Total Professional Costs	174,200	235,000	236,300	260,000	25,000	11%
Support Costs	60,600	93,600	74,800	91,800	(1,800)	-2%
TOTAL Executive Management	$ 607,700	$ 773,700	$ 989,800	$ 644,800	$ (128,900)	-17%

Administration

- Provide high quality support services to the Commission and to internal and external customers.
- Maintain transparency and public accessibility to Commission business during COVID-19 crisis.
- Maintain an accurate and efficient electronic records management system.
- Invest in an agenda management system to improve efficiencies and enhance transparency.
- Provide timely communications and high quality support services to Commissioners.
- Update technology to improve internal processes and interaction with the public.
- Support and develop a motivated workforce with a framework of activities and practices that comply with employment laws and regulations.

Table 6 – Administration

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 778,500	$ 1,483,800	$ 1,248,900	$ 781,500	$ (702,300)	-47%
Professional Costs						
Commissioner Per Diem	47,700	65,000	45,000	65,000	-	0%
Legal Services	70,300	95,000	50,000	95,000	-	0%
Professional Services - General	600,200	935,200	896,500	953,600	18,400	2%
Total Professional Costs	718,200	1,095,200	991,500	1,113,600	18,400	2%
Support Costs	783,600	1,091,600	989,200	1,272,600	181,000	17%
Capital Outlay	432,300	450,200	275,500	405,000	(45,200)	-10%
Debt Service	17,500	-	-	-	-	N/A
TOTAL Administration	$ 2,730,100	$ 4,120,800	$ 3,505,100	$ 3,572,700	$ (548,100)	-13%

External Affairs

- Develop effective partnerships with transportation providers to communicate a unified message to Congress regarding mobility needs.
- Advocate on behalf of Riverside County's interests regarding the implementation of SB 743.
- Advocate positions in the State Legislature and in Congress that advance the County's transportation interests.
- Continue a leadership role in formulating a countywide direction on federal transportation policies.
- Conduct a concerted outreach effort to new federal and state representatives on local transportation issues.

- Utilize modern technology to support a robust public communication and engagement effort focusing on accessible and transparent communication of the Commission's projects.
- Develop marketing and communication plans for the RCTC 91 Express Lanes and the 15 Express Lanes.

Table 7 – External Affairs

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 869,300	$ 1,542,000	$ 1,288,300	$ 843,400	$ (698,600)	-45%
Professional Costs						
Legal Services	38,400	45,000	20,000	35,000	(10,000)	-22%
Professional Services - General	1,115,600	1,066,000	3,063,500	983,500	(82,500)	-8%
Total Professional Costs	1,154,000	1,111,000	3,083,500	1,018,500	(92,500)	-8%
Support Costs	180,800	612,900	589,000	234,100	(378,800)	-62%
TOTAL External Affairs	$ 2,204,100	$ 3,265,900	$ 4,960,800	$ 2,096,000	$ (1,169,900)	-36%

Finance

- Proactively monitor, assess, manage, and minimize COVID-19 crisis financial impacts on the Commission's programs and projects to the maximum extent possible.
- Continue appropriate uses of long- and short-term financing to advance the Commission's 2009 Measure A projects.
- Provide support to the 91 Express Lanes and 15 Express Lanes toll operations contractor back offices to ensure the proper accounting of toll revenues and operations and maintenance costs.
- Keep abreast of Governmental Accounting Standards Board technical activities affecting the Commission's accounting and financial reporting activities and implement new pronouncements.
- Upgrade the Enterprise Resource Planning (ERP) system to benefit all staff in the management of accounting and project information and automation of a paperless workflow system.
- Manage a centralized procurements process in order to strengthen controls and ensure consistency in the application of procurement policies and procedures and adherence to applicable laws and regulations.
- Support outreach activities to encourage disadvantaged business enterprise (DBE) and small business enterprise (SBE) participation in various contracts.

Table 8 – Finance

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 1,221,800	$ 2,523,100	$ 2,684,100	$ 1,625,900	$ (897,200)	-36%
Professional Costs						
Legal Services	66,000	240,000	210,000	270,000	30,000	13%
Audit Services	502,000	573,700	473,700	622,300	48,600	8%
Financial Advisory	128,600	250,000	278,500	275,000	25,000	10%
Professional Services - General	582,200	1,136,400	942,700	1,193,700	57,300	5%
Total Professional Costs	1,278,800	2,200,100	1,904,900	2,361,000	160,900	7%
Support Costs	341,000	608,800	347,700	608,800	-	0%
Capital Outlay	107,000	845,000	181,700	913,300	68,300	8%
Transfers Out	11,197,100	10,087,900	10,087,900	10,007,700	(80,200)	-1%
TOTAL Finance	$ 14,145,700	$ 16,264,900	$ 15,206,300	$ 15,516,700	$ (748,200)	-5%

Planning and Programming

- Monitor funding authority and responsibility related to the State Transportation Improvement Program (STIP).
- Ensure administration and implementation of STIP/Regional Improvement Program (RIP), Active Transportation Program (ATP), and other funded projects consistent with California Transportation Commission (CTC), Caltrans, and Southern California Association of Governments (SCAG) policies.
- Continue to strategically program projects for all local agencies countywide into the Federal Transportation Improvement Program (FTIP) and obligate funds in an expeditious manner for the maximum use of all available funding, including monitoring the use of such funding to prevent from lapsing.

- Monitor all projects programmed to receive 2009 Measure A, TUMF, state, and federal funds to ensure timely delivery and prevent funds from lapsing.
- Focus on interregional concerns and maintain effective working relationships involving various multi-county transportation issues, including goods movement.
- Coordinate planning efforts with regional and local agencies relating to the development of Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and greenhouse gas reduction (GHG) implementation guidelines.
- Participate in the CTC and Caltrans's forums in preparation and evaluation of ATP projects for the statewide and Metropolitan Planning Organization (MPO) funding programs to represent the County's best interest in program funding.
- Administer the Bicycle and Pedestrian Facilities Program (SB 821).

Table 9 – Planning and Programming

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 854,800	$ 2,223,300	$ 2,614,600	$ 1,491,700	$ (731,600)	-33%
Professional Costs						
Legal Services	111,500	73,000	114,000	79,000	6,000	8%
Audit Services	-	15,000	15,000	-	(15,000)	-100%
Financial Advisory	2,100	1,800	1,800	2,000	200	11%
Professional Services - General	4,800	1,466,300	858,000	1,086,500	(379,800)	-26%
Total Professional Costs	118,400	1,556,100	988,800	1,167,500	(388,600)	-25%
Support Costs	17,500	1,357,000	1,179,100	1,366,900	9,900	1%
Projects and Operations						
Program Operations	146,600	356,100	273,200	352,400	(3,700)	-1%
Engineering	435,900	878,000	700,000	600,000	(278,000)	-32%
Construction	-	4,972,000	-	10,000	(4,962,000)	-100%
Right of Way	(29,900)	205,000	75,500	130,000	(75,000)	-37%
Special Studies	1,217,800	596,000	295,000	850,000	254,000	43%
Operating and Capital Disbursements	1,198,500	1,455,000	1,634,500	1,230,000	(225,000)	-15%
Total Projects and Operations	2,968,900	8,462,100	2,978,200	3,172,400	(5,289,700)	-63%
Transfers Out	435,700	3,223,400	1,673,400	1,061,400	(2,162,000)	-67%
TOTAL Planning and Programming	$ 4,395,300	$ 16,821,900	$ 9,434,100	$ 8,259,900	$ (8,562,000)	-51%

Rail Maintenance and Operations

- As a member of the SCRRA, continue active participation in the governance and operations of the Metrolink commuter rail system.
- Continue the planning and implementation of capital improvements at the commuter rail stations in the County, including security and rehabilitation projects and parking requirements.
- Continue to support and evaluate activities related to the Perris Valley Line (PVL) service, such as promoting ridership.
- Establish the best approach to build, maintain, and operate cost effective and environmentally sustainable facilities that meet the public's transportation needs.
- Lead the service development process and actively coordinate with all stakeholders along the Coachella Valley-San Gorgonio Pass corridor for intercity passenger rail service.
- Advance the next generation rail feasibility study to evaluate future growth opportunities for passenger rail in the County.
- Construct the special trains platform in the city of Indio to serve the music festival events and reduce congestion.

Table 10 – Rail Maintenance and Operations

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 547,700	$ 1,238,000	$ 1,284,900	$ 704,800	$ (533,200)	-43%
Professional Costs						
Legal Services	56,500	225,000	195,000	215,000	(10,000)	-4%
Professional Services - General	1,983,000	9,910,900	1,148,500	1,418,100	(8,492,800)	-86%
Total Professional Costs	2,039,500	10,135,900	1,343,500	1,633,100	(8,502,800)	-84%
Support Costs	2,403,000	3,330,000	3,152,200	3,987,600	657,600	20%
Projects and Operations						
Program Operations	2,624,900	2,964,600	2,889,000	3,187,600	223,000	8%
Engineering	-	600,000	400,000	550,000	(50,000)	-8%
Construction	-	1,470,000	250,000	8,971,800	7,501,800	510%
Special Studies	82,400	400,000	400,000	400,000	-	0%
Operating and Capital Disbursements	19,793,500	25,000,000	29,147,100	34,350,000	9,350,000	37%
Total Projects and Operations	22,500,800	30,434,600	33,086,100	47,459,400	17,024,800	56%
Capital Outlay	72,900	164,000	179,800	543,500	379,500	231%
Transfers Out	562,900	980,000	980,000	1,754,800	774,800	79%
TOTAL Rail Maintenance and Operations	$ 28,126,800	$ 46,282,500	$ 40,026,500	$ 56,083,200	$ 9,800,700	21%

Public and Specialized Transit

- Coordinate the operation of all public transportation services within the County by promoting program efficiency between transit operators.
- Coordinate CARES Act allocations and COVID-19-related service impacts with transit operators.
- Continue public transit operator oversight and fiduciary responsibilities to ensure completion of annual fiscal audits and state triennial performance audits in accordance with TDA regulations.
- Support innovative programs that provide transit assistance in hard to serve rural areas or for riders having very special transit needs and monitor funding of these programs.
- Continue long-range planning activities to ensure that anticipated revenues are in line with projected levels of service by transit operators.
- Develop a TDA manual for transit operators receiving allocations from the Commission.

Table 11 – Public and Specialized Transit

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 481,000	$ 895,900	$ 784,000	$ 497,900	$ (398,000)	-44%
Professional Costs						
Legal Services	5,500	12,000	3,500	15,000	3,000	25%
Audit Services	49,700	70,000	70,000	-	(70,000)	-100%
Financial Advisory	15,400	16,000	16,100	17,000	1,000	6%
Professional Services - General	64,500	201,700	161,600	529,900	328,200	163%
Total Professional Costs	135,100	299,700	251,200	561,900	262,200	87%
Support Costs	50,500	69,200	52,800	79,600	10,400	15%
Projects and Operations						
Special Studies	-	250,000	-	200,000	(50,000)	-20%
Operating and Capital Disbursements	118,936,200	161,610,400	141,920,900	98,992,700	(62,617,700)	-39%
Total Projects and Operations	118,936,200	161,860,400	141,920,900	99,192,700	(62,667,700)	-39%
Transfers Out	28,088,600	31,998,400	31,874,500	19,774,100	(12,224,300)	-38%
TOTAL Public and Specialized Transit	$ 147,691,400	$ 195,123,600	$ 174,883,400	$ 120,106,200	$ (75,017,400)	-38%

Commuter Assistance

- Evaluate the feasibility of expanding Commuter Assistance services and incentives countywide with the goal of stimulating Transportation Demand Management (TDM) in the Coachella Valley and help enhance employer and commuter TDM participation throughout the region.
- Transition from a locally provided Inland Empire-based rideshare and vanpool system to a regional platform.
- Maintain and grow employer partnerships through value-added services and tools for ridesharing programs.
- Launch and aggressively promote a new Telework Program for Riverside County employers.
- Maintain the long-term partnership with San Bernardino County Transportation Authority (SBCTA) to manage and implement a "sister" commuter assistance program for residents and employers in San Bernardino County.

- Optimize park and ride facilities to support car/vanpool/buspool arrangements and facilitate transit connections.
- Seek grant funding for the Inland Empire Next Generation TDM Study.
- Operate a cost-effective program within the County that results in reduction of single occupant vehicles.

Table 12 – Commuter Assistance

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 247,600	$ 545,100	$ 776,100	$ 267,400	$ (277,700)	-51%
Professional Costs						
Legal Services	13,700	31,000	14,600	32,000	1,000	3%
Audit Services	10,000	-	-	20,000	20,000	N/A
Financial Advisory	7,700	8,000	8,100	8,000	-	0%
Professional Services - General	257,300	503,700	658,200	687,700	184,000	37%
Total Professional Costs	288,700	542,700	680,900	747,700	205,000	38%
Support Costs	85,000	285,800	18,400	179,700	(106,100)	-37%
Projects and Operations						
Program Operations	2,748,900	3,313,300	2,501,300	3,742,000	428,700	13%
Engineering	-	-	-	-	-	N/A
Total Projects and Operations	2,748,900	3,313,300	2,501,300	3,742,000	428,700	13%
Transfers Out	1,368,300	302,500	302,500	262,800	(39,700)	-13%
TOTAL Commuter Assistance	$ 4,738,500	$ 4,989,400	$ 4,279,200	$ 5,199,600	$ 210,200	4%

Motorist Assistance

- Maintain a high benefit-to-cost ratio related to the performance of the FSP program and expand service if funding opportunities arise.
- Transition from a locally provided IE511 system to a regional southern California 511 solution.
- Continue the call box system program to serve as a "safe net" for stranded motorists in the County.

Table 13 – Motorist Assistance

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 125,800	$ 306,100	$ 357,000	$ 180,400	$ (125,700)	-41%
Professional Costs						
Legal Services	25,800	44,500	25,500	45,500	1,000	2%
Professional Services - General	297,200	477,500	449,500	474,000	(3,500)	-1%
Total Professional Costs	323,000	522,000	475,000	519,500	(2,500)	0%
Support Costs	148,000	426,000	293,300	199,800	(226,200)	-53%
Projects and Operations						
Program Operations	3,581,600	5,387,400	3,632,400	5,452,000	64,600	1%
Total Projects and Operations	3,581,600	5,387,400	3,632,400	5,452,000	64,600	1%
Transfers Out	3,820,400	2,748,200	2,748,200	2,616,000	(132,200)	-5%
TOTAL Motorist Assistance	$ 7,998,800	$ 9,389,700	$ 7,505,900	$ 8,967,700	$ (422,000)	-4%

Capital Project Development and Delivery

- Continue project work on the Western County Delivery Plan projects, including the I-15 Express Lanes, SR-60 truck lanes, 91 COP, Mid County Parkway, and Pachappa underpass projects.
- Provide 2009 Measure A funding to the incorporated cities and the County for local streets and roads maintenance, repair, and construction and to the Coachella Valley Association of Governments (CVAG) for highways and regional arterials.
- Provide TUMF regional arterial funding and support to local jurisdictions for regional arterial project engineering, right of way acquisition, and construction.
- Maintain a right of way acquisition and management program in support of capital projects and in the most cost effective manner within project schedules, while adhering to federal and state regulations.
- Maintain and manage the access, use, safety, and security of Commission-owned properties including commuter rail stations, properties in acquisition process, and income-generating properties.
- Develop strategies to implement alternative financing structures including public express lanes.

Table 14 – Capital Project Development and Delivery

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 3,265,200	$ 7,346,700	$ 7,339,100	$ 3,121,600	$ (4,225,100)	-58%
Professional Costs						
Legal Services	3,351,300	1,750,300	1,673,300	1,682,000	(68,300)	-4%
Audit Services	89,600	35,000	39,400	38,000	3,000	9%
Financial Advisory	99,200	136,400	71,100	78,900	(57,500)	-42%
Professional Services - General	876,300	5,576,400	1,753,300	2,227,800	(3,348,600)	-60%
Total Professional Costs	4,416,400	7,498,100	3,537,100	4,026,700	(3,471,400)	-46%
Support Costs	691,300	1,894,900	918,400	2,089,400	194,500	10%
Projects and Operations						
Program Operations	5,652,600	10,370,500	6,761,300	7,592,400	(2,778,100)	-27%
Engineering	13,111,500	23,271,000	20,945,500	26,225,000	2,954,000	13%
Construction	53,145,600	148,302,100	106,029,600	201,788,200	53,486,100	36%
Design Build	107,589,300	158,341,500	135,100,000	100,621,100	(57,720,400)	-36%
Right of Way and Land	19,710,500	92,508,500	34,220,500	58,233,600	(34,274,900)	-37%
Local Streets and Roads	61,069,300	54,061,300	54,061,300	48,479,100	(5,582,200)	-10%
Regional Arterials	19,203,900	30,967,000	25,000,000	30,000,000	(967,000)	-3%
Special Studies	27,900	1,800	-	-	(1,800)	-100%
Operating and Capital Disbursements	3,944,100	15,000,000	831,600	850,000	(14,150,000)	-94%
Total Projects and Operations	283,454,700	532,823,700	382,949,800	473,789,400	(59,034,300)	-11%
Capital Outlay	4,995,900	4,293,500	3,597,000	3,787,000	(506,500)	-12%
Debt Service	69,555,700	69,537,500	69,534,500	69,519,000	(18,500)	0%
Transfers Out	89,619,700	114,346,100	117,551,100	140,752,100	26,406,000	23%
TOTAL Capital Project Development and Delivery	$ 455,998,900	$ 737,740,500	$ 585,427,000	$ 697,085,200	$ (40,655,300)	-6%

Toll Operations

- Manage the operations of the RCTC 91 Express Lanes and 15 Express Lanes adhering to the Commission's Express Lanes toll policies.
- Monitor, manage, and adjust toll operations as needed in response to COVID-19-related changes in traffic volumes and patterns.
- Manage toll operations using investment grade traffic and revenue studies and cost estimate assumptions specific to each express lane facility.
- Continue 15 Express Lanes toll planning through development of business rules.
- Provide timely and effective reporting of toll operation metrics including revenue, transactions, carpool usage, and performance indicators.
- Participate in the California Toll Operators Committee (CTOC) to advance regional and statewide tolling initiatives, technology, interoperability, and coordination among California toll agencies.

Table 15 – Toll Operations

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 578,400	$ 1,353,400	$ 846,200	$ 1,124,400	$ (229,000)	-17%
Professional Costs						
Legal Services	206,100	350,000	250,000	1,140,000	790,000	226%
Audit Services	-	47,000	46,000	64,800	17,800	38%
Financial Advisory	59,000	75,000	96,100	150,000	75,000	100%
Professional Services - General	824,500	2,505,500	2,066,200	7,211,100	4,705,600	188%
Total Professional Costs	1,089,600	2,977,500	2,458,300	8,565,900	5,588,400	188%
Support and Maintenance Costs	3,235,100	4,543,300	3,450,700	7,637,700	3,094,400	68%
Projects and Operations						
Program Operations	6,779,300	11,670,200	8,536,900	24,901,800	13,231,600	113%
Construction	-	-	-	1,500,000	1,500,000	N/A
Design Build	-	-	200,000	400,000	400,000	N/A
Total Projects and Operations	6,779,300	11,670,200	8,736,900	26,801,800	15,131,600	130%
Capital Outlay	1,096,700	766,100	426,000	315,000	(451,100)	-59%
Debt Service	7,119,900	637,386,500	7,119,900	653,314,900	15,928,400	2%
Transfers Out	4,309,100	3,059,500	2,539,700	1,370,200	(1,689,300)	-55%
TOTAL Toll Operations	$ 24,208,100	$ 661,756,500	$ 25,577,700	$ 699,129,900	$ 37,373,400	6%

Fund Balances

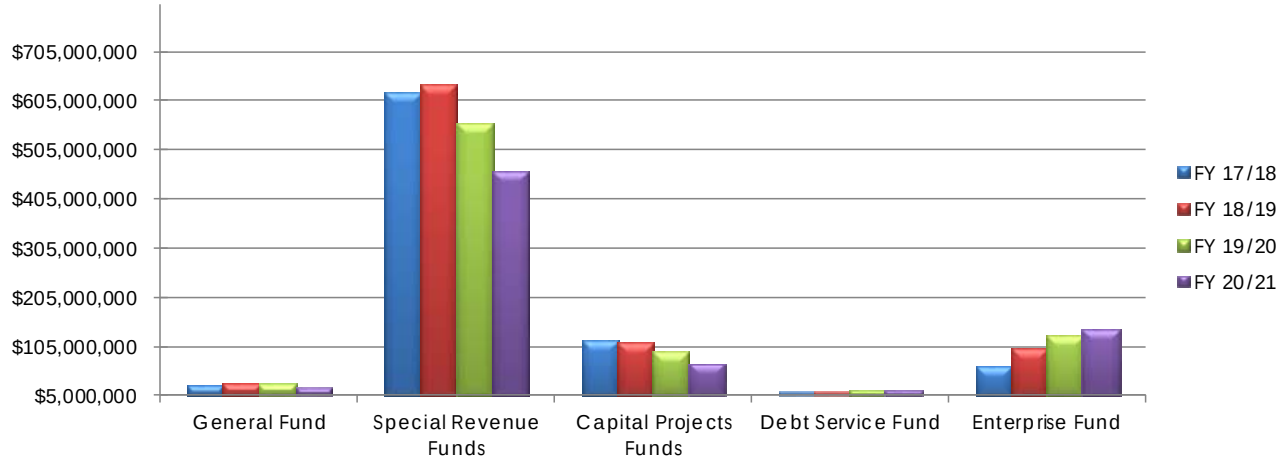
The projected total fund balance as of June 30, 2020 is $821,472,700. The Commission expects the FY 2020/21 budgeted activities to result in an $114,313,700 decrease of total fund balance at June 30, 2021 to $707,159,000. The primary cause of the decrease is project activities in FY 2020/21 related to the I-15 Express Lanes project, Mid County Parkway project, rail station rehabilitation and maintenance, Western County Measure A and TUMF regional arterial projects, and public transit allocations. Table 16 presents the components of the projected fund balance by program at June 30, 2021.

Table 16 – Projected Fund Balances by Fund Type and Program at June 30, 2021

	Measure A Sales Tax				
	Western County	Coachella Valley	Palo Verde	Other	Total
Restricted:					
Bond Financing	$ 10,791,500	$ -	$ -	$ -	$ 10,791,500
Commuter Assistance	14,729,800	-	-	-	14,729,800
Debt Service	-	-	-	15,782,200	15,782,200
Economic Development	8,200,300	-	-	-	8,200,300
Highways	10,732,600	36,261,300	-	68,684,900	115,678,800
Advances/Loans Receivable	-	-	-		-
Local Streets and Roads	1,300	1,300	600	-	3,200
New Corridors	24,836,300	-	-	-	24,836,300
Planning and Programming	-	-	-	1,188,000	1,188,000
Public and Specialized Transit	7,238,900	370,200	-	172,397,700	180,006,800
Rail	29,865,100	-	-	16,592,800	46,457,900
CETAP	-	-	-	38,921,000	38,921,000
Regional Arterials	49,242,300	-	-	48,801,400	98,043,700
Motorist Assistance	-	-	-	10,097,800	10,097,800
Toll Operations	-	-	-	139,081,700	139,081,700
Assigned:					
Management Services	-	-	-	3,340,000	3,340,000
TOTAL Fund Balance	$ 155,638,100	$ 36,632,800	$ 600	$ 514,887,500	$ 707,159,000

Chart 8 illustrates the actual and projected trends in fund balances for each governmental and enterprise fund type from FY 2017/18 through FY 2020/21.

Chart 8 – Projected Fund Balance Trends by Fund Type FY 2018 – 2021



Budget Summary

The overall budget for FY 2020/21 is presented in Table 17 by summarized line items, Table 18 by operating and capital classifications, and Table 19 by fund type. Highway, rail, and regional arterial program expenditures by project are summarized in Table 20.

Table 17 – Budget Comparative by Summarized Line Item FY 2019—2021

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Revenues						
Measure A Sales Tax	$ 201,205,000	$ 178,000,000	$ 178,000,000	$ 160,000,000	$ (18,000,000)	-10%
LTF Sales Tax	103,819,400	91,000,000	91,000,000	82,000,000	(9,000,000)	-10%
STA Sales Tax	27,201,800	31,050,600	28,697,900	28,656,900	(2,393,700)	-8%
Federal Reimbursements	67,752,600	89,718,700	42,514,800	103,695,200	13,976,500	16%
State Reimbursements	64,007,900	160,896,100	123,494,700	155,006,100	(5,890,000)	-4%
Local Reimbursements	6,933,900	9,858,900	3,835,700	18,565,100	8,706,200	88%
TUMF Revenue	29,968,500	17,240,000	17,240,000	15,500,000	(1,740,000)	-10%
Tolls, Penalties, and Fees	58,423,500	67,201,100	49,622,000	42,258,900	(24,942,200)	-37%
Other Revenue	6,264,700	652,000	653,700	621,500	(30,500)	-5%
Investment Income	23,050,800	9,500,000	10,741,400	3,545,500	(5,954,500)	-63%
TOTAL Revenues	588,628,100	655,117,400	545,800,200	609,849,200	(45,268,200)	-7%
Expenditures/Expenses						
Personnel Salaries and Benefits	9,343,000	19,902,500	19,901,900	10,932,000	(8,970,500)	-45%
Professional and Support						
Professional Services	11,735,900	28,173,300	15,951,000	21,975,400	(6,197,900)	-22%
Support Costs	7,996,400	14,313,100	11,065,600	17,748,000	3,434,900	24%
TOTAL Professional and Support Costs	19,732,300	42,486,400	27,016,600	39,723,400	(2,763,000)	-7%
Projects and Operations						
Program Operations	21,533,900	34,062,100	24,594,100	45,228,200	11,166,100	33%
Engineering	13,547,400	24,749,000	22,045,500	27,375,000	2,626,000	11%
Construction	53,145,600	154,744,100	106,279,600	212,270,000	57,525,900	37%
Design Build	107,589,300	158,341,500	135,300,000	101,021,100	(57,320,400)	-36%
Right of Way/Land	19,680,600	92,713,500	34,296,000	58,363,600	(34,349,900)	-37%
Operating and Capital Disbursements	143,872,300	203,065,400	173,534,100	135,422,700	(67,642,700)	-33%
Special Studies	1,328,100	1,247,800	695,000	1,450,000	202,200	16%
Local Streets and Roads	61,069,300	54,061,300	54,061,300	48,479,100	(5,582,200)	-10%
Regional Arterials	19,203,900	30,967,000	25,000,000	30,000,000	(967,000)	-3%
TOTAL Projects and Operations	440,970,400	753,951,700	575,805,600	659,609,700	(94,342,000)	-13%
Debt Service						
Principal Payments	25,977,500	511,816,600	27,245,000	513,066,600	1,250,000	0%
Interest Payments	50,715,600	49,412,400	49,409,400	59,395,900	9,983,500	20%
Cost of Issuance	-	2,720,000	-	2,883,400	163,400	6%
TOTAL Debt Service	76,693,100	563,949,000	76,654,400	575,345,900	11,396,900	2%
Capital Outlay	6,704,800	6,518,800	4,660,000	5,963,800	(555,000)	-9%
TOTAL Expenditures/Expenses	553,443,600	1,386,808,400	704,038,500	1,291,574,800	(95,233,600)	-7%
Excess (deficiency) of Revenues over (under) Expenditures/Expenses	35,184,500	(731,691,000)	(158,238,300)	(681,725,600)	49,965,400	-7%
Other Financing Sources (Uses)						
Transfers In	139,401,800	166,746,000	167,757,300	177,599,100	10,853,100	7%
Transfers Out	(139,401,800)	(166,746,000)	(167,757,300)	(177,599,100)	(10,853,100)	7%
Debt Proceeds	-	625,425,000	-	627,550,000	2,125,000	0%
TIFIA Loan Proceeds	14,946,100	75,703,000	89,896,000	47,371,900	(28,331,100)	-37%
Payment to Escrow Agent	-	(142,975,000)	-	(147,488,000)	(4,513,000)	3%
Bond Premium	-	39,967,400	-	39,978,000	10,600	0%
Net Financing Sources (Uses)	14,946,100	598,120,400	89,896,000	567,411,900	(30,708,500)	-5%
Excess (deficiency) of Revenues over (under) Expenditures/Expenses and Other Financing Sources (Uses)	50,130,600	(133,570,600)	(68,342,300)	(114,313,700)	19,256,900	-14%
Beginning Fund Balance	839,684,400	889,815,000	889,815,000	821,472,700	(68,342,300)	-8%
ENDING FUND BALANCE	$ 889,815,000	$ 756,244,400	$ 821,472,700	$ 707,159,000	$ (49,085,400)	-6%

Table 18 – Operating and Capital Budget FY 2020/21

	FY 20/21 Operating Budget	FY 20/21 Capital Budget	FY 20/21 TOTAL Budget
Revenues			
Measure A Sales Tax	$ 22,110,000	$ 137,890,000	$ 160,000,000
LTF Sales Tax	82,000,000	-	82,000,000
STA Sales Tax	28,656,900	-	28,656,900
Federal Reimbursements	28,326,900	75,368,300	103,695,200
State Reimbursements	15,023,900	139,982,200	155,006,100
Local Reimbursements	2,214,400	16,350,700	18,565,100
TUMF Revenue	-	15,500,000	15,500,000
Tolls, Penalties, and Fees	14,053,900	28,205,000	42,258,900
Other Revenue	-	621,500	621,500
Investment Income	1,205,100	2,340,400	3,545,500
TOTAL Revenues	193,591,100	416,258,100	609,849,200
Expenditures/Expenses			
Personnel Salaries and Benefits	6,545,700	4,386,300	10,932,000
Professional and Support			
Professional Services	9,362,800	12,612,600	21,975,400
Support Costs	8,020,900	9,727,100	17,748,000
TOTAL Professional and Support Costs	17,383,700	22,339,700	39,723,400
Projects and Operations			
Program Operations	12,383,600	32,844,600	45,228,200
Engineering	550,000	26,825,000	27,375,000
Construction	8,971,800	203,298,200	212,270,000
Design Build	-	101,021,100	101,021,100
Right of Way and Land	-	58,363,600	58,363,600
Operating and Capital Disbursements	134,572,700	850,000	135,422,700
Special Studies	1,450,000	-	1,450,000
Local Streets and Roads	-	48,479,100	48,479,100
Regional Arterials	-	30,000,000	30,000,000
TOTAL Projects and Operations	157,928,100	501,681,600	659,609,700
Debt Service			
Principal Payments	-	513,066,600	513,066,600
Interest Payments	-	59,395,900	59,395,900
Cost of Issuance	2,883,400	-	2,883,400
TOTAL Debt Service	2,883,400	572,462,500	575,345,900
Capital Outlay	1,861,800	4,102,000	5,963,800
TOTAL Expenditures/Expenses	186,602,700	1,104,972,100	1,291,574,800
Excess (deficiency) of Revenues over (under) Expenditures/Expenses	6,988,400	(688,714,000)	(681,725,600)
Other Financing Sources (Uses)			
Transfers In	28,895,200	148,703,900	177,599,100
Transfers Out	(35,476,800)	(142,122,300)	(177,599,100)
Debt Proceeds	627,550,000	-	627,550,000
TIFIA Loan Proceeds	-	47,371,900	47,371,900
Bond Premium	39,978,000	-	39,978,000
Payment to Escrow Agent	-	(147,488,000)	(147,488,000)
Net Financing Sources (Uses)	660,946,400	(93,534,500)	567,411,900
Excess (deficiency) of Revenues over (under) Expenditures/Expenses and Other Financing Sources (Uses)	667,934,800	(782,248,500)	(114,313,700)
Beginning Fund Balance	245,072,900	576,399,800	821,472,700
ENDING FUND BALANCE	$ 913,007,700	$ (205,848,700)	$ 707,159,000

Table 19 – Budget by Fund Type FY 2020/21

	General Fund	Special Revenue	Capital Projects	Debt Service	Enterprise	FY 20/21 TOTAL Budget
Revenues						
Measure A Sales Tax	$ -	$ 160,000,000	$ -	$ -	$ -	$ 160,000,000
LTF Sales Tax	-	82,000,000	-	-	-	82,000,000
STA Sales Tax	-	28,656,900	-	-	-	28,656,900
Federal Reimbursements	22,000,000	78,805,100	-	2,812,100	78,000	103,695,200
State Reimbursements	3,581,400	151,424,700	-	-	-	155,006,100
Local Reimbursements	1,700	18,563,400	-	-	-	18,565,100
TUMF Revenue	-	15,500,000	-	-	-	15,500,000
Tolls, Penalties, and Fees	-	-	-	-	42,258,900	42,258,900
Other Revenue	-	525,000	-	-	96,500	621,500
Investment Income	131,600	2,301,800	341,700	78,500	691,900	3,545,500
TOTAL Revenues	25,714,700	537,776,900	341,700	2,890,600	43,125,300	609,849,200
Expenditures/Expenses						
Personnel Salaries and Benefits	5,790,100	4,017,500	-	-	1,124,400	10,932,000
Professional and Support						
Professional Services	6,482,800	6,926,700	-	-	8,565,900	21,975,400
Support Costs	4,002,900	6,107,400	-	-	7,637,700	17,748,000
TOTAL Professional and Support Costs	10,485,700	13,034,100	-	-	16,203,600	39,723,400
Projects and Operations						
Program Operations	2,000	20,324,400	-	-	24,901,800	45,228,200
Engineering	-	27,375,000	-	-	-	27,375,000
Construction	1,250,000	209,520,000	-	-	1,500,000	212,270,000
Design Build	-	100,621,100	-	-	400,000	101,021,100
Right of Way/Land	-	58,363,600	-	-	-	58,363,600
Operating and Capital Disbursements	35,580,000	99,842,700	-	-	-	135,422,700
Special Studies	1,450,000	-	-	-	-	1,450,000
Local Streets and Roads	-	48,479,100	-	-	-	48,479,100
Regional Arterials	-	30,000,000	-	-	-	30,000,000
TOTAL Projects and Operations	38,282,000	594,525,900	-	-	26,801,800	659,609,700
Debt Service						
Principal Payments	-	-	-	28,495,000	484,571,600	513,066,600
Interest Payments	-	-	-	41,024,000	18,371,900	59,395,900
Cost of Issuance	-	-	-	-	2,883,400	2,883,400
TOTAL Debt Service	-	-	-	69,519,000	505,826,900	575,345,900
Capital Outlay	1,318,300	4,330,500	-	-	315,000	5,963,800
TOTAL Expenditures/Expenses	55,876,100	615,908,000	-	69,519,000	550,271,700	1,291,574,800
Excess (deficiency) of Revenues over (under) Expenditures/Expenses	(30,161,400)	(78,131,100)	341,700	(66,628,400)	(507,146,400)	(681,725,600)
Other Financing Sources (Uses)						
Transfers In	25,579,100	80,599,000	-	69,519,000	1,902,000	177,599,100
Transfers Out	(2,247,200)	(146,898,100)	(24,271,500)	(2,812,100)	(1,370,200)	(177,599,100)
Debt Proceeds	-	-	-	-	627,550,000	627,550,000
TIFIA Loan Proceeds	-	47,371,900	-	-	-	47,371,900
Bond Premium	-	-	-	-	39,978,000	39,978,000
Payment to Escrow Agent	-	-	-	-	(147,488,000)	(147,488,000)
Net Financing Sources (Uses)	23,331,900	(18,927,200)	(24,271,500)	66,706,900	520,571,800	567,411,900
Excess (deficiency) of Revenues over (under) Expenditures/Expenses and Other Financing Sources (Uses)	(6,829,500)	(97,058,300)	(23,929,800)	78,500	13,425,400	(114,313,700)
Beginning Fund Balance	27,930,000	559,568,100	92,614,500	15,703,800	125,656,300	821,472,700
ENDING FUND BALANCE	$ 21,100,500	$ 462,509,800	$ 68,684,700	$ 15,782,300	$ 139,081,700	$ 707,159,000

Table 20 – Highway, Regional Arterial, and Rail Programs FY 2020/21

Description		
HIGHWAY ENGINEERING		
71/91 connector	$	3,000,000
Grade separation projects		7,000,000
I-15 Express Lanes—Southern Extension		5,500,000
Mid County Parkway (MCP)		500,000
MCP I-215/Placentia interchange		500,000
MCP Sweeney mitigation		50,000
MCP construction contract package		4,000,000
SR-91 corridor operations project		265,000
Pachappa underpass		100,000
Riverside County-Santa Ana River Trail *(details presented in Sections 5.2 Planning and Programming and 5.3 Capital Projects)*		600,000
SR-79 realignment		300,000
SR-60 truck lanes		50,000
General *(details presented in Section 5.3 Capital Projects)*		400,000
SUBTOTAL HIGHWAY ENGINEERING		22,265,000
REGIONAL ARTERIAL ENGINEERING		
I-15 Railroad Canyon interchange		700,000
I-10 Highland Springs Avenue interchange		140,000
SUBTOTAL REGIONAL ARTERIAL ENGINEERING		840,000
RAIL ENGINEERING		
Moreno Valley March Field station upgrade		1,000,000
Riverside layover facility		20,000
Riverside Downtown station track and platform		2,700,000
Other - Coachella Valley-San Gorgonio Pass corridor *(details presented in Section 6.2 Rail)*		550,000
SUBTOTAL RAIL ENGINEERING		4,270,000
TOTAL HIGHWAY, REGIONAL ARTERIAL, AND RAIL ENGINEERING	**$**	**27,375,000**
HIGHWAY CONSTRUCTION		
15/91 Express Lanes connector	$	3,072,000
91 corridor operations project		36,242,000
91 Project		1,471,000
91 Express Lanes		1,500,000
Hamner bridge widening		5,425,000
I-15 Express Lanes		14,672,000
I-15/Limonite interchange		1,500,000
Jurupa Avenue grade separation		5,000,000
MCP I-215/Placentia interchange		29,500,000
MCP Sweeney mitigation		155,000
Pachappa underpass		13,832,000
Riverside County-Santa Ana River Trail *(details presented in Sections 5.2 Planning and Programming and 5.3 Capital Projects)*		10,000
SR-60 truck lanes		42,716,000
General *(details presented in Section 5.3 Capital Projects)*		190,000
SUBTOTAL HIGHWAY CONSTRUCTION		155,285,000
REGIONAL ARTERIAL CONSTRUCTION		
I-15 Railroad Canyon Interchange		24,900,000
Various Western County MARA and TUMF regional arterial projects		13,488,400
SUBTOTAL REGIONAL ARTERIAL CONSTRUCTION		38,388,400
RAIL CONSTRUCTION		
Moreno Valley March Field station upgrade		224,800
Riverside layover facility		9,300,000
Riverside-La Sierra station improvements		100,000
Other Riverside Downtown station mobility improvements *(costs and details presented in Section 5.2 Rail)*		1,250,000
Other - Coachella Valley-San Gorgonio Pass corridor *(details presented in Section 5.2 Rail)*		7,721,800
SUBTOTAL RAIL CONSTRUCTION		18,596,600
TOTAL HIGHWAY, REGIONAL ARTERIAL, AND RAIL CONSTRUCTION	**$**	**212,270,000**

Description		
HIGHWAY DESIGN BUILD		
15/91 Express Lanes connector	$	46,125,000
91 corridor operations project		215,000
91 Express Lanes		400,000
91 Project		2,638,100
I-15 Express Lanes		51,643,000
TOTAL HIGHWAY DESIGN BUILD	**$**	**101,021,100**
HIGHWAY RIGHT OF WAY AND LAND		
15/91 Express Lanes connector	$	1,032,000
60/215 East Junction high occupancy vehicle (HOV) lane connectors		5,000
71/91 connector		700,000
91 Project		10,373,000
91 corridor operations project		275,000
Hamner bridge widening		75,000
Jurupa Avenue grade separation		12,000,000
McKinley Avenue grade separation		3,000,000
MCP		6,900,000
MCP I-215/Placentia interchange		16,150,000
SR-60 truck lanes		110,000
Pachappa underpass		170,000
Riverside County-Santa Ana River Trail *(details presented in Sections 5.2 Planning and Programming and 5.3 Capital Projects)*		130,000
SR-74/I-15 to 7th Street		5,000
SR-91 HOV lanes/Adams Street to 60/91/215 interchange		5,000
General *(details presented in Section 5.3 Capital Projects)*		676,100
SUBTOTAL HIGHWAY RIGHT OF WAY AND LAND		51,606,100
REGIONAL ARTERIAL RIGHT OF WAY AND LAND		
I-15 Railroad Canyon interchange		825,000
Various Western County MARA and TUMF regional arterial projects		4,135,000
SUBTOTAL REGIONAL ARTERIAL RIGHT OF WAY AND LAND		4,960,000
RAIL RIGHT OF WAY AND LAND		
Riverside layover facility		70,000
Riverside Downtown station track and platform		1,600,000
General		127,500
SUBTOTAL RAIL RIGHT OF WAY AND LAND		1,797,500
TOTAL HIGHWAY, REGIONAL ARTERIAL, AND RAIL RIGHT OF WAY AND LAND	**$**	**58,363,600**
GRAND TOTAL HIGHWAY, REGIONAL ARTERIAL, AND RAIL PROGRAMS	**$**	**399,029,700**

Gann Appropriations Limit

In November 1979, the voters of the State approved Proposition 4, commonly known as the Gann Initiative (Gann). The proposition created Article XIIIB of the State Constitution, placing limits on the amount of revenue that can be spent by public agencies from the "proceeds of taxes." In 1980, the State Legislature added Section 7910 to the Government Code, providing that the governing body of each local jurisdiction must establish, by resolution, an appropriations limit for the following year. The appropriations limit for any fiscal year is equal to the previous year's limit adjusted for population changes and changes in the California per capita income.

The Commission is subject to the requirements of Article XIIIB. Gann appropriations limits are calculated for and applied to the Commission. In accordance with the requirements of Article XIIIB implementing legislation, the Board approved Resolution No. 20-009 on June 10, 2020, establishing appropriations limits for the Commission at $509,885,755. The FY 2020/21 budget appropriated $270,844,800 in taxes for the Commission, falling well within the limits set by the Gann. Based on historic trends and future projections, it appears the Commission's use of the proceeds of taxes, as defined by Article XIIIB, will continue to fall below the appropriations limit.

The calculation for the FY 2020/21 appropriations limit is as follows:

FY 2019/20 Appropriations Limit	$487,698,077
FY 2020/21 adjustment:	x 1.0454947
•Change in California per capita personal income	1.0373% ((3.73+ 100) / 100 = 1.0373)
•Change in Population, Riverside County	1.0079% ((0.79 + 100) / 100 = 1.0079)
•Calculation of factor for FY 2019/20	1.0373 x 1.0079 = 1.0454947
FY 2020/21 Appropriations Limit	**$509,885,762**

•$487,698,077 x 1.0454947 = $509,885,762

Source: California per capita income – California Department of Finance
Population, Riverside County – California Department of Finance

Financial Overview

Fiscal Accountability Policies

As the steward of local, state, and federal resources, RCTC maintains financial policies that promote fiduciary responsibility and organizational excellence.

Financial Planning	
Balanced Budget	RCTC adopts an annual budget in which operating and capital expenditures and other financing uses are equal to or less than identified revenues and other financing sources as well as available fund balances.
Administration	Allocations from local and state sources and toll operations fund administrative costs, including salaries and benefits. o Administrative salaries and benefits cannot exceed 1% of Measure A sales tax revenues. o Administrative costs will not exceed 4% of Measure A sales tax revenues (inclusive of the 1% salary limitation).
Retirement Benefits	RCTC contributes 100% of the annual requirement related to its proportionate share of the net pension liability and to the postretirement health care benefits.
Capital Projects	Multi-year capital projects are consistent with the strategic plan and budgeted by fiscal year, based on best available estimates.
Reserves	RCTC establishes and maintains reserves in accordance with Measure A and TDA policies as well as debt agreements.

Revenues	
Sales Tax	RCTC prepares annual and mid-year revised revenue projections to ensure use of current and relevant data; staff may adjust amounts during the budget process to reflect the most current economic trends.
Tolls	RCTC-adopted policies establish congestion pricing in order to optimize throughput on toll facilities while generating revenue to meet all financial commitments related to: o Debt issued to construct or repair any portion of the toll facility, payment of debt service, and satisfaction of other covenants and obligations related to indebtedness of the toll facility, including applicable reserves; o Development, maintenance, repair, rehabilitation, improvement, reconstruction, administration, and operation of the toll facilities, including toll collection and enforcement and applicable reserves; and o Projects within the corridor that generated the revenue.
Funding Sources	RCTC uses local funding sources to maximize federal and state funding of projects.
Sale of Properties	RCTC returns proceeds from the disposition of excess properties to the programs that provided the funding sources for the property acquisition.

Expenditures/Expenses	
Priorities	RCTC reviews established priorities for planning and programming of capital projects annually.
Accountability	RCTC compares actual expenditures/expenses to the budget on at least a quarterly basis and appropriately notes, explains, and justifies significant deviations.
Procurement	RCTC ensures competitive, transparent, objective, and fair procurement selection processes in accordance with policies adopted on September 11, 2019.

Capital and Intangible Assets	On a government-wide basis, RCTC records capital and intangible assets at historical costs, estimated historical costs if purchased or constructed, or estimated fair value at date of donation. RCTC maintains such assets in a state of good repair and safeguards them from misuse and misappropriation. o RCTC generally does not capitalize infrastructure, which title will be vested with Caltrans or other governmental agency. o RCTC depreciates capital and amortizes intangible assets over the estimated useful life or service concession term.

Debt Management	
Debt Limitation	Outstanding sales tax revenue debt cannot exceed $975 million, in accordance with Measure K approved by a majority of the voters in November 2010; RCTC can issue toll-supported debt for specific highway projects based on amounts authorized by the Commission.
Management	RCTC maintains and updates the Debt Management Policy, as adopted on March 11, 2020, and Interest Rate Swap Policy, as adopted July 12, 2006, for matters related to sales tax revenue and toll-supported indebtedness.
Coverage	RCTC maintains debt coverage ratios of 2.0x on all senior sales tax revenue debt and 1.3x on all toll-supported debt.
Issuance	RCTC issues debt for major capital projects including engineering, right of way, construction, and design-build; RCTC will not finance operating requirements except for initial toll operations. Costs of issuance, including the standard underwriter's discount, do not exceed 2% unless specifically authorized.
Maturity	All sales tax revenue debt matures prior to the termination of 2009 Measure A on June 30, 2039; all toll-supported debt matures prior to the expiration of toll facility agreements.

Cash Management	
Management	RCTC invests funds in order of priority (safety, liquidity, and yield) in accordance with the Investment Policy, adopted on March 13, 2019, or debt agreements.
Receipts	Where possible, RCTC encourages receipt of funds by wire transfer to its accounts.
Payments	RCTC makes cash disbursements to local jurisdictions and vendors/consultants in a timely manner.
Operating Balances	RCTC maintains amounts in the bank operating account at the amount necessary to meet monthly expenditures/expenses.

Accounting and Financial Reporting	
Accounting System	RCTC maintains an ERP system that integrates project and toll operations accounting needs and improves accounting efficiency.
Reporting	RCTC issues a Comprehensive Annual Financial Report (CAFR); separate financial reports for the LTF, STA, Proposition 1B Rehabilitation and Security Project Accounts, SB 1 SGR Program, Low Carbon Transit Operations Program (LCTOP), and toll operations; and the State Controller's Transportation Planning Agency Financial Transactions Report and Government Compensation in California Report.
Audits	An independent accounting firm conducts an annual audit of the Commission's accounting books and records; RCTC obtains audits of Measure A and TDA funding recipients for compliance and other matters in a timely manner.

Functional Management

Unlike many governments that provide direct services to the public, the Commission's overall responsibility is to manage transportation planning and funding for the County. As a result, its budget in terms of dollars, is comprised primarily of capital-related programs and projects; the operating component of the budget is related to toll operations and multimodal programs (transit planning, rail operations, and commuter and motorist assistance services). Management services, consisting of executive management, administration, external affairs, and finance, provide support to both capital and operating programs and projects. Chart 9 depicts the organization of the Commission's oversight and management functions.

Chart 9 – Functional Organization Chart FY 2020/21

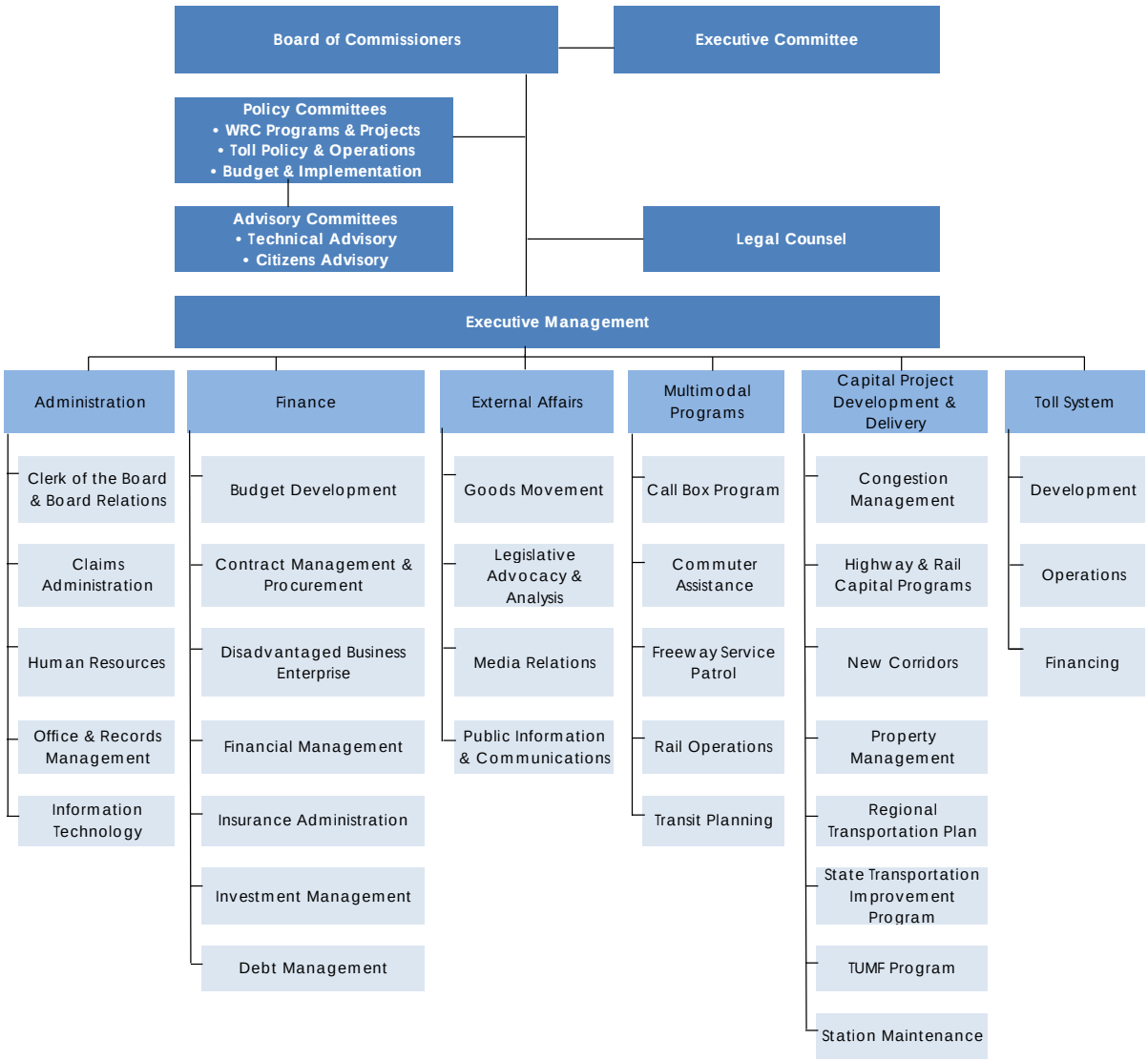


Chart 10 illustrates the relationship between the Commission's functional management or departments and the Commission's fund structure.

Chart 10 – Relationship of Functional Management and Fund Structure

Functional Management/Department	General Fund	Special Revenue Fund	Capital Projects Fund	Debt Service Fund	Enterprise Fund
Management Services					
Executive Management	X				
Administration	X				
External Affairs	X				
Finance	X	X		X	
Regional Programs					
Planning and Programming Services	X	X			
Rail Maintenance and Operations	X	X			
Public and Specialized Transit	X	X			
Commuter Assistance		X			
Motorist Assistance		X			
Capital Projects Development and Delivery		X	X	X	
Toll Operations					X

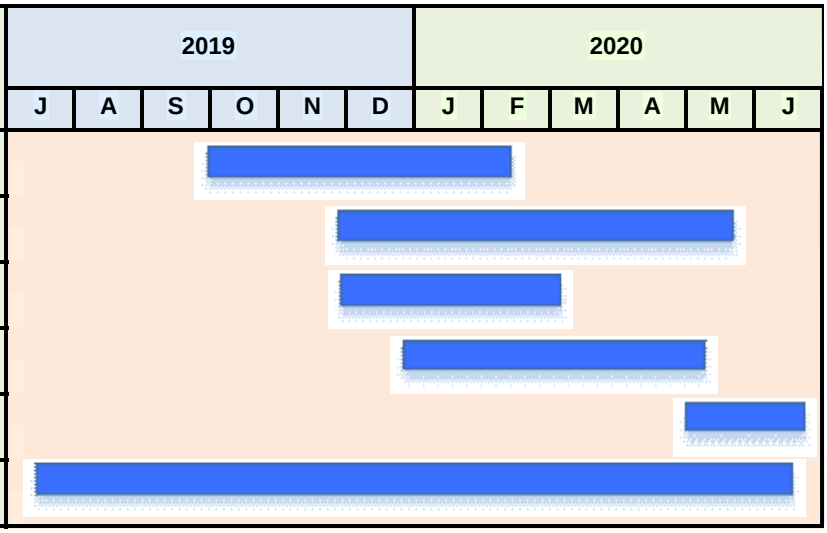
Budget Process

The budget is the primary performance tool used to measure and control accountability of public agencies for taxpayer dollars. The budget communicates to all stakeholders (i.e., elected officials, regional agencies, and citizens) how the investment they made will be put to use by providing detailed information on the specifics of resource allocation and uses. The Commission monitors progress on a monthly basis, and it makes revisions and updates as necessary to reflect changing dynamics and accommodate unplanned requests. This results in a budget document that is useful and meaningful as a benchmark against which to evaluate government accomplishments and/or challenges and to assess compliance with fiscal accountability.

The budget process consists of six primary tasks conducted in phases throughout the fiscal year. Chart 11 illustrates the budget process for the development of the FY 2020/21 budget and monitoring of the FY 2019/20 budget. Each task is summarized below.

Chart 11 – Budget Process

ID	Task Name	Duration
1	Short Term Strategic Direction Phase	140 days
2	Resource Identification and Allocation Phase	200 days
3	Needs Assessment Phase	120 days
4	Development and Review Phase	150 days
5	Adoption and Implementation Phase	60 days
6	Budget Roles and Responsibilities	366 days



Short-Term Strategic Direction Phase

The first phase of the budget process is to determine the direction of the Commission in the short-term and to integrate this with the Commission's long-term goals and objectives, including the Western County Delivery Plan as updated and discussed in the Capital Project Development and Delivery department section. Annually a workshop is held for the Board to evaluate and determine

where the Commission plans to be and what it desires to accomplish over the next five to ten years. Annual reviews allow for timely responsiveness to any significant political, legislative, or economic developments that may occur locally, statewide, or nationally. Staff then adjusts its course based on the long-term strategic direction of the policy makers.

Staff convenes beginning in early January to both assess actual results, compared to the current year budget, and map changes in strategy for the ensuing fiscal year. Additionally staff reviews and, if necessary, updates Commission goals and departmental mission statements. Those goals, upon review by the Board, become the Commission's short-term strategic direction.

Resource Identification and Allocation Phase

Simultaneous with the short-term strategic direction phase, staff focuses on available funding sources and estimated carryover amounts from the current year. The Commission analyzes its fund balances, the excess of fund assets over fund liabilities, for available appropriation in the following fiscal year. In actuality, resource identification occurs throughout the year, but it is finalized in the upcoming fiscal year budget. In connection with the long-term strategic planning process, the Commission determines borrowing needs, but it adjusts such amounts in the annual budget to reflect current information.

Needs Assessment Phase

Staff and consultants evaluate projects and studies for consideration in the next year. Project priority and sequencing set in the long-term strategic plan are the top candidates for budget submission. However, priorities may have changed due to economic necessities or political realities, resulting in rescheduling projects by acceleration or postponement. The Commission may add new projects or delete existing priorities.

Development and Review Phase

Using all the data and information gathered from the previously mentioned stages, department managers submit their desired budgets to the Finance Department. Finance staff compiles the information, along with staff and overhead allocations, into a preliminary or draft budget. After review by the Executive Director and inclusion of the desired changes, staff presents the draft budget to the Board for input.

Adoption and Implementation Phase

Staff submits the proposed budget to the Commission no later than its June meeting, and the Commission conducts a public hearing to allow for public comment on the proposed budget. The Commission may choose, after the public hearing, to adopt the budget or to request additional information and/or changes to the budget. The budget, including the salary schedule, must be adopted no later than June 15 of each year. Upon adoption by the Commission, staff enters the budget into the ERP system effective July 1 for the next fiscal year.

Budget Roles and Responsibilities

Involvement in the budget permeates all staffing levels, as presented in the staff organization chart in Appendix B, at the Commission from clerical support staff to policy makers. Each program manager develops a detailed line item budget that consists of the operating and/or capital components and submits those budgets, by program, to the department director for review and concurrence. While all departments have operating components, Rail station operations and

maintenance and Toll Operations represent the Commission's primary operation functions that consider long-range planning. Details on these operations are included in the Rail and Toll Operations department sections, respectively. The department managers submit their budgets to the Chief Financial Officer by mid-March, and the Finance Department compiles the department budgets. Both the capital and operating budgets are combined into the draft budget for the entire Commission. The Chief Financial Officer and Executive Director review the entire budget for overall consistency with both the short- and long-term strategic direction of the Commission, appropriateness of funding sources for the identified projects and programs, and reasonableness of the operating and capital budget expenditures/expenses.

Expenditure/expense activities of the funds are controlled at the budgetary unit, which is the financial responsibility level (General, Measure A, Motorist Assistance, LTF, STA, TUMF, Other Agency Projects, Capital Projects, Debt Service Funds, and Enterprise Fund) for each function (i.e., administration, operations, programs, intergovernmental distributions, debt service, capital outlay, and other financing uses). These functions provide the legal level of budgetary control (i.e., the level at which expenditures/expenses cannot legally exceed the appropriated amount).

Budget-to-actual reports are available to program managers and directors on a real-time basis through the ERP system for informational and management purposes, including identification and evaluation of any significant budget variations. During the fiscal year, management has the discretion to transfer budgeted amounts within the financial responsibility unit according to function or may provide support for supplemental budget appropriations requests. Supplemental budget appropriation requests require the authorization of the Commission. The Commission may take action at any monthly meeting to amend the budget. In some years, the Finance Department may compile miscellaneous requests and submit a budget appropriations adjustment at mid-year to the Commission for approval. Those budget amendments approved by the Commission are incorporated into the budget, as they occur, and are reflected in the CAFR in the final budget amounts reported in the budgetary schedules.

COVID-19 Impacts

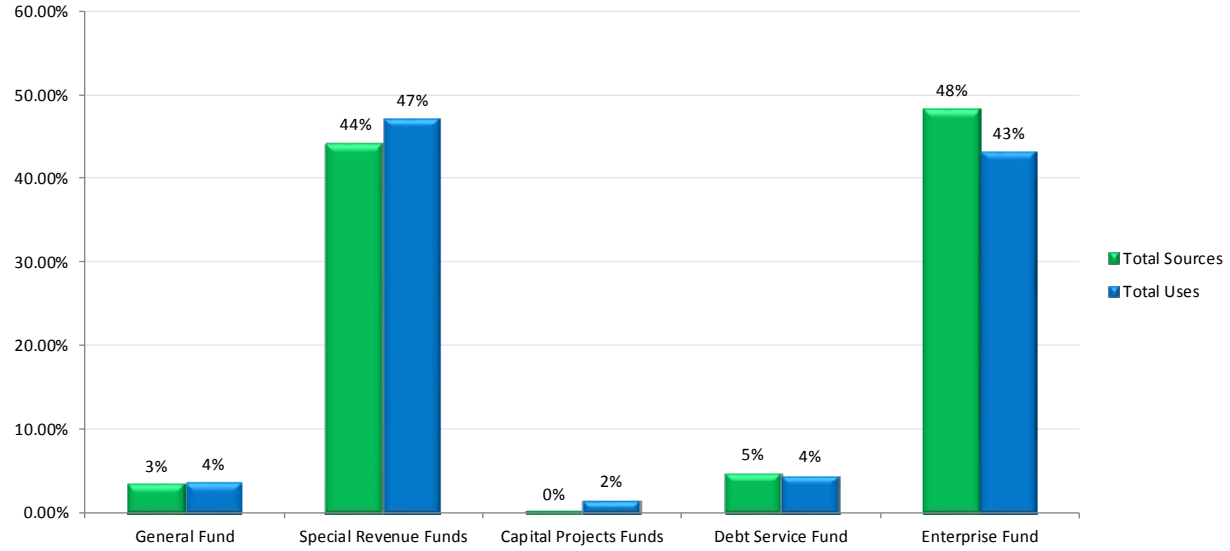
Since March 2020, the local, regional, state, and federal economies have been negatively impacted by the COVID-19 crisis. Since the magnitude and duration of these impacts is uncertain, the budget represents the best available economic information. The Board and staff will continuously monitor, assess, and adjust the revised revenue projections and budgeted expenditures as necessary through the economic recovery from the crisis.

Fund Budgets

Budgetary Basis

The Commission accounts for its budgeted funds using the modified and current financial resources measurement focus for governmental funds and the accrual basis of accounting and the economic resources measurement focus for enterprise funds. The basis of accounting is the same as the basis of budgeting. The Commission recognizes governmental fund revenues when measurable and available to meet current year obligations. Such revenues are available when guaranteed as to receipt, based on expenditure of funds (i.e., government matching funds), or certain to be received within 180 days of the end of the fiscal year. The Commission generally records governmental fund expenditures when it incurs a liability; however, debt service expenditures are recorded when the payment is due. Enterprise fund revenues are recognized when earned, and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Chart 12 illustrates total sources and uses by fund type for the FY 2020/21 budget.

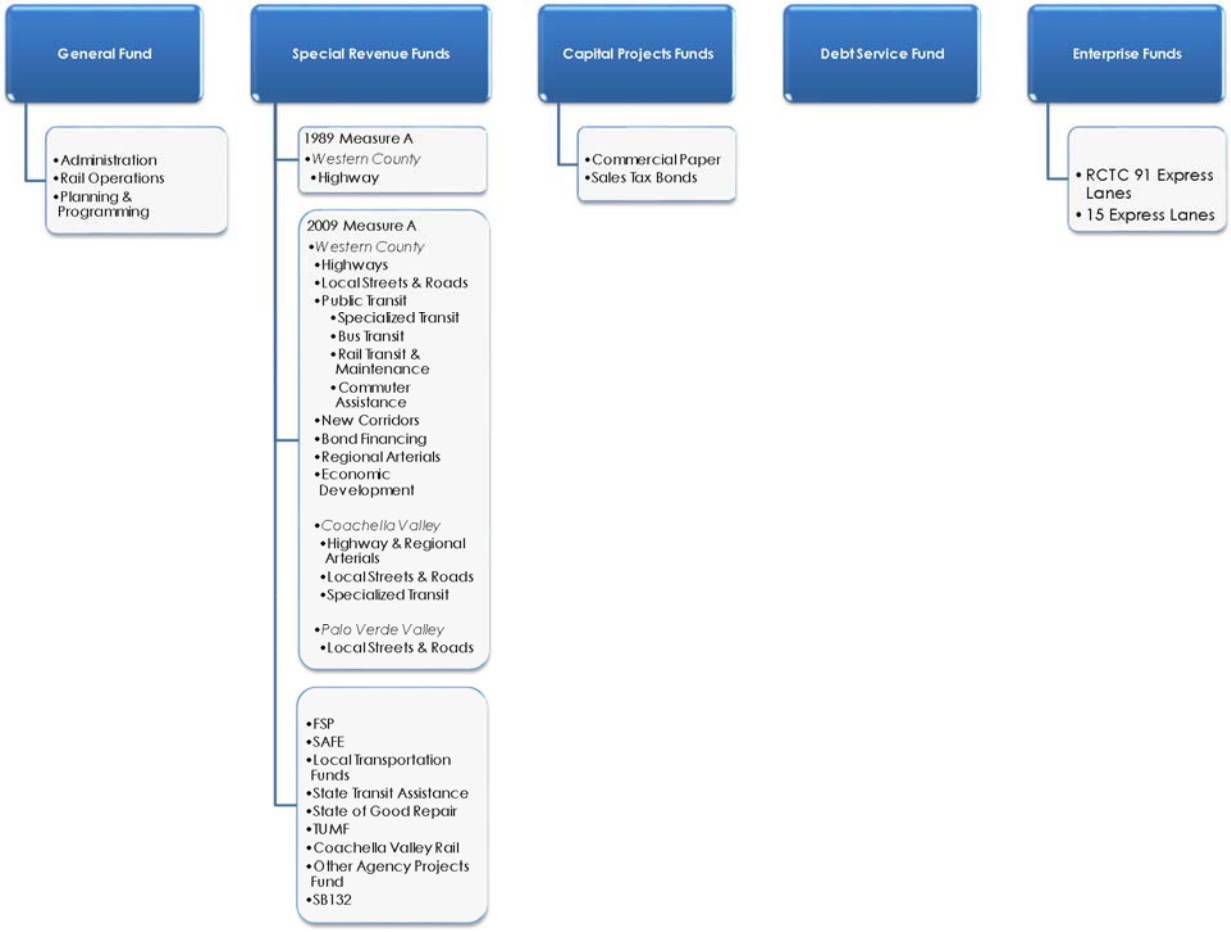
Chart 12 – Total Sources and Uses by Fund Type FY 2020/21



Fund Structure

The Commission accounts for its sources and uses in 32 funds (Chart 13) categorized into five fund types: General fund, special revenue funds, capital projects funds, debt service fund, and enterprise fund. All of the Commission's funds are budgeted. There are three funds reported in the General fund and 24 in the special revenue funds. Two capital projects funds are used to account for capital project expenditures financed with short- or long-term debt proceeds. The Commission has one debt service fund to account for debt-related activity. In addition, the Commission has two enterprise funds to account for the RCTC 91 Express Lanes and 15 Express Lanes operations.

Chart 13 – Budgeted Funds Structure FY 2020/21



General Fund

Overview

The Commission's General fund accounts for all activities not legally required or designated by Board action to be accounted for separately. For many public agencies, the General fund is the largest fund; however, it is less significant for the Commission. The Commission's largest revenue source is Measure A, a locally levied sales tax that legally must be accounted for separately in special revenue funds. In addition to Commission administration and general operations, other General fund activities include commuter rail operations as well as planning and programming. Table 21 presents the FY 2020/21 budget for the General fund, followed by a discussion of significant components of the budget.

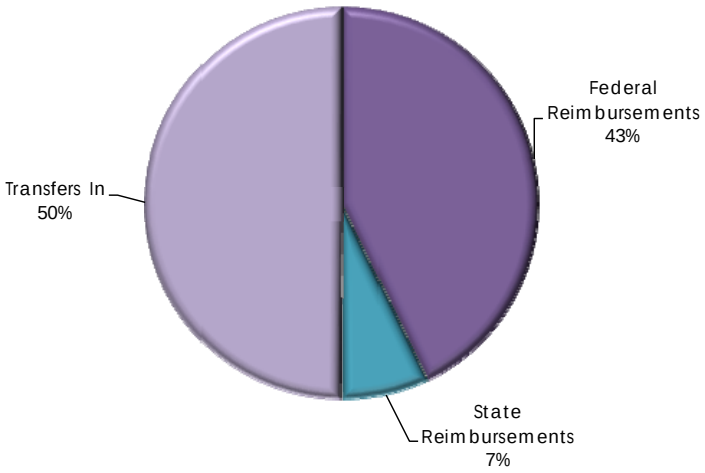
Table 21 – General Fund FY 2019 – 2021

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Revenues						
Federal Reimbursements	$ 4,955,500	8,000,000	$ 8,000,000	$ 22,000,000	$ 14,000,000	175%
State Reimbursements	3,228,600	3,664,700	2,073,100	3,581,400	(83,300)	-2%
Local Reimbursements	153,400	400	2,000	1,700	1,300	325%
Investment Income	642,800	276,100	182,200	131,600	(144,500)	-52%
TOTAL Revenues	9,001,400	11,941,200	10,257,300	25,714,700	13,773,500	115%
Expenditures						
Personnel Salaries and Benefits	4,920,800	9,415,100	9,754,600	5,790,100	(3,625,000)	-39%
Professional and Support						
Professional Services	3,327,100	6,687,900	7,146,000	6,482,800	(205,100)	-3%
Support Costs	3,820,200	4,214,500	3,520,400	4,002,900	(211,600)	-5%
TOTAL Professional and Support Costs	7,147,300	10,902,400	10,666,400	10,485,700	(416,700)	-4%
Projects and Operations						
Program Operations	2,624,900	2,000	5,200	2,000	-	0%
Construction	-	1,470,000	250,000	1,250,000	(220,000)	-15%
Operating and Capital Disbursements	21,078,300	26,455,000	30,782,600	35,580,000	9,125,000	34%
Special Studies	1,300,200	1,246,000	695,000	1,450,000	204,000	16%
TOTAL Projects and Operations	25,003,400	29,173,000	31,732,800	38,282,000	9,109,000	31%
Debt Service						
Principal Payments	12,500	-	-	-	-	N/A
Interest Payments	5,000	-	-	-	-	N/A
TOTAL Debt Service	17,500	-	-	-	-	N/A
Capital Outlay	612,100	1,295,200	457,200	1,318,300	23,100	2%
TOTAL Expenditures	37,701,100	50,785,700	52,611,000	55,876,100	5,090,400	10%
Excess (deficiency) of Revenues over (under) Expenditures	(28,699,700)	(38,844,500)	(42,353,700)	(30,161,400)	8,683,100	-22%
Other Financing Sources (Uses)						
Transfers In	33,992,100	41,127,800	43,004,000	25,579,100	(15,548,700)	-38%
Transfers Out	(2,208,600)	(3,394,600)	(1,844,600)	(2,247,200)	1,147,400	-34%
Net Financing Sources (Uses)	31,783,500	37,733,200	41,159,400	23,331,900	(14,401,300)	-38%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)	3,083,800	(1,111,300)	(1,194,300)	(6,829,500)	(5,718,200)	515%
Beginning Fund Balance	26,040,500	29,124,300	29,124,300	27,930,000	(1,194,300)	-4%
ENDING FUND BALANCE	$ 29,124,300	$ 28,013,000	$ 27,930,000	$ 21,100,500	$ (6,912,500)	-25%

The sources for the General fund (Chart 14) consist of:

- Various federal and state reimbursements for planning activities and commuter rail station operations;
- Investment income;
- Transfers from various funds for the allocation of administrative costs;
- Transfers of LTF sales tax revenues for planning, programming, and monitoring (PPM) activities; and
- Transfers of LTF Article 4 allocations for commuter rail operations and capital.

Chart 14 – General Fund Sources FY 2020/21



Federal reimbursements relate to rail station preventative maintenance and PVL operations. State reimbursements include station mobility improvements and PVL operations, as well as STIP funds for PPM activities. Local reimbursements relate to administrative activities.

The Commission allocates and transfers to the General fund a portion of LTF sales tax revenues for administration, planning and programming, and rail transit operations and capital for the following purposes:

- General fund administration allocations funded with LTF sales tax revenues of $115,300 in FY 2020/21 reflect a 6% decrease compared to the prior year.
- State law sets planning allocations at 3% of estimated LTF sales tax revenues. The FY 2020/21 budget for planning allocations is $2,460,000. The FY 2019/20 revised budget of $3,269,000 includes the effect of the mid-year projection adjustment that includes the unapportioned carryover amount, which is not determined until after the prior year's fiscal year end, and revised revenue projections.
- LTF sales tax revenues of $2,851,300 in FY 2020/21 will fund General fund allocations for planning, programming, and regional activities.
- Commuter rail operating and capital needs determine the amount of LTF allocations to the extent that revenues and reserved fund balance are available. The FY 2020/21 budget includes $9,000,000 in LTF allocations primarily to fund operating contribution expenditures to SCRRA.

The Commission allocates administrative costs based on a cost allocation plan and recognizes reimbursements to the General fund from other funds as transfers in. The FY 2020/21 General fund administrative allocation of $5,348,800 from Measure A may be adjusted based on actual expenditures, but in no event will it exceed 4% of total Measure A revenues (including administrative salaries and benefits). Administrative transfers in from STA, TUMF, motorist assistance, toll operations, SB 132, and other agency project funds of $5,803,700 in FY 2020/21 decreased from $6,411,200 in FY 2019/20 due to a decreased level of activity requiring administrative support.

Chart 15 – General Fund Uses FY 2020/21

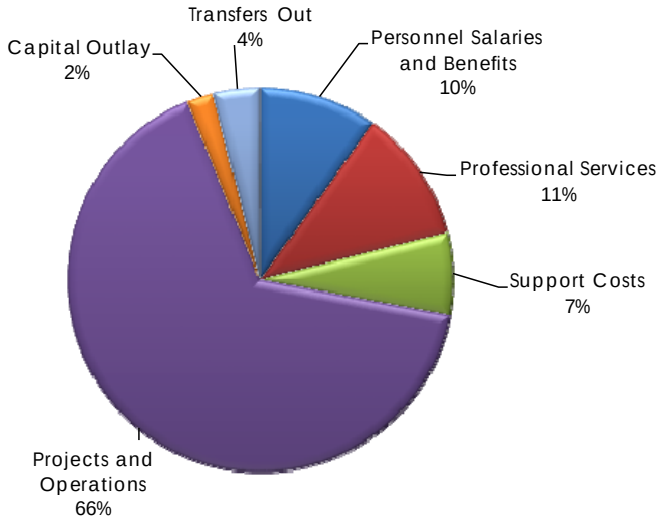


Chart 15 depicts General fund uses. Personnel salaries and benefits expenditures decreased $3,625,000 primarily due to a one-time disbursement in FY 2019/20 to fund the Commission's CalPERS net pension liability. As a cost savings measure, there will be no performance merit-based salary increases in FY 2020/21. Professional costs decreased 3% compared to the prior year due to completion of the long-range transportation plan and Traffic Relief Plan, as well as refocusing rail operations planning efforts. Support costs decreased 5% primarily due to completion of the public engagement program related to the Traffic Relief Plan.

Program operations expenditures remained unchanged from FY 2019/20. Construction expenditures include Riverside Downtown station mobility improvements. The FY 2020/21 operating and capital disbursements budget includes allocations of $35,580,000 for the Metrolink commuter rail subsidy. Special studies expenditures include corridor plans, pass area transit and next generation rail studies. Capital outlay expenditures increased 2% due to information technology upgrades and station improvements. Transfers out include $318,200 to the Coachella Valley Rail fund for administrative allocations and $1,929,000 to the General fund for administration from rail operations and planning and programming activities.

Special Revenue Funds

Overview

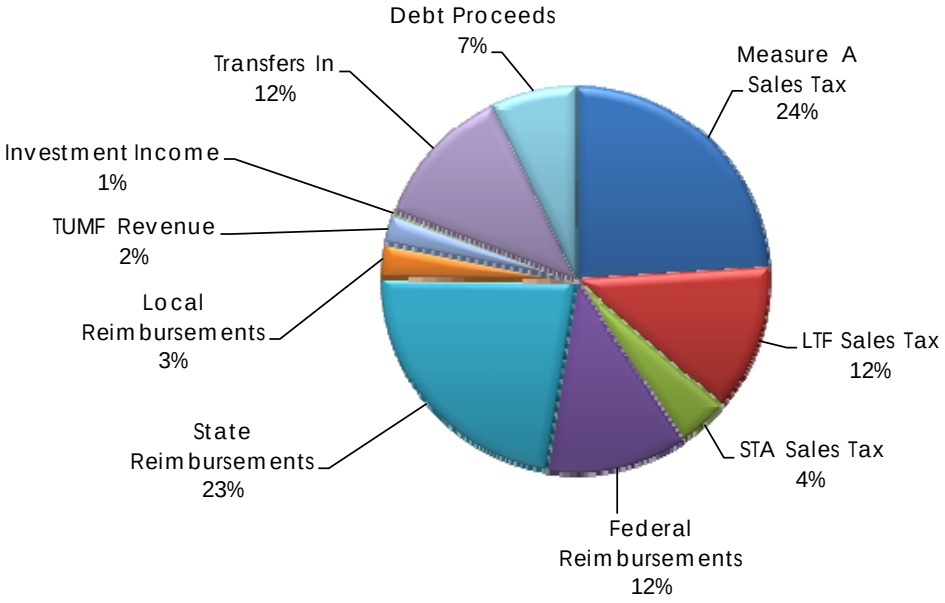
The Commission's special revenue funds are legally restricted as to use for Measure A projects and programs, TUMF projects, motorist assistance services, other agency project coordination, and funding transit operations and capital in the County. Table 22 is a summary of the special revenue funds' budgets, and Tables 23 through 34 present the individual budgets along with respective discussions.

Table 22 – Special Revenue Funds FY 2019 – 2020

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Revenues						
Measure A Sales Tax	$ 201,205,000	$ 178,000,000	$ 178,000,000	$ 160,000,000	$ (18,000,000)	-10%
LTF Sales Tax	103,819,400	91,000,000	91,000,000	82,000,000	(9,000,000)	-10%
STA Sales Tax	27,201,800	31,050,600	28,697,900	28,656,900	(2,393,700)	-8%
Federal Reimbursements	59,999,900	78,915,500	31,711,600	78,805,100	(110,400)	0%
State Reimbursements	60,779,300	157,231,400	121,421,600	151,424,700	(5,806,700)	-4%
Local Reimbursements	6,780,500	9,858,500	3,833,700	18,563,400	8,704,900	88%
TUMF Revenue	29,968,500	17,240,000	17,240,000	15,500,000	(1,740,000)	-10%
Other Revenue	6,243,600	652,000	653,700	525,000	(127,000)	-19%
Investment Income	15,954,600	6,262,900	5,301,700	2,301,800	(3,961,100)	-63%
TOTAL Revenues	511,952,600	570,210,900	477,860,200	537,776,900	(32,434,000)	-6%
Expenditures						
Personnel Salaries and Benefits	3,843,800	9,134,000	9,301,100	4,017,500	(5,116,500)	-56%
Professional and Support						
Professional Services	7,319,200	18,507,900	6,346,700	6,926,700	(11,581,200)	-63%
Support Costs	941,100	5,555,300	4,094,500	6,107,400	552,100	10%
TOTAL Professional and Support Costs	8,260,300	24,063,200	10,441,200	13,034,100	(11,029,100)	-46%
Projects and Operations						
Program Operations	12,129,700	22,389,900	16,052,000	20,324,400	(2,065,500)	-9%
Engineering	13,547,400	24,749,000	22,045,500	27,375,000	2,626,000	11%
Construction	53,145,600	153,274,100	106,029,600	209,520,000	56,245,900	37%
Design Build	107,589,300	158,341,500	135,100,000	100,621,100	(57,720,400)	-36%
Right of Way/Land	19,680,600	92,713,500	34,296,000	58,363,600	(34,349,900)	-37%
Operating and Capital Disbursements	122,794,000	176,610,400	142,751,500	99,842,700	(76,767,700)	-43%
Special Studies	27,900	1,800	-	-	(1,800)	-100%
Local Streets and Roads	61,069,300	54,061,300	54,061,300	48,479,100	(5,582,200)	-10%
Regional Arterials	19,203,900	30,967,000	25,000,000	30,000,000	(967,000)	-3%
TOTAL Projects and Operations	409,187,700	713,108,500	535,335,900	594,525,900	(118,582,600)	-17%
Capital Outlay	4,996,000	4,457,500	3,776,800	4,330,500	(127,000)	-3%
TOTAL Expenditures	426,287,800	750,763,200	558,855,000	615,908,000	(134,855,200)	-18%
Excess (deficiency) of Revenues over (under) Expenditures	85,664,800	(180,552,300)	(80,994,800)	(78,131,100)	102,421,200	-57%
Other Financing Sources (Uses)						
Transfers In	35,405,500	53,083,700	51,230,200	80,599,000	27,515,300	52%
Transfers Out	(120,011,400)	(133,086,300)	(138,562,400)	(146,898,100)	(13,811,800)	10%
TIFIA Loan Proceeds	14,946,100	75,703,000	89,896,000	47,371,900	(28,331,100)	-37%
Net Financing Sources (Uses)	(69,659,800)	(4,299,600)	2,563,800	(18,927,200)	(14,627,600)	340%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)	16,005,000	(184,851,900)	(78,431,000)	(97,058,300)	87,793,600	-47%
Beginning Fund Balance	621,994,100	637,999,100	637,999,100	559,568,100	(78,431,000)	-12%
ENDING FUND BALANCE	$ 637,999,100	$ 453,147,200	$ 559,568,100	$ 462,509,800	$ 9,362,600	2%

The Commission accounts for Measure A and LTF sales taxes, STA allocations, Western County TUMF, state budgetary allocations, and vehicle registration fees in the 24 special revenue funds. Federal, state, and local reimbursements and transfers in consisting principally of debt proceeds supplement the Measure A sales tax revenues. Chart 16 illustrates the various special revenue fund sources.

Chart 16 – Special Revenue Funds Sources FY 2020/21

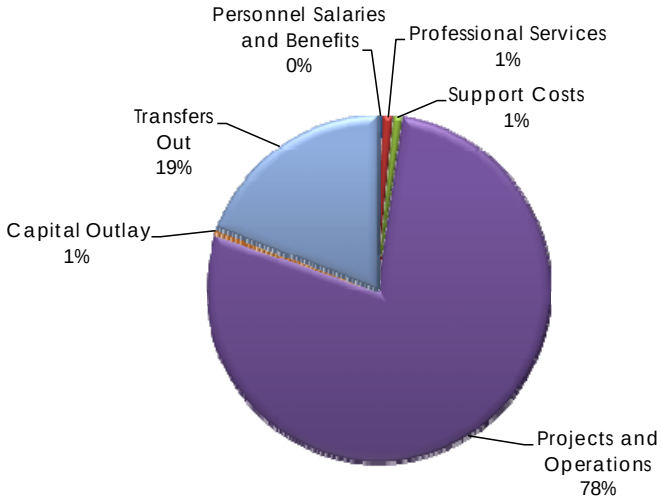


The Commission expends special revenue funds' resources on:

- County highway, rail, regional arterial, and new corridors engineering, right of way acquisition, construction, and design-build;
- Local streets and roads maintenance, repair, and construction;
- Economic development incentives;
- Sales tax bond financing;
- Bicycle and pedestrian facilities;
- Education and incentive programs to encourage use of alternate modes of transportation;
- Special social service transportation programs;
- Public transit operations and capital needs; and
- Motorist towing and freeway call box assistance.

As shown in Chart 17, projects and operations expenditures represent the primary use of special revenue fund resources.

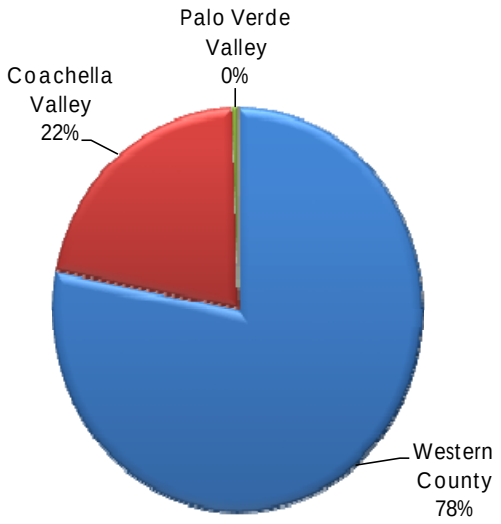
Chart 17 – Special Revenue Funds Uses FY 2020/21



Measure A Special Revenue Funds

Measure A sales tax revenue, which is allocated to the three geographic areas of the County (Chart 18) primarily funds 15 of the special revenue funds. There is one 1989 Measure A and ten 2009 Measure A Western County funds, three 2009 Measure A Coachella Valley funds, and one 2009 Measure A Palo Verde Valley fund.

Chart 18 – Measure A Sales Tax Revenues by Geographic Area



Since the 1989 Measure A terminated on June 30, 2009, the remaining 1989 Measure A Western County fund will be closed upon the completion of the specific highway projects. With the commencement of the 2009 Measure A on July 1, 2009, 14 funds will be in existence for the 30-year term. These funds account for all Measure A project and program expenditures and transfers of debt service for capital projects.

The Measure A special revenue funds expend monies on capital construction and improvements to highways, commuter rail, regional arterials, new corridors, and local streets and roads. Funding is also reserved for commuter assistance, public and specialized transit, and economic development incentives programs as well as bond financing costs. The Commission is a self-help county, and, as such on major highway projects, the Commission supplements the State's spending. Upon completion of most highway projects, Caltrans takes over the maintenance and operations of the projects.

The Commission pledged all Measure A sales tax revenues as security for the Commission's senior sales tax revenue bonds and subordinate commercial paper notes. Debt service on the bonds is recorded in the Sales Tax Bonds debt service fund, and Measure A special revenue funds provide most of the resources for debt service through transfers out.

Western County Measure A Funds

The Western County Measure A special revenue funds account for Western County's approximately 78% share of the Measure A sales tax. As demonstrated in Table 23, most of the Commission's reimbursements flow through these funds, since the sales tax leverages state and federal dollars.

Table 23 – Western County Measure A Funds FY 2019 – 2021

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Sources						
Measure A Sales Tax						
Bond Financing	$ 12,610,800	$ 11,156,000	$ 11,156,000	$ 10,044,000	$ (1,112,000)	-10%
Commuter Assistance	2,335,300	2,066,000	2,066,000	1,860,000	(206,000)	-10%
Economic Development Incentives	1,868,300	1,653,000	1,653,000	1,488,000	(165,000)	-10%
Highways	47,640,900	42,146,000	42,146,000	37,942,000	(4,204,000)	-10%
Local Streets and Roads	45,305,500	40,081,000	40,081,000	36,083,000	(3,998,000)	-10%
New Corridors	17,281,500	15,288,000	15,288,000	13,763,000	(1,525,000)	-10%
Public Bus Transit	3,374,600	2,107,000	2,107,000	1,897,000	(210,000)	-10%
Rail	9,528,200	8,429,000	8,429,000	7,588,000	(841,000)	-10%
Regional Arterials	14,012,000	12,396,000	12,396,000	11,160,000	(1,236,000)	-10%
Specialized Transit	2,977,600	3,512,000	3,512,000	3,161,000	(351,000)	-10%
Total Measure A	156,934,700	138,834,000	138,834,000	124,986,000	(13,848,000)	-10%
Federal Reimbursements	58,775,000	78,165,500	31,211,600	78,605,100	439,600	1%
State Reimbursements	1,864,600	46,797,100	40,901,000	42,435,800	(4,361,300)	-9%
Local Reimbursements	1,052,800	2,266,000	1,576,100	16,677,400	14,411,400	636%
Other Revenue	6,169,600	535,000	619,800	491,000	(44,000)	-8%
Investment Income	5,812,400	2,472,800	2,152,900	775,200	(1,697,600)	-69%
Transfers In	28,734,500	47,933,700	48,080,200	75,342,900	27,409,200	57%
TIFIA Loan Proceeds	14,946,100	75,703,000	89,896,000	47,371,900	(28,331,100)	-37%
TOTAL Sources	274,289,700	392,707,100	353,271,600	386,685,300	(6,021,800)	-2%
Uses						
Personnel Salaries and Benefits	3,152,300	7,421,500	7,710,000	3,059,200	(4,362,300)	-59%
Professional Services	3,257,000	6,487,200	3,977,000	5,112,500	(1,374,700)	-21%
Support Costs	775,700	5,096,300	3,762,900	5,848,900	752,600	15%
Projects and Operations						
Program Operations	7,985,900	15,056,100	11,481,600	13,043,200	(2,012,900)	-13%
Engineering	2,558,200	16,727,700	9,833,300	17,585,000	857,300	5%
Construction	21,850,900	123,449,100	78,260,400	161,240,800	37,791,700	31%
Design Build	95,068,900	116,623,500	105,662,000	54,496,100	(62,127,400)	-53%
Right of Way/Land	16,587,200	41,130,500	18,375,500	29,593,000	(11,537,500)	-28%
Operating and Capital Disbursements	9,617,500	21,170,000	6,816,700	7,124,500	(14,045,500)	-66%
Special Studies	27,900	1,800	-	-	(1,800)	-100%
Local Streets and Roads	45,127,100	39,973,400	39,973,400	35,967,700	(4,005,700)	-10%
TOTAL Projects and Operations	198,823,600	374,132,100	270,402,900	319,050,300	(55,081,800)	-15%
Debt Service						
Capital Outlay	4,996,000	4,457,500	3,776,800	4,330,500	(127,000)	-3%
Transfers Out	85,607,100	95,400,000	101,868,300	109,345,100	13,945,100	15%
TOTAL Uses	296,611,700	492,994,600	391,497,900	446,746,500	(46,248,100)	-9%
Excess (deficiency) of Sources over (under) Uses	$ (22,322,000)	$ (100,287,500)	$ (38,226,300)	$ (60,061,200)	$ 40,226,300	-40%

The budgeted Western County Measure A sales tax revenues reflect a 10% decrease compared to the prior year due to Measure A sales tax projections affected by COVID-19. Taxable sales changes between jurisdictions within the County also periodically affect the geographic allocation formula from year to year.

Federal reimbursements for highway and rail projects are comparable to FY 2019/20 budget and relate primarily to funding from the Federal Transit Administration (FTA), Congestion Mitigation and Air Quality (CMAQ), STP, CARES Act, and Federal Emergency Management Agency. The federal reimbursements are primarily attributable to activity on the SR-60 truck lanes project, 91corridor operations project, I-15 Express Lanes–Southern Extension project, Mid County Parkway's second construction package, Pachappa underpass project, and station rehabilitation and improvement projects.

State reimbursements are lower by 9% compared to the FY 2019/20 budget and reflect funding from STIP, State Highway Operations and Protection Program (SHOPP), and SB 1 Local Partnership Program (LPP) funding for the SR-60 truck lanes project, 71/91 connector project, I-15/Railroad Canyon interchange, and various Western County Riverside County Transportation Efficiency Corridor projects.

Local reimbursements are higher by 636% compared to the FY 2019/20 budget and are attributable to the 91corridor operations project funding from the Orange County Transportation Authority (OCTA).

Other revenue is lower by 8% from the prior year and is attributable to property management lease revenues. Investment income decreased 69% compared to the previous year's budget due to extremely conservative investment yield projections in FY 2020/21.

As in prior years, a significant portion of transfers in consists of sales tax revenue bonds proceeds of $22,369,500 to fund the I-15 Express Lanes project. Other significant transfers in include:

- $10,000,000 from the 2009 Measure A bond financing fund to fund a portion of Western County debt service;
- $15,000,000 from the 1989 Measure A Western County highway fund and 2009 Measure A economic development fund to complete the close-out of 91 Project;
- $9,989,600 from the TUMF Community Environmental Transportation Acceptability Process (CETAP) fund for the Mid County Parkway I-215/Placentia interchange project;
- $1,400,000 from the 2009 Measure A Western County new corridors fund for the 71/91 connector project;
- $8,220,600 from the 2009 Measure A Western County new corridors fund for its share of the Multi-Species Habitat Conservation Plan (MSHCP) debt service obligation;
- $3,523,100 from the TUMF CETAP fund for its share of the MSHCP debt service obligation;
- $2,812,100 from the Debt Service fund for Build America Bonds (BABs) subsidy payments;
- $1,668,000 from the SGR fund for a station rehabilitation and improvement project; and
- $360,000 from the SAFE fund for a Next Generation TDM study.

TIFIA loan proceeds of $47,371,900 will fund eligible I-15 Express Lanes project expenditures.

Personnel salaries and benefits expenditures decreased 59% from the prior year resulting primarily from the one-time disbursement in FY 2019/20 to fund the Commission's CalPERS net pension liability. As a cost savings measure, there will be no performance merit-based salary increases in FY 2020/21.

Measure A Western County professional services expenditures in FY 2020/21 consist of general legal services for the various programs and capital projects and other professional services for highway, rail capital and commuter assistance projects and the Commission's debt programs. The 21% decrease in FY 2020/21 reflects the prior year activity in legal, financial advisory, and other professional services related to various programs and projects. Support costs related to highway and rail projects and property management as well as the commuter assistance program increased $752,600, or 15%, from the prior year due to additional station maintenance, including COVID-19 sanitation, as well as increased station general business insurance.

General program operations comprise the program management with outside consultants for the highway and rail capital and commuter assistance programs, permits required for capital projects, and subsidies and certificates for the commuter assistance program. Such levels of operations typically fluctuate as project activities transition to another phase.

Many of the Commission's Western County rail and highway projects funded by Measure A have been in various phases of engineering, construction, design-build, and right of way activity. The Commission expects engineering and construction to increase 5% and 31%, respectively, due to the Mid County Parkway I-215/Placentia interchange, 15/91 Express Lanes connector, and 91 COP. Design-build and right of way activities decreased 53% and 28%, respectively, compared to the prior year due to I-15 Express Lanes project activity and significant completion of the 91 Project.

The I-15 Express Lanes and 15/91 Express Lanes connector are major projects in the design-build phase, while the 91 Project design-build activities include close-out activities in FY 2020/21. Other design-build related activities during FY 2020/21 include the 15/91 Express Lanes connector project.

Right of way acquisition, another major project activity, can be a lengthy process. Right of way acquisition activity, including utilities and railroad relocations, will primarily benefit the Mid County

Parkway and I-215/Placentia Interchange project and closeout of the 91 Project.

Operating and capital disbursements decreased 66% compared to the FY 2019/20 budget and relate to Western County intercity bus service, specialized transit expenditures, and rail capital funded by Measure A. In FY 2020/21, CARES Act funds will provide significant support for transit operations and capital, thereby reducing Measure A disbursements. Special studies decreased 100% compared to the prior year due to completion of feasibility studies performed in the prior year. Local streets and roads, or turn back payments to local jurisdictions and the County, decreased because of lower Measure A sales tax revenues. Capital outlay includes equipment and improvements for the rail program and reflects a 3% decrease due to station rehabilitation and improvements in the prior fiscal year.

Significant transfers out from the Western County Measure A funds include:

- Funding for debt service payments of $79,519,000;
- $9,000,000 from the 1989 Measure A Western County highway fund to complete 91 Project close-out activities;
- $8,220,600 from the 2009 Measure A Western County new corridor fund for its share of the MSHCP debt service obligation;
- $6,000,000 from the 2009 Measure A Western County economic development fund for 91 Project right of way acquisition costs;
- $1,400,000 from the 2009 Measure A Western County new corridor fund for the 71/91 connector project;
- $300,000 from the 2009 Measure A Western County highway fund for a TUMF regional arterial project; and
- $4,905,500 for the administrative costs allocation.

Coachella Valley Measure A Funds

These special revenue funds account for Coachella Valley's 22% share of the Measure A sales tax (Table 24).

Table 24 – Coachella Valley Measure A Funds FY 2019 – 2021

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Sources						
Measure A Sales Tax						
Highways & Regional Arterials	$ 21,619,300	$ 19,126,000	$ 19,126,000	$ 17,159,000	$ (1,967,000)	-10%
Local Streets and Roads	15,133,600	13,389,000	13,389,000	12,011,000	(1,378,000)	-10%
Specialized Transit	6,485,800	5,738,000	5,738,000	5,148,000	(590,000)	-10%
Total Measure A	43,238,700	38,253,000	38,253,000	34,318,000	(3,935,000)	-10%
Investment Income	1,657,000	562,800	626,600	182,200	(380,600)	-68%
TOTAL Sources	45,046,800	38,815,800	38,879,600	34,500,200	(4,315,600)	-11%
Uses						
Personnel Salaries and Benefits	1,500	24,300	15,300	44,700	20,400	84%
Professional Services	8,600	29,300	18,700	19,200	(10,100)	-34%
Support Costs	100	200	200	200	-	0%
Projects and Operations						
Operating and Capital Disbursements	6,000,000	7,000,000	6,206,000	5,955,900	(1,044,100)	-15%
Local Streets and Roads	14,955,500	13,281,400	13,281,400	11,895,700	(1,385,700)	-10%
Regional Arterials	19,203,900	30,967,000	25,000,000	30,000,000	(967,000)	-3%
TOTAL Projects and Operations	40,159,400	51,248,400	44,487,400	47,851,600	(3,396,800)	-7%
Transfers Out	534,800	357,100	357,100	363,000	5,900	2%
TOTAL Uses	40,704,400	51,659,300	44,878,700	48,278,700	(3,380,600)	-7%
Excess (deficiency) of Sources over (under) Uses	$ 4,342,400	$ (12,843,500)	$ (5,999,100)	$ (13,778,500)	$ (935,000)	7%

Coachella Valley Measure A sales tax revenues decreased 10% compared to the prior year due to Measure A sales tax projections affected by COVID-19. Taxable sales changes among the geographic areas can impact the geographic allocation formula from year to year.

Investment income decreased 68% compared to the previous year's budget due to extremely conservative investment yield projections in FY 2020/21.

Personnel salaries and benefits expenditures increased $20,400 from the prior year due to the allocation of FTEs.

The Coachella Valley operating and capital disbursements represent specialized transit funds distributed to SunLine Transit Agency (SunLine) for transit operations. Local streets and roads payments to local jurisdictions are directly affected by changes in Measure A sales tax revenues. Regional arterial projects are highway and regional arterial projects managed by CVAG.

The Commission accounts for debt service funding related to CVAG highway and regional arterial projects, under advance funding agreements, in projects and operations in order to be consistent with the accounting in the ERP system.

Transfers out of $363,000 relate to the administrative costs allocation.

Palo Verde Valley Measure A Fund

This special revenue fund accounts for Palo Verde Valley's less than 1% share of the Measure A sales tax (Table 25).

Table 25 – Palo Verde Valley Measure A Fund FY 2019 – 2021

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Sources						
Measure A Sales Tax						
Local Streets and Roads	$ 1,031,600	$ 913,000	$ 913,000	$ 696,000	$ (217,000)	-24%
Uses						
Projects and Operations						
Local Streets and Roads	986,700	806,500	806,500	615,700	(190,800)	-24%
TOTAL Projects and Operations	986,700	806,500	806,500	615,700	(190,800)	-24%
Transfers Out	44,900	106,500	106,500	80,300	(26,200)	-25%
TOTAL Uses	1,031,600	913,000	913,000	696,000	(217,000)	-24%
Excess (deficiency) of Sources over (under) Uses	$ -	$ -	$ -	$ -	$ -	N/A

Total Measure A sales tax revenues decreased 24% compared to the prior year due to Measure A sales tax projections affected by COVID-19 as well as taxable sales changes among the geographic areas that impact the geographic allocation formula from year to year.

Local streets and roads represent the only expenditures in the Palo Verde Valley. Transfers out of $80,300 relate to the administrative costs allocation.

Non-Measure A Special Revenue Funds

The non-Measure A special revenue funds account for LTF disbursements; TUMF Western County project costs; motorist assistance expenditures for towing service as well as freeway call box and 511 traveler information system operations; transit disbursements from STA and SGR funding; Coachella Valley rail planning and development; interagency project activities; and SB 132 project activities. These activities are budgeted in the LTF, TUMF, FSP, SAFE, STA, SGR, Coachella Valley Rail, Other Agency Projects, and SB 132 special revenue funds, respectively.

Local Transportation Fund

The LTF special revenue fund derives its revenue from one quarter of one cent of the state sales tax that is returned to source and provides for funding of public transit operations in the County, bicycle and pedestrian facility projects, planning, and administration (Table 26).

Table 26 – Local Transportation Fund FY 2019 – 2021

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Sources						
LTF Sales Tax	$ 103,819,400	$ 91,000,000	$ 91,000,000	$ 82,000,000	$ (9,000,000)	-10%
Investment Income	2,118,500	713,300	766,500	402,400	(310,900)	-44%
Transfers In	1,170,000	-	-	-	-	N/A
TOTAL Sources	107,107,900	91,713,300	91,766,500	82,402,400	(9,310,900)	-10%
Uses						
Projects and Operations						
Operating and Capital Disbursements	100,548,900	92,469,100	93,020,000	45,827,000	(46,642,100)	-50%
TOTAL Projects and Operations	100,548,900	92,469,100	93,020,000	45,827,000	(46,642,100)	-50%
Transfers Out	26,203,200	29,687,500	29,563,700	16,426,600	(13,260,900)	-45%
TOTAL Uses	126,752,100	122,156,600	122,583,700	62,253,600	(59,903,000)	-49%
Excess (deficiency) of Sources over (under) Uses	$ (19,644,200)	$ (30,443,300)	$ (30,817,200)	$ 20,148,800	$ 50,592,100	-166%

The Commission projects LTF sales tax revenue in FY 2020/21 to decrease 10% from the prior year due to impacts of COVID-19. Investment income decreased 44% compared to the previous year's budget due to extremely conservative investment yield projections in FY 2020/21.

In FY 2020/21, approximately 86% and 14% of the LTF transit expenditures of $44,300,000 are for operating and capital purposes, respectively. LTF operating allocations, subject to approval in June 2020, are comprised of 63% to Western County, 34% to Coachella Valley, and 3% to Palo Verde Valley public bus operators. Other operating and capital disbursements include allocations for SB 821 bicycle and pedestrian projects of $900,000 and planning and administration allocations of $627,000 to the County Auditor-Controller and SCAG.

Transfers out include allocations to the Commission's General fund for planning and administration of $2,460,000; rail operations of $9,000,000; grade separation projects of $2,000,000; $2,851,300 for planning, programming, and agency share of the administrative costs; and $115,300 for administrative costs allocation.

Transportation Uniform Mitigation Fee Fund

The TUMF fund accounts for the Commission's share of developer fee assessments on new residential and commercial developments in Western County for regional arterials and CETAP corridors (Table 27).

TUMF revenues includes $11,000,000 based on projected fees distributed to the Commission and $4,500,000 related to WRCOG's TUMF Zone reimbursements for the I-15/Railroad Canyon interchange project, a city of Lake Elsinore regional arterial project managed by the Commission. The 10% decrease in TUMF revenues reflects the anticipated impacts of COVID-19 on new residential and commercial development. State reimbursements of $13,920,000 increased 140% for the I-15/Railroad Canyon interchange project. Investment income decreased 64% compared to the previous year's budget due to extremely conservative investment yield projections in FY 2020/21. The FY 2020/21 transfers in of $300,000 relate to funding for the SR-79 realignment project from the 2009 Measure A Western County highways special revenue fund.

Table 27 – Transportation Uniform Mitigation Fee Fund FY 2019 – 2021

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Sources						
State Reimbursements	$ -	$ 5,800,000	$ 4,000,000	$ 13,920,000	$ 8,120,000	140%
Local Reimbursements	4,999,800	-	-	-	-	N/A
TUMF Revenue	29,968,500	17,240,000	17,240,000	15,500,000	(1,740,000)	-10%
Other Revenue	38,000	18,000	33,900	34,000	16,000	89%
Investment Income	3,026,100	1,205,900	399,700	436,400	(769,500)	-64%
Transfers In	186,200	300,000	300,000	300,000	-	0%
TOTAL Sources	38,218,600	24,563,900	21,973,600	30,190,400	5,626,500	23%
Uses						
Personnel Salaries and Benefits	262,000	624,600	661,700	366,700	(257,900)	-41%
Professional Services	137,300	171,000	169,200	174,800	3,800	2%
Support Costs	16,000	27,900	29,100	28,800	900	3%
Projects and Operations	-					
Program Operations	357,200	619,200	542,500	598,000	(21,200)	-3%
Engineering	3,263,700	1,935,300	1,470,000	1,640,000	(295,300)	-15%
Construction	988,100	6,800,000	6,279,000	25,550,400	18,750,400	276%
Right of Way/Land	525,200	24,734,000	7,700,400	12,533,600	(12,200,400)	-49%
TOTAL Projects and Operations	5,134,200	34,088,500	15,991,900	40,322,000	6,233,500	18%
Transfers Out	1,425,800	1,524,300	1,524,300	14,826,500	13,302,200	873%
TOTAL Uses	6,975,300	36,436,300	18,376,200	55,718,800	19,282,500	53%
Excess (deficiency) of Sources over (under) Uses	$ 31,243,300	$ (11,872,400)	$ 3,597,400	$ (25,528,400)	$ (13,656,000)	115%

Personnel salaries and benefits reflect a decrease of 41% primarily due to the one-time disbursement in FY 2019/20 to fund the Commission's CalPERS net pension liability. As a cost savings measure, there will be no performance merit-based salary increases in FY 2020/21. Professional services and support costs are comparable to the prior year.

Projects and operations costs increased 18%, as many regional arterial projects move through various stages of engineering, right of way acquisition, and construction. Approximately 80% of the projects and operations costs are attributable to programmed regional arterial projects. The remaining 20% relates to CETAP projects such as the Mid County Parkway preliminary engineering and right of way acquisitions. Transfers out represent $1,313,800 to the General fund related to the administrative cost allocation, $3,523,100 to the 2009 Measure A Western County highway fund for TUMF CETAP's share of the MSHCP debt service obligation, and $9,989,600 to the 2009 Measure A Western County new corridor fund for the Mid County Parkway I-215/Placentia interchange project.

Freeway Service Patrol Fund

The FSP fund accounts for the state and local resources provided to cover the costs of servicing stranded motorists in covered service areas and construction zones by means of towing, changing tires, and providing fuel (Table 28).

The State's funding share of $3,500,000 increased 9% from the FY 2019/20 budget. Local reimbursements of $413,000 relate to local grants for project and weekend FSP services. Investment income decreased 30% compared to the previous year's budget due to and extremely conservative investment yield projections in FY 2020/21. Transfers in represent Commission match funds of $1,965,900 from the SAFE special revenue fund.

Table 28 – Freeway Service Patrol Fund FY 2019 – 2021

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Sources						
State Reimbursements	$ 3,173,300	$ 3,200,000	$ 3,166,600	$ 3,500,000	$ 300,000	9%
Local Reimbursements	-	-	96,000	413,000	413,000	N/A
Other Revenue	34,900	96,000	-	-	(96,000)	-100%
Investment Income	51,600	37,100	3,100	26,000	(11,100)	-30%
Transfers In	3,600,000	2,400,000	2,400,000	1,965,900	(434,100)	-18%
TOTAL Sources	6,859,800	5,733,100	5,665,700	5,904,900	171,800	3%
Uses						
Personnel Salaries and Benefits	94,300	212,200	229,900	164,600	(47,600)	-22%
Professional Services	42,300	63,000	32,800	60,000	(3,000)	-5%
Support Costs	39,800	73,600	47,300	62,200	(11,400)	-15%
Projects and Operations						
Program Operations	3,559,200	5,368,400	3,565,800	5,425,000	56,600	1%
TOTAL Projects and Operations	3,559,200	5,368,400	3,565,800	5,425,000	56,600	1%
Transfers Out	188,400	216,600	216,600	216,300	(300)	0%
TOTAL Uses	3,924,000	5,933,800	4,092,400	5,928,100	(5,700)	0%
Excess (deficiency) of Sources over (under) Uses	$ 2,935,800	$ (200,700)	$ 1,573,300	$ (23,200)	$ 177,500	-88%

Personnel salaries and benefits decreased 22% primarily due to the one-time disbursement in FY 2019/20 to fund the Commission's CalPERS net pension liability. As a cost savings measure, there will be no performance merit-based salary increases in FY 2020/21. Professional services are comparable to the prior year's budget. Support costs decreased 15% and relate to printing and communication services. Operating costs for towing services in FY 2020/21 are higher than the FY 2019/20 budget due to increased towing rates across new FSP contracts. Transfers out to the General fund of $216,300 are administrative cost allocations.

Service Authority for Freeway Emergencies Fund

The SAFE fund accounts for the $1 per vehicle registration fee levied by the State on all registered vehicles within the County. It funds the installation and implementation of emergency aid call boxes located strategically on the highways throughout the County as well as the operations of the 511 traveler information system (Table 29).

Table 29 – Service Authority for Freeway Emergencies Fund FY 2019 – 2021

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Sources						
State Reimbursements	$ 2,074,600	$ 1,980,000	$ 2,028,000	$ 2,000,000	$ 20,000	1%
Local Reimbursements	139,200	224,600	210,700	222,300	(2,300)	-1%
Other Revenue	1,100	3,000	-	-	(3,000)	-100%
Investment Income	186,700	71,200	14,100	24,200	(47,000)	-66%
TOTAL Sources	2,401,600	2,278,800	2,252,800	2,246,500	(32,300)	-1%
Uses						
Personnel Salaries and Benefits	31,500	93,900	127,100	15,800	(78,100)	-83%
Professional Services	280,700	459,000	442,200	459,500	500	0%
Support Costs	108,200	352,400	246,000	137,600	(214,800)	-61%
Projects and Operations						
Program Operations	22,400	19,000	66,600	27,000	8,000	42%
TOTAL Projects and Operations	22,400	19,000	66,600	27,000	8,000	42%
Transfers Out	3,632,000	2,531,600	2,531,600	2,399,700	(131,900)	-5%
TOTAL Uses	4,074,800	3,455,900	3,413,500	3,039,600	(416,300)	-12%
Excess (deficiency) of Sources over (under) Uses	$ (1,673,200)	$ (1,177,100)	$ (1,160,700)	$ (793,100)	$ 384,000	-33%

Local reimbursements represent recoveries through a collection agency related to call box knockdowns and pass-through funds from SBCTA for its share of the 511 traveler information system operating costs. Investment income decreased 66% compared to the previous year's budget due to extremely conservative investment yield projections in FY 2020/21.

Personnel salaries and benefits decreased 83% primarily due to the one-time disbursement in FY 2019/20 to fund the Commission's CalPERS net pension liability. As a cost savings measure, there

will be no performance merit-based salary increases in FY 2020/21. Professional services remained unchanged from FY 2019/20. Support costs decreased 61% due to the call box upgrade and removal program in FY 2019/20. Projects and operations costs are comparable to the previous year's budget. The transfers out reflect a $1,965,900 match to the State's contribution for towing services in the FSP special revenue fund, $360,000 to the 2009 Measure A Western County commuter assistance fund for special projects, and $73,800 to the General fund for administrative cost allocations.

State Transit Assistance Fund

The STA fund accounts for the state budgetary allocation of gas tax revenues designated for rail and bus transit operations and capital requirements (Table 30). Estimates of diesel fuel sales tax revenues provided by the State Controller, subject to an annual state budget appropriation, serve as the basis for the allocation. These estimates now include funding from SB 1 for transit.

Table 30 – State Transit Assistance Fund FY 2019 – 2021

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Sources						
STA Sales Tax	$ 23,497,600	$ 27,253,800	$ 24,857,000	$ 24,704,700	$ (2,549,100)	-9%
Investment Income	2,866,200	1,143,000	1,262,100	428,900	(714,100)	-62%
TOTAL Sources	26,363,800	28,396,800	26,119,100	25,133,600	(3,263,200)	-11%
Uses						
Professional Services	16,800	17,700	17,700	18,700	1,000	6%
Projects and Operations						
Operating and Capital Disbursements	6,520,200	50,110,000	35,690,000	35,423,000	(14,687,000)	-29%
TOTAL Projects and Operations	6,520,200	50,110,000	35,690,000	35,423,000	(14,687,000)	-29%
Transfers Out	500,700	572,400	572,400	787,300	214,900	38%
TOTAL Uses	7,037,700	50,700,100	36,280,100	36,229,000	(14,471,100)	-29%
Excess (deficiency) of Sources over (under) Uses	$ 19,326,100	$ (22,303,300)	$ (10,161,000)	$ (11,095,400)	$ 11,207,900	-50%

Investment income decreased 62% compared to the previous year's budget due extremely conservative investment yield projections in FY 2020/21.

The operating and capital disbursements consist of allocations primarily for bus capital purposes. In FY 2020/21, approximately 58% of the allocations are in Western County, 41% in Coachella Valley, and 1% in Palo Verde Valley. Similar to the LTF allocations, the STA allocations are subject to Commission approval in June 2020. Transfers out represent rail capital allocations of $672,000 to the Coachella Valley Rail fund and $115,300 to the General fund for administrative cost allocations.

State of Good Repair Fund

The SGR fund accounts for additional STA funding under SB 1 for transit infrastructure repair and service improvements (Table 31). These additional revenues fund eligible transit maintenance, rehabilitation, and capital projects.

Table 31 – State of Good Repair Fund FY 2019 - 2021

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Sources						
STA Sales Tax	$ 3,704,200	$ 3,796,800	$ 3,840,900	$ 3,952,200	$ 155,400	4%
Investment Income	142,200	47,200	67,400	26,400	(20,800)	-44%
TOTAL Sources	3,846,400	3,844,000	3,908,300	3,978,600	134,600	4%
Uses						
Projects and Operations						
Operating and Capital Disbursements	107,400	5,861,300	1,018,800	5,512,300	(349,000)	-6%
TOTAL Projects and Operations	107,400	5,861,300	1,018,800	5,512,300	(349,000)	-6%
Transfers Out	757,900	941,500	941,400	1,783,300	841,800	89%
TOTAL Uses	865,300	6,802,800	1,960,200	7,295,600	492,800	7%
Excess (deficiency) of Sources over (under) Uses	$ 2,981,100	$ (2,958,800)	$ 1,948,100	$ (3,317,000)	$ (358,200)	12%

The capital disbursements consist of allocations for bus capital purposes. In FY 2020/21, 75% of the allocations are in Western County, 24% in Coachella Valley, and 1% in Palo Verde Valley. Similar to the LTF and STA allocations, Commission approval of the SGR allocations occurs in June 2020. Transfers out of $1,668,000 relate to a station rehabilitation and improvement project in the 2009 Measure A Western County rail special revenue fund and $115,300 to the General fund for administrative costs allocations.

Coachella Valley Rail Fund

The Coachella Valley Rail fund accounts for state funding for the planning and development of the new Coachella Valley-San Gorgonio Pass corridor rail service (Table 32).

Table 32 – Coachella Valley Rail Fund FY 2019 – 2021

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Sources						
Federal Reimbursements	$ 1,224,900	$ 750,000	$ 500,000	$ 200,000	$ (550,000)	-73%
State Reimbursements	-	5,942,500	-	5,942,500	-	0%
Investment Income	88,900	9,400	7,100	-	(9,400)	-100%
Transfers In	350,000	450,000	450,000	990,200	540,200	120%
TOTAL Sources	1,663,800	7,151,900	957,100	7,132,700	(19,200)	0%
Uses						
Personnel Salaries and Benefits	8,900	85,200	21,200	2,700	(82,500)	-97%
Professional Services	1,753,400	9,073,200	835,100	795,000	(8,278,200)	-91%
Support Costs	200	3,700	3,700	3,700	-	0%
Projects and Operations						
Program Operations	-	-	1,400	-	-	N/A
Engineering	-	600,000	400,000	550,000	(50,000)	-8%
Construction	-	-	-	7,721,800	7,721,800	N/A
TOTAL Projects and Operations	-	600,000	401,400	8,271,800	7,671,800	1279%
Transfers Out	95,900	155,300	155,300	670,000	514,700	331%
TOTAL Uses	1,858,400	9,917,400	1,416,700	9,743,200	(174,200)	-2%
Excess (deficiency) of Sources over (under) Uses	$ (194,600)	$ (2,765,500)	$ (459,600)	$ (2,610,500)	$ 155,000	-6%

Federal reimbursements represent a Federal Rail Administration (FRA) grant of $200,000 for rail station planning and development. State reimbursements of $5,942,500 relate to State Rail Account grant funds for the special train platform in the city of Indio. Investment income decreased 100% compared to the previous year's budget due to extremely conservative investment yield projections and use of fund balance in FY 2020/21. Transfers in of $672,000 and $318,200 reflect STA and General fund allocations, respectively.

Personnel salaries and benefits decreased 97% primarily due to the one-time disbursement in FY 2019/20 to fund the Commission's CalPERS net pension liability. As a cost savings measure, there will be no performance merit-based salary increases in FY 2020/21. Professional services decreased 91% due to the reclassification of costs related to the special events train platform in the city of Indio to engineering and construction. These expenditures include detailed studies and station

planning and development on the Coachella Valley-San Gorgonio Pass rail corridor. Transfers out to the General fund of $670,000 relate to administrative costs allocations.

Other Agency Projects Fund

The Other Agency Projects fund accounts for interagency cooperative planning and development of projects in the County (Table 33). The Commission entered into a MOU with the Riverside County Regional Park and Open Space District (District) for the Santa Ana River Trail projects. The projects are a joint effort with several public and private agencies including the counties of Orange and San Bernardino. The District is the lead agency for environmental compliance for NEPA and CEQA, and the Commission is responsible for project oversight and approval, final design, and construction.

Table 33 – Other Agency Projects Fund FY 2019 – 2021

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Sources						
Local Reimbursements	$ 588,700	$ 7,367,900	$ 1,950,900	$ 1,250,700	$ (6,117,200)	-83%
Investment Income	12,800	200	1,600	100	(100)	-50%
TOTAL Sources	601,500	7,368,100	1,952,500	1,250,800	(6,117,300)	-83%
Uses						
Personnel Salaries and Benefits	34,700	201,500	146,900	140,300	(61,200)	-30%
Professional Services	-	31,000	35,000	20,000	(11,000)	-35%
Support Costs	300	1,100	300	-	(1,100)	-100%
Projects and Operations						
Program Operations	146,600	354,100	268,000	350,400	(3,700)	-1%
Engineering	435,900	878,000	700,000	600,000	(278,000)	-32%
Construction	-	4,972,000	-	10,000	(4,962,000)	-100%
Right of Way/Land	(29,900)	205,000	75,500	130,000	(75,000)	-37%
TOTAL Projects and Operations	552,600	6,409,100	1,043,500	1,090,400	(5,318,700)	-83%
Transfers Out	-	725,200	725,200	-	(725,200)	-100%
TOTAL Uses	587,600	7,367,900	1,950,900	1,250,700	(6,117,200)	-83%
Excess (deficiency) of Sources over (under) Uses	$ 13,900	$ 200	$ 1,600	$ 100	$ (100)	-50%

The District is responsible for 100% of the Santa Ana River Trail project costs. It will reimburse the Commission, including providing an advance deposit, for all salaries and benefits, professional services, support costs, project management, engineering, construction costs, and right of way.

SB 132 Fund

The SB 132 fund (Table 34) accounts for the $427 million appropriation from the state highway account to the Riverside County Transportation Efficiency Corridor for five major projects in Western County:

- Commission's 15/91 Express Lanes connector project;
- City of Corona's McKinley Avenue grade separation project;
- County's Jurupa Road grade separation project with the city of Jurupa Valley as its partner;
- County's I-15/Limonite interchange project with the cities of Eastvale and Jurupa Valley as its partners; and
- County's Hamner Bridge widening project with the city of Norco as its partner.

Without the state funding approved by the Governor and State Legislators in April 2017 as part package of legislation that passed with SB 1, these projects would not have been built for many years.

Table 34 – SB 132 Fund FY 2019 – 2021

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Sources						
State Reimbursements	$ 53,666,800	$ 93,511,800	$ 71,326,000	$ 83,626,400	$ (9,885,400)	-11%
Investment Income	(7,800)	-	600	-	-	N/A
Transfers In	1,213,700	2,000,000	-	2,000,000	-	0%
TOTAL Sources	54,872,700	95,511,800	71,326,600	85,626,400	(9,885,400)	-10%
Uses						
Personnel Salaries and Benefits	258,600	470,800	389,000	223,500	(247,300)	-53%
Professional Services	1,823,100	2,176,500	819,000	267,000	(1,909,500)	-88%
Support Costs	800	100	5,000	26,000	25,900	25900%
Projects and Operations						
Program Operations	58,400	973,100	126,100	880,800	(92,300)	-9%
Engineering	7,289,600	4,608,000	9,642,200	7,000,000	2,392,000	52%
Construction	30,306,600	18,053,000	21,490,200	14,997,000	(3,056,000)	-17%
Design Build	12,520,400	41,718,000	29,438,000	46,125,000	4,407,000	11%
Right of Way/Land	2,598,100	26,644,000	8,144,600	16,107,000	(10,537,000)	-40%
TOTAL Projects and Operations	52,773,100	91,996,100	68,841,100	85,109,800	(6,886,300)	-7%
Transfers Out	1,020,700	868,300	-	-	(868,300)	-100%
TOTAL Uses	55,876,300	95,511,800	70,054,100	85,626,300	(9,885,500)	-10%
Excess (deficiency) of Sources over (under) Uses	$ (1,003,600)	$ -	$ 1,272,500	$ 100	$ 100	N/A

Personnel salaries and benefits decreased 53% primarily due to the one-time disbursement in FY 2019/20 to fund the Commission's CalPERS net pension liability. As a cost savings measure, there will be no performance merit-based salary increases in FY 2020/21. Professional services decreased 88% due to reduced activity in legal services, financial advisory, and traffic and revenue study activities primarily related to the 15/91 Express Lanes connector project. Support costs increased $25,900 related to utilities, public notices, communications, general supplies and materials, and staff-related costs. Projects and operations decreased $6,886,300 primarily due to right of way activities on the McKinley Avenue grade separation project and construction on the I-15/Limonite interchange project.

Capital Projects Funds

Overview

The capital projects funds account for all debt proceeds from commercial paper notes, sales tax revenue bonds, and toll revenue bonds (Table 35).

Table 35 - Capital Projects Funds FY 2019 – 2021

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Sources						
Investment Income	$ 4,157,800	$ 1,371,300	$ 2,968,400	$ 341,700	$ (1,029,600)	-75%
TOTAL Revenues	4,157,800	1,371,300	2,968,400	341,700	(1,029,600)	-75%
Other Financing Sources (Uses)						
Transfers In	500,000	-	-	-	-	N/A
Transfers Out	(9,924,300)	(24,402,400)	(22,007,400)	(24,271,500)	130,900	-1%
Net Financing Sources (Uses)	(9,424,300)	(24,402,400)	(22,007,400)	(24,271,500)	130,900	-1%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)	(5,266,500)	(23,031,100)	(19,039,000)	(23,929,800)	(898,700)	4%
Beginning Fund Balance	116,920,000	111,653,500	111,653,500	92,614,500	(19,039,000)	-17%
ENDING FUND BALANCE	$ 111,653,500	$ 88,622,400	$ 92,614,500	$ 68,684,700	$ (19,937,700)	-22%

As illustrated in the following charts for FY 2020/21, capital projects funds sources and uses consist of investment income (Chart 19) and transfers out (Chart 20), respectively. In prior years, these charts reflected debt proceeds, including bond premium, and transfers in for sources as well as debt service payments to escrow agent for uses. In FY 2017/18, the Commission issued sales tax revenue bonds to finance the I-15 Express Lanes project and 91 Project completion and to refund sales tax revenue bonds due to federal tax reform. The Commission does not anticipate any new sales tax revenue debt issuances, toll revenue debt issuances, or sales tax debt refundings in FY 2020/21.

Chart 19 – Capital Projects Funds Sources FY 2020/21

Chart 20 – Capital Projects Funds Uses FY 2020/21

In FY 2020/21, the Commission expects to transfer out sales tax bond proceeds of $24,271,500 to the 2009 Measure A Western County Highways special revenue fund for the I-15 Express Lanes project.

Debt Service Fund

Overview

Under the 2009 Measure A program, as amended by Measure K in November 2010, the Commission has the authority to issue sales tax revenue bonds subject to a debt limitation of $975,000,000.

The Commission pledged future Measure A sales taxes as security for Measure A debt service payments on the sales tax revenue bonds and commercial paper notes. In order to advance project development activities, the Commission established a commercial paper program in 2005. Periodically the Commission issues commercial paper notes and retires some of the notes with proceeds from sales tax revenue bonds.

The current commercial paper program authorization is $60,000,000. As credit and liquidity support for the commercial paper notes, the Commission has an irrevocable direct draw letter of credit in the amount of $60,750,000 and a reimbursement agreement with a bank that expires in October 2025. The costs for the liquidity support are reflected in the 2009 Measure A Western County Bond Financing special revenue fund. Currently, there are no outstanding commercial paper notes; the FY 2020/21 budget does not include any issuances of commercial paper notes. The Commission currently maintains a P-1 and an A-1+ rating from Moody's Investors Service (Moody's) and S&P Global Ratings (S&P), respectively, on the commercial paper notes.

The sales tax revenue bonds are limited tax bonds secured by a pledge of the 2009 Measure A revenues (Limited Tax Bonds). All outstanding sales tax revenue bonds are fixed rate bonds that mature on or before June 2039, prior to the expiration of the 2009 Measure A. Currently, the Commission has five series of sales tax revenue bonds outstanding:

- Series B taxable bonds issued in November 2010 (2010B Bonds) designated as BABs under the American Recovery and Reinvestment Act. The Commission designated a portion of the BABs as recovery zone economic development bonds (RZEDBs). The Commission expects to receive a cash subsidy from the United States Treasury equal to 35% of the interest payable on the BABs or 45% of the interest payable on the 2010B Bonds designated as RZEDBs. However, reductions in the BABs subsidies occurred in recent years due to federal sequestration cuts. If sequestration continues, the Commission anticipates a reduction in the FY 2020/21 BABs subsidy of approximately 6.0%;
- Tax-exempt bonds issued in July 2013 (2013 Sales Tax Bonds) and partially refunded in December 2017. The Commission used a significant portion of the proceeds of the 2013 Sales Tax Bonds to fund a substantial portion of the 91 Project costs;
- Tax-exempt refunding bonds issued in September 2016 (2016 Refunding Bonds);
- Tax-exempt bonds issued in July 2017 (2017A Bonds) to fund the I-15 Express Lanes project and 91 Project completion costs;
- Tax-exempt refunding bonds issued in December 2017 (2017B Refunding Bonds); and
- Tax-exempt refunding bonds issued in April 2018 (2018 Refunding Bonds).

The Commission maintains long-term debt ratings of Aa2, AA+, and AA from Moody's, S&P, and Fitch Ratings (Fitch), respectively on its currently outstanding sales tax revenue bonds.

The debt agreements require the trustee to hold all sales tax debt proceeds and a portion of the sales tax revenues intercepted from the CDTFA and to segregate all funds into separate accounts. These monies are included in the restricted investments held by trustee in the capital projects funds and debt service fund. Under the sales tax indentures, the Commission may use sales tax revenues for any lawful purpose related to the Riverside County TIP after the trustee has satisfied debt service requirements.

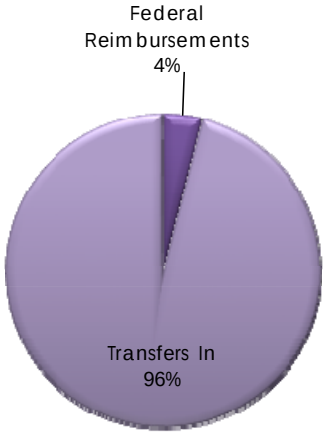
The Debt Service fund of the Commission primarily accounts for all activities related to the sales tax revenue bonds debt incurred by the Commission (Table 36). The Commission does not anticipate any issuances of sales tax bonds in FY 2020/21.

Table 36 – Debt Service Fund FY 2019 – 2021

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Sources						
Federal Reimbursements	$ 2,797,200	$ 2,803,200	$ 2,803,200	$ 2,812,100	$ 8,900	0%
Investment Income	556,900	250,700	278,000	78,500	(172,200)	-69%
TOTAL Sources	3,354,100	3,053,900	3,081,200	2,890,600	(163,300)	-5%
Expenditures						
Debt Service						
Principal Payments	25,965,000	27,245,000	27,245,000	28,495,000	1,250,000	5%
Interest Payments	43,590,700	42,292,500	42,289,500	41,024,000	(1,268,500)	-3%
TOTAL Debt Service	69,555,700	69,537,500	69,534,500	69,519,000	(18,500)	0%
Capital Outlay	-	-	-	-	-	N/A
TOTAL Expenditures	69,555,700	69,537,500	69,534,500	69,519,000	(18,500)	0%
Excess (deficiency) of Revenues over (under) Expenditures	(66,201,600)	(66,483,600)	(66,453,300)	(66,628,400)	(144,800)	0%
Other Financing Sources (Uses)						
Transfers In	69,504,200	72,534,500	73,523,100	69,519,000	(3,015,500)	-4%
Transfers Out	(2,948,300)	(2,803,200)	(2,803,200)	(2,812,100)	(8,900)	0%
Net Financing Sources (Uses)	66,555,900	69,731,300	70,719,900	66,706,900	(3,024,400)	-4%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)	354,300	3,247,700	4,266,600	78,500	(3,169,200)	-98%
Beginning Fund Balance	11,082,900	11,437,200	11,437,200	15,703,800	4,266,600	37%
ENDING FUND BALANCE	$ 11,437,200	$ 14,684,900	$ 15,703,800	$ 15,782,300	$ 1,097,400	7%

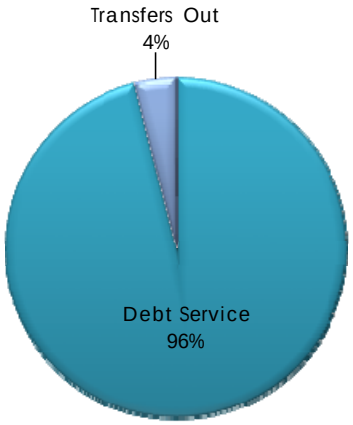
Reimbursements consist of federal cash subsidy payments related to the 2010B Bonds designated as BABs. The BABs subsidy payments reflect a reduction in the expected payments due to federal sequestration cuts. Investment income is lower than the previous fiscal year due to extremely conservative investment yield projections. Transfers in represent the primary source of funding for the debt service funds and reserves (Chart 21) and consist of funds from the 2009 Measure A Western County Highways and Bond Financing special revenue funds.

Chart 21 – Debt Service Fund Sources FY 2020/21



Debt Service fund uses (Chart 22) consist of principal and interest debt service payments on the outstanding sales tax revenue bonds (2010B Bonds, 2013 Sales Tax Bonds, 2016 Refunding Bonds, 2017A Bonds, 2017B Refunding Bonds, and 2018 Refunding Bonds) and transfer of the BABs subsidy payments to the 2009 Measure A Western County highways and 2009 Measure A Coachella Valley highway and regional arterials funds.

Chart 22 – Debt Service Fund Uses FY 2020/21



Enterprise Funds

Overview

In FY 2020/21, the Commission will operate two express lanes systems that are accounted for in separate enterprise funds. The RCTC 91 Express Lanes opened in March 2017, and the Commission anticipates opening of the 15 Express Lanes in late 2020.

Toll revenues generated on the RCTC 91 Express Lanes are pledged to pay debt service on the tax-exempt toll bonds issued in July 2013 (2013 Toll Bonds) and federal TIFIA loan executed with the United States Department of Transportation (U.S. DOT) in July 2013 (2013 TIFIA Loan) for the 91 Project. The 2013 Toll Bonds consist of current interest bonds that have maturity dates through June 2048 and capital appreciation bonds that mature at the accreted value commencing June 2022 through June 2043. The 2013 TIFIA loan requires mandatory debt service payments at a minimum and scheduled debt service payments to the extent additional funds are available. TIFIA debt service payments commence on December 1, 2021 through June 1, 2051.

The 2013 Toll Bonds and the 2013 TIFIA Loan are secured by a lien on the RCTC 91 Express Lanes trust estate, which consists primarily of toll revenues and non-toll transaction and account revenues less operating and maintenance expenses of the RCTC 91 Express Lanes. The 2013 Toll Bonds and the 2013 TIFIA Loan long-term ratings from S&P and Fitch were upgraded to A- and BBB+, respectively, in February 2020 as a result of the strong performance of the RCTC 91 Express Lanes compared to initial rating projections.

Future toll revenues generated on the I-15 Express Lanes are pledged to pay debt service on the federal TIFIA loan executed with the U.S. DOT in 2017 (2017 TIFIA Loan) for the I-15 Express Lanes project. Proceeds of the 2017 TIFIA Loan may be drawn upon after certain conditions are met; the Commission anticipates that the loan will be drawn in full during FY 2020/21. Interest payments are expected to commence on the fifth anniversary of the substantial completion date or the first interest payment date occurring prior to the fifth anniversary date. Accordingly, semiannual interest payments are anticipated to commence June 2025; principal payments are expected to commence in June 2030. The 2017 TIFIA loan is expected to mature on the earlier of 35 years after substantial completion of the I-15 Express Lanes project or June 1, 2056.

The 2017 TIFIA Loan is secured by a lien on the 15 Express Lanes trust estate, which consists primarily of toll revenues and non-toll revenues (including account and violations revenues) less operating and maintenance expenses of the 15 Express Lanes. For the 2017 TIFIA Loan, the Commission received long-term ratings of BBB- and BBB from Fitch and Kroll Bond Rating Agency, respectively.

Under separate debt indentures for the RCTC 91 Express Lanes and the 15 Express Lanes, the Commission pledged each system's toll revenues as security for the respective toll revenue bonds, including TIFIA loans. Each debt agreement requires the trustee to hold all debt proceeds and the toll revenues from each express lanes' operations and to segregate all funds into separate accounts. Under the toll indentures, a separate flow of funds administered by the trustee prescribes the use of toll revenues for each express lanes system.

The Commission excludes accretion amounts related to capital appreciation bonds and compounded interest on the TIFIA loans, as they do not affect the annual budget activities.

RCTC 91 Express Lanes

The RCTC 91 Express Lanes is a four-lane, eight-mile toll road in the median of SR-91 that extends the OCTA 91 Express Lanes at the Orange County/Riverside County line to the SR-91/I-15 interchange. It includes a direct express lanes connector from SR-91 to I-15 south of the 15/91 interchange. Toll revenues and non-toll revenues fund maintenance and operating costs, rehabilitation, capital expenses, and debt service (Table 37). The RCTC 91 Express Lanes toll collection system is all electronic transactions, with no toll collection booths. Commuters on SR-91 in Corona have a choice of using either the express lanes or the general purpose lanes.

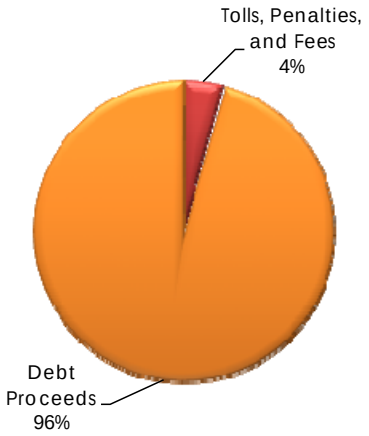
Table 37 – RCTC 91 Express Lanes Enterprise Fund FY 2019 – 2021

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Revenues						
Tolls, Penalties, and Fees	$ 58,423,500	$ 67,201,100	$ 49,622,000	$ 28,205,000	$ (38,996,100)	-58%
Investment Income	1,738,700	1,339,000	2,011,100	691,900	(647,100)	-48%
TOTAL Revenues	60,162,200	68,540,100	51,633,100	28,896,900	(39,643,200)	-58%
Expenses						
Personnel Salaries and Benefits	578,400	1,353,400	846,200	663,200	(690,200)	-51%
Professional and Support						
Professional Services	1,089,600	2,977,500	2,458,300	6,165,600	3,188,100	107%
Support Costs	3,235,100	4,543,300	3,450,700	4,284,700	(258,600)	-6%
TOTAL Professional and Support Costs	4,324,700	7,520,800	5,909,000	10,450,300	2,929,500	39%
Program and Operations						
Program and Operations	6,779,300	11,670,200	8,536,900	15,340,800	3,670,600	31%
Construction	-	-	-	1,500,000	1,500,000	N/A
Design Build	-	-	200,000	400,000	400,000	N/A
TOTAL Projects and Operations	6,779,300	11,670,200	8,736,900	17,240,800	5,570,600	48%
Debt Service						
Principal Payments	-	484,571,600	-	484,571,600	-	0%
Interest Payments	7,119,900	7,119,900	7,119,900	18,371,900	11,252,000	158%
Cost of Issuance	-	2,720,000	-	2,883,400	163,400	6%
TOTAL Debt Service	7,119,900	494,411,500	7,119,900	505,826,900	11,415,400	2%
Capital Outlay	1,096,700	766,100	426,000	305,000	(461,100)	-60%
TOTAL Expenses	19,899,000	515,722,000	23,038,000	534,486,200	18,764,200	4%
Excess (deficiency) of Revenues over (under) Expenses	40,263,200	(447,181,900)	28,595,100	(505,589,300)	(58,407,400)	13%
Other Financing Sources (Uses)						
Transfers Out	(4,309,200)	(3,059,500)	(2,539,700)	(1,025,300)	2,034,200	-66%
Debt Proceeds	-	625,425,000	-	627,550,000	2,125,000	0%
Payment to Escrow Agent	-	(142,975,000)	-	(147,488,000)	(4,513,000)	3%
Bond Premium	-	39,967,400	-	39,978,000	10,600	0%
Net Financing Sources (Uses)	(4,309,200)	519,357,900	(2,539,700)	519,014,700	(343,200)	0%
Excess (deficiency) of Revenues over (under) Expenses and Other Financing Sources (Uses)	35,954,000	72,176,000	26,055,400	13,425,400	(58,750,600)	-81%
Beginning Fund Balance	63,646,900	99,600,900	99,600,900	125,656,300	26,055,400	26%
ENDING FUND BALANCE	$ 99,600,900	$ 171,776,900	$ 125,656,300	$ 139,081,700	$ (32,695,200)	-19%

Tolls, penalties, and fees revenues represent the primary revenue source for the RCTC 91 Express Lanes enterprise fund (Chart 23). Such revenues consist of toll revenues of $25,247,900 based on estimated toll transactions and current RCTC 91 Express Lanes traffic and revenue data as adjusted for projected COVID-19 impacts, while the balance of $2,957,100 represents penalties and fees related to toll transactions and other customer account fees. Investment income represents earnings on operating and other restricted funds.

Debt proceeds, including bond premium, consist of $667,528,000 in 2020 Refunding Bonds from the refinancing of the Commission's 2013 Toll Bonds and 2013 TIFIA Loan. The Commission approved this refinancing in March 2020; however, the Commission postponed the transaction due to the market disruptions caused by the COVID-19 crisis.

Chart 23 – RCTC 91 Express Lanes Enterprise Fund Sources FY 2020/21

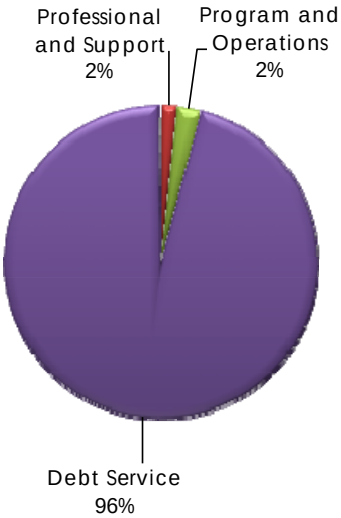


Toll operations expenses in FY 2020/21 are necessary to manage the operations, maintenance, and capital support of the RCTC 91 Express Lanes (Chart 24). Personnel salaries and benefits represent less than 1% of the total budgeted uses. Professional and support costs are 2% of budgeted uses and include system, equipment, and road maintenance; insurance; violation enforcement; consulting services; and marketing. Program and operations of $15,340,800 consist of the contracted operators' expenses related to operating and maintaining the toll lane hardware and software and customer service center, toll processing, and violation collection processing. Construction and design-build costs of $1,500,000 and $400,000, respectively, include required major repair and rehabilitation activity.

Debt service includes $498,707,000 for the refinancing of the 91 Project toll debt with proceeds from the 2020 Refunding Bonds and interest payments of $7,119,900 for the current interest portion of the 2013 Toll Bonds.

Capital outlay of $305,000 is related to the transition to new 6c transponder technology.

Chart 24 – RCTC 91 Express Lanes Enterprise Fund Uses FY 2020/21



Payment to escrow agent of $147,488,000 relates to the refunding of the current interest portion of the 2013 Toll Bonds with proceeds from the 2020 Refunding Bonds. Transfers out to the General fund of $1,025,300 are administrative cost allocations.

15 Express Lanes

The 15 Express Lanes is expected to open in late 2020 and will consist of tolled express lanes in each direction from Cajalco Road in Corona to the SR-60 interchange in Jurupa Valley. Tolled revenues and non-toll revenues fund maintenance and operating costs, rehabilitation, capital expenses, and debt service (Table 38). The 15 Express Lanes toll collection system is all electronic transactions, with no toll collection booths. Commuters on I-15 have a choice of using either express lanes or the general purpose lanes.

Table 38 – RCTC 15 Express Lanes Enterprise Fund FY 2019 – 2021

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Revenues						
Federal Reimbursements	$ -	$ -	$ -	$ 78,000	$ 78,000	N/A
Tolls, Penalties, and Fees	-	-	-	14,053,900	14,053,900	N/A
Other Revenue	-	-	-	96,500	96,500	N/A
TOTAL Revenues	-	-	-	14,228,400	14,228,400	N/A
Expenses						
Personnel Salaries and Benefits	-	-	-	461,200	461,200	N/A
Professional and Support						
Professional Services	-	-	-	2,400,300	2,400,300	N/A
Support Costs	-	-	-	3,353,000	3,353,000	N/A
TOTAL Professional and Support Costs	-	-	-	5,753,300	5,753,300	N/A
Program and Operations						
Program and Operations	-	-	-	9,561,000	9,561,000	N/A
TOTAL Projects and Operations	-	-	-	9,561,000	9,561,000	N/A
Capital Outlay	-	-	-	10,000	10,000	N/A
TOTAL Expenses	-	-	-	15,785,500	15,785,500	N/A
Excess (deficiency) of Revenues over (under) Expenses	-	-	-	(1,557,100)	(1,557,100)	N/A
Other Financing Sources (Uses)						
Transfers In	-	-	-	1,902,000	1,902,000	N/A
Transfers Out	-	-	-	(344,900)	(344,900)	N/A
Net Financing Sources (Uses)	-	-	-	1,557,100	1,557,100	N/A
Excess (deficiency) of Revenues over (under) Expenses and Other Financing Sources (Uses)	-	-	-	-	-	N/A
Beginning Fund Balance	-	-	-	-	-	N/A
ENDING FUND BALANCE	$ -	$ -	$ -	$ -	$ -	N/A

Federal reimbursements budgeted in FY 2020/21 reflects CARES Act funding. Tolls, penalties, and fees revenues represent the primary revenue source for the enterprise fund (Chart 25). Such revenues consist of $12,082,000 based on estimated toll transactions, while the balance of $1,971,900 represents penalties and fees related to toll transactions and other customer account fees. Investment income represents earnings on operating and other restricted funds.

Chart 25 – RCTC 15 Express Lanes Enterprise Fund Sources FY 2020/21

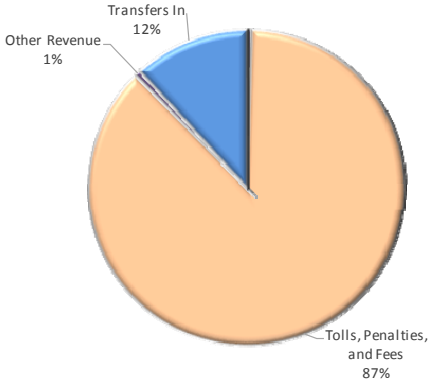
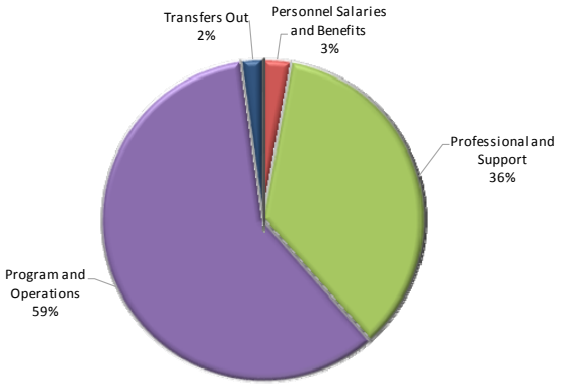


Chart 26 – RCTC 15 Express Lanes Enterprise Fund Uses FY 2020/21



Toll operations expenses in FY 2020/21 are necessary to manage the operations, maintenance, and capital support of the 15 Express Lanes (Chart 26). Personnel salaries and benefits represents 3% of the total budgeted uses. Professional and support costs is 36% of budgeted uses and includes system, equipment, and road maintenance; insurance; violation enforcement; consulting services; and marketing. Program and operations of $9,561,000 consist of the contracted operator's expenses related to operating and maintaining the toll lane hardware and software and customer service center, toll processing, and violation collection processing. Capital outlay of $10,000 is related to computer equipment. Transfers out include $344,900 to the General fund for the administrative cost allocations.

Table 39 – Budget Comparison by Department FY 2019 – 2021

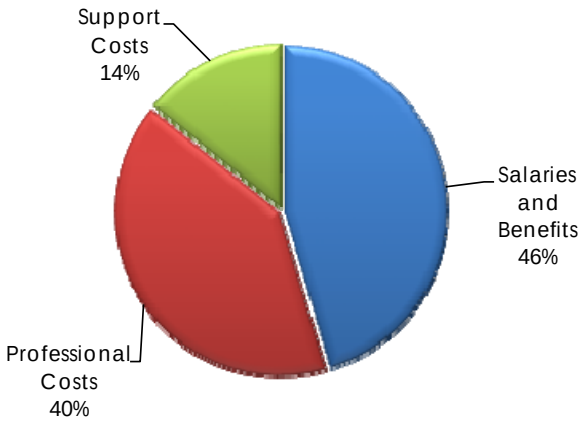
	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Revenues						
Measure A Sales Tax	$ 201,205,000	$ 178,000,000	$ 178,000,000	$ 160,000,000	$ (18,000,000)	-10%
LTF Sales Tax	103,819,400	91,000,000	91,000,000	82,000,000	(9,000,000)	-10%
STA Sales Tax	27,201,800	31,050,600	28,697,900	28,656,900	(2,393,700)	-8%
Federal Reimbursements	67,752,600	89,718,700	42,514,800	103,695,200	13,976,500	16%
State Reimbursements	64,007,900	160,896,100	123,494,700	155,006,100	(5,890,000)	-4%
Local Reimbursements	6,933,900	9,858,900	3,835,700	18,565,100	8,706,200	88%
TUMF Revenue	29,968,500	17,240,000	17,240,000	15,500,000	(1,740,000)	-10%
Tolls, Penalties, and Fees	58,423,500	67,201,100	49,622,000	42,258,900	(24,942,200)	-37%
Other Revenue	6,264,700	652,000	653,700	621,500	(30,500)	-5%
Investment Income	23,050,800	9,500,000	10,741,400	3,545,500	(5,954,500)	-63%
Total Revenues	588,628,100	655,117,400	545,800,200	609,849,200	(45,268,200)	-7%
Expenditures/Expenses						
Management Services:						
Executive Management	607,700	773,700	989,800	644,800	(128,900)	-17%
Administration	2,712,600	4,120,800	3,505,100	3,572,700	(548,100)	-13%
External Affairs	2,204,100	3,265,900	4,960,800	2,096,000	(1,169,900)	-36%
Finance	2,948,600	6,177,000	5,118,400	5,509,000	(668,000)	-11%
Total Management Services	8,473,000	14,337,400	14,574,100	11,822,500	(2,514,900)	-18%
Regional Programs:						
Planning and Programming Services	3,959,600	13,598,500	7,760,700	7,198,500	(6,400,000)	-47%
Rail Maintenance and Operations	27,563,900	45,302,500	39,046,500	54,328,400	9,025,900	20%
Public and Specialized Transit	119,602,800	163,125,200	143,008,900	100,332,100	(62,793,100)	-38%
Commuter Assistance	3,370,200	4,686,900	3,976,700	4,936,800	249,900	5%
Motorist Assistance	4,178,400	6,641,500	4,757,700	6,351,700	(289,800)	-4%
Total Regional Programs	158,674,900	233,354,600	198,550,500	173,147,500	(60,207,100)	-26%
Capital Project Development and Delivery	296,823,500	553,856,900	398,341,400	486,814,100	(67,042,800)	-12%
Toll Operations	12,779,100	21,310,500	15,918,100	44,444,800	23,134,300	109%
Debt Service						
Principal Payments	25,977,500	511,816,600	27,245,000	513,066,600	1,250,000	0%
Interest Payments	50,715,600	49,412,400	49,409,400	59,395,900	9,983,500	20%
Cost of Issuance	-	2,720,000	-	2,883,400	163,400	6%
Total Debt Service	76,693,100	563,949,000	76,654,400	575,345,900	11,396,900	2%
Total Expenditures/Expenses	553,443,600	1,386,808,400	704,038,500	1,291,574,800	(95,233,600)	-7%
Excess (deficiency) of Revenues over (under) Expenditures/Expenses	35,184,500	(731,691,000)	(158,238,300)	(681,725,600)	49,965,400	-7%
Other Financing Sources (Uses)						
Transfers In	139,401,800	166,746,000	167,757,300	177,599,100	10,853,100	7%
Transfers Out	(139,401,800)	(166,746,000)	(167,757,300)	(177,599,100)	(10,853,100)	7%
Debt Proceeds	-	625,425,000	-	627,550,000	2,125,000	0%
TIFIA Loan Proceeds	14,946,100	75,703,000	89,896,000	47,371,900	(28,331,100)	-37%
Payment to Escrow Agent	-	(142,975,000)	-	(147,488,000)	(4,513,000)	3%
Bond Premium	-	39,967,400	-	39,978,000	10,600	0%
Net Financing Sources (Uses)	14,946,100	598,120,400	89,896,000	567,411,900	(30,708,500)	-5%
Excess (deficiency) of Revenues over (under) Expenditures/Expenses and Other Financing Sources (Uses)	50,130,600	(133,570,600)	(68,342,300)	(114,313,700)	19,256,900	-14%
Beginning Fund Balance	839,684,400	889,815,000	889,815,000	821,472,700	(68,342,300)	-8%
Ending Fund Balance	$ 889,815,000	$ 756,244,400	$ 821,472,700	$ 707,159,000	$ (49,085,400)	-6%

Executive Management

Mission Statement:

Executive Management maintains the highest level of achievement and professionalism while managing the activities of the Commission to effectuate sound transportation policies, projects, and services to meet Riverside County's mobility needs.

Chart 27 – Executive Management



Expenditures

Executive Management has a budget of $644,800 (Table 40) for oversight of all Commission functions. The 34% decrease in salaries and benefits reflects the one-time disbursement to fund the Commission's CalPERS retirement net pension liability in the prior fiscal year. As a cost savings measure, there will be no performance merit-based salary increases in FY 2020/21. Professional costs of $260,000 include legal fees and organizational consulting services. Support costs include various membership dues and staff-related travel costs of $91,800.

Table 40 – Executive Management Expenditure Detail

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 372,900	$ 445,100	$ 678,700	$ 293,000	$ (152,100)	-34%
Professional Costs						
Legal Services	115,400	175,000	206,300	200,000	25,000	14%
Professional Services - General	58,800	60,000	30,000	60,000	-	0%
Total Professional Costs	174,200	235,000	236,300	260,000	25,000	11%
Support Costs	60,600	93,600	74,800	91,800	(1,800)	-2%
TOTAL Executive Management	$ 607,700	$ 773,700	$ 989,800	$ 644,800	$ (128,900)	-17%

Executive Management Staffing Summary

Position	FY 18/19	FY 19/20	FY 20/21
Deputy Executive Director	0.10	0.10	0.13
Executive Director	0.47	0.38	0.40
Senior Administrative Assistant	0.00	0.01	0.02
Senior Office Assistant	0.16	0.15	0.16
FTE	0.73	0.64	0.71

Department Overview

The Executive Director is responsible for developing and implementing new strategies at the local, regional, and statewide levels to assure delivery of transportation improvements and programs throughout the County. Furthermore, Executive Management is committed to fostering a positive and supportive work environment for staff that emphasizes quality work and encourages teamwork and open communication, with a commitment to serving the public. This is accomplished through a productive and collaborative effort with the members of the Commission and the oversight of the Commission's Executive Committee.

As a result of the COVID-19 crisis, under Executive Management's leadership, it will be critical for the Commission to proactively manage and assess the economic consequences of COVID-19 and implement risk management strategies to minimize impacts to programs, projects, and personnel. Further, maintaining transparency in and public accessibility to the Commission's operations will be essential.

Department Goals

EM1 – Focus on timely and effective completion of capital projects and implementation of needed transportation services. *(Policy Goals: Quality of Life, Responsible Partner*)

EM2 – Maximize funding for transportation improvements in Riverside County through legislative advocacy. *(Policy Goals: Quality of Life)*

EM3 – Support regional transportation solutions in cooperation with surrounding counties that are of benefit to Riverside County. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

EM4 – Maintain effective working relationships with Commissioners to strengthen and expand the Commission's leadership in transportation policy decision-making at all levels of government and raise the Commission's profile in the community. *(Policy Goals: Quality of Life, Operational Excellence)*

EM5 – Promote the Commission's effectiveness by improving and developing staff skills, using state-of-the-art working tools, and fostering an environment that encourages and rewards individual and team effort. *(Policy Goal: Operational Excellence)*

EM6 – Develop the framework for a Commission culture that enhances productivity, encourages regular and open communication among staff, and promotes the mutual achievement of individual and organizational goals and objectives. *(Policy Goal: Operational Excellence)*

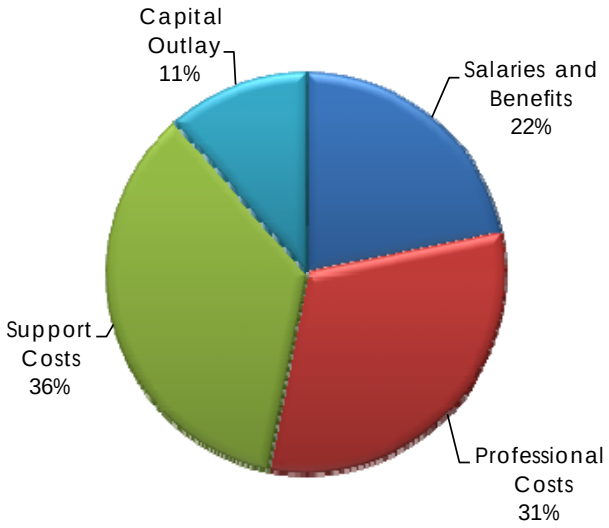
ID	Executive Management Performance Measures and Results	FY 18/19 Estimated	FY 18/19 Actual	FY 19/20 Estimated	FY 20/21 Projected
EM1 EM3	Expenditures / Expenses	$649,838,400	$553,443,600	$704,038,500	$1,291,574,800
EM5 EM6	Staffing levels	51	46	54	50
EM5	Administration costs as percentage of expenditures / expenses	1.3%	1.9%	2.8%	2.4%

Administration

Mission Statement:

Comprised of office operations – including information technology, clerk of the board, and human resources, Administration provides quality and efficient services to the Board of Commissioners, staff, and external customers in compliance with applicable federal, state, and local requirements.

Chart 28 – Administration



Expenditures

As noted in Table 41, the Administration Department's total budget is $3,572,700 for office operations including management of office space, lease, and equipment; records; Commission and committee meetings; special events; Clerk of the Board; and Human Resources. Salaries and benefits expenditures of $781,500 reflect a net decrease of 47% for the one-time disbursement to fund the Commission's CalPERS retirement net pension liability in the prior year. As a cost savings measure, the Information Technology Administrator FTE will remain unfilled and there will be no performance merit-based salary increases in FY 2020/21. Professional costs of $1,113,600 cover various services including, but not limited to, Commissioners' per diem, legal fees, and consultant and other professional services and reflect an increase of 2% related to information technology services. Support costs of $1,272,600 cover administrative overhead including office maintenance; information technology updates, support, and maintenance; and recruitments. Capital outlay of $405,000 covers office space improvements, information technology improvements and upgrades, and equipment upgrades.

Table 41 – Administration Expenditure Detail

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 778,500	$ 1,483,800	$ 1,248,900	$ 781,500	$ (702,300)	-47%
Professional Costs						
Commissioner Per Diem	47,700	65,000	45,000	65,000	-	0%
Legal Services	70,300	95,000	50,000	95,000	-	0%
Professional Services - General	600,200	935,200	896,500	953,600	18,400	2%
Total Professional Costs	718,200	1,095,200	991,500	1,113,600	18,400	2%
Support Costs	783,600	1,091,600	989,200	1,272,600	181,000	17%
Capital Outlay	432,300	450,200	275,500	405,000	(45,200)	-10%
Debt Service	17,500	-	-	-	-	N/A
TOTAL Administration	$ 2,730,100	$ 4,120,800	$ 3,505,100	$ 3,572,700	$ (548,100)	-13%

Administration Staffing Summary

Position	FY 18/19	FY 19/20	FY 20/21
Administrative Services Manager-Clerk of the Board	1.00	1.00	1.00
Deputy Clerk of the Board	1.00	1.00	1.00
Deputy Director of Finance	0.05	0.00	0.00
Deputy Executive Director	0.05	0.03	0.08
Executive Director	0.00	0.00	0.10
Facilities Administrator	0.09	0.02	0.07
Human Resources Administrator	1.00	1.00	1.00
IT Administrator	0.00	1.00	0.00
Procurement Manager	0.01	0.01	0.00
Records Technician	0.96	1.00	1.00
Senior Administrative Assistant	0.11	0.10	0.17
Senior Management Analyst	0.00	0.04	0.02
Senior Office Assistant	0.53	0.55	0.53
Senior Procurement Analyst	0.00	0.02	0.02
FTE	4.80	5.77	4.99

Department Overview – Office Operations

Office Operations oversees the daily maintenance needs of the Commission's office facilities and staff; manages information technology and records management systems; oversees the office lease with the County; purchases office supplies and equipment; posts public notices on the website and local newspaper; maintains a safe working environment for Board members, staff, and consultants; and provides support services.

Department Goals – Office Operations

OO1 – Ensure quality service that demonstrates responsiveness and flexibility and provides services at the most reasonable cost. *(Policy Goal: Operational Excellence)*

OO2 – Facilitate access to Commission information and records. *(Policy Goal: Operational Excellence)*

Department Overview – Clerk of the Board

The Clerk of the Board provides support services to the Board of Commissioners and its alternates and for Commission and committee meetings. It serves as an important resource for the Commission and has the responsibility for:

- Recording, publishing, preserving, and filing meeting proceedings of documents acted upon by the Commission and its committees;
- Processing claims against the Commission;
- Fulfilling requirements of the Commission and the committees as it relates to the Conflict of Interest Code;
- Serving as the Filing Officer for Economic Interest and Campaign Disclosure statements and legal claims against the Commission;
- Coordinating Commission special events and meetings; and
- Performing all duties required by law, rules, or order of the Board.

As such, this department has a direct link and responsibility to serve local taxpayers and the public while supporting the actions of the Commission. The need to be accountable to the public at large is further amplified by the need to comply with federal and state law requiring prompt responses to California Public Records Act requests.

Department Goals – Clerk of the Board

CB1 – Ensure coordination and documentation of Commission and committee meetings and provide public accessibility to agenda items as required by state regulations. *(Policy Goal: Operational Excellence)*

CB2 – Facilitate access to Commission meetings and activities. *(Policy Goal: Operational Excellence)*

Department Overview – Human Resources

Human Resources responsibilities include:

- Planning, administering, and implementing human resources programs, including the recruitment, selection, and appraisal process;
- Employee training and development;
- Classification and compensation studies;
- Benefits administration;
- Employee relations; and
- Recommending, implementing and maintaining personnel policies, procedures, and practices.

Department Goals – Human Resources

HR1 – Administer human resources policies, procedures, and programs in order to align personnel laws and the Commission's policies with continuous improvement principles. *(Policy Goal: Operational Excellence)*

HR2 – Continue to employ and recruit a dynamic and talented workforce. *(Policy Goal: Operational Excellence)*

HR3 – Develop people to be their best in order to meet the needs of the organization. *(Policy Goal: Operational Excellence)*

HR4 – Understand and consistently deliver excellent customer service to all employees. *(Policy Goal: Operational Excellence)*

HR5 –Improve the quality of the work culture. *(Policy Goal: Operational Excellence)*

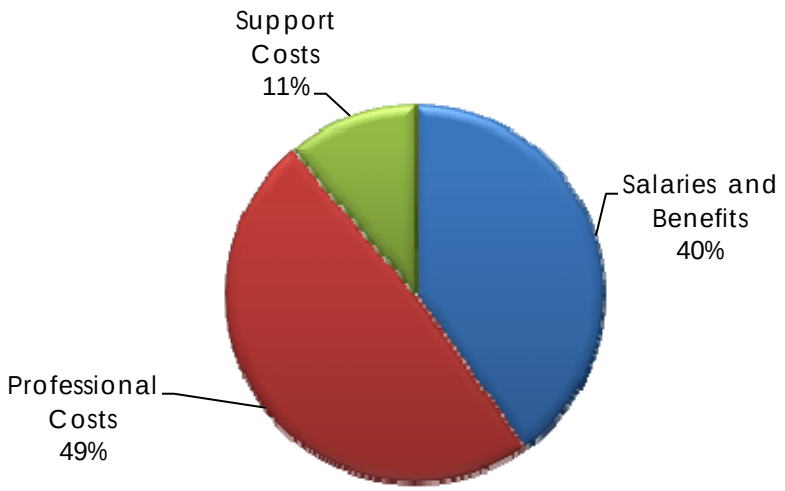
ID	Administration Performance Measures and Results	FY 18/19 Estimated	FY 18/19 Actual	FY 19/20 Estimated	FY 20/21 Projected
OO1	Staff supported: Regular full-time	51	46	54	50
OO2	Legal notices	22	29	25	25
CB1, CB2	Commission, Committee, and Ad Hoc meetings	50	53	50	50
CB1	Commissioners supported (including alternates)	62	62	62	62
HR1, HR4	Employee Policies and Procedures/Benefits review sessions held	2	2	2	2
HR2	Recruitments	6	4	6	4
HR2	Positions filled	6	4	6	4
HR3	Employee Training Sessions held	N/A	N/A	3	3

External Affairs

Mission Statement:

External Affairs communicates, engages in, and develops relationships with the public, key stakeholders, and governmental decision-makers to connect the lives of Riverside County residents.

Chart 29 – External Affairs



Expenditures

The External Affairs Department has a total budget of $2,096,000 (Table 42), an overall 36% decrease primarily due to completion of the public engagement program related to the Traffic Relief Plan. Salaries and benefits reflect a net decrease of 45% due to the one-time disbursement to fund the Commission's CalPERS retirement net pension liability in the prior year. As a cost savings measure, there will be no performance merit-based salary increases in FY 2020/21. Professional costs of $1,018,500, reflect an 8% decrease and include legislative advocacy, graphic design, and website updates. Support costs of $234,100, reflect a 62% decrease and include advertising, various membership dues, and subscriptions to business software products and journalistic publications. Support costs also include staff-related travel costs, which remain at flat levels, to Sacramento, Washington, D.C., and professional conferences.

Table 42 - External Affairs Expenditure Detail

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 869,300	$ 1,542,000	$ 1,288,300	$ 843,400	$ (698,600)	-45%
Professional Costs						
Legal Services	38,400	45,000	20,000	35,000	(10,000)	-22%
Professional Services - General	1,115,600	1,066,000	3,063,500	983,500	(82,500)	-8%
Total Professional Costs	1,154,000	1,111,000	3,083,500	1,018,500	(92,500)	-8%
Support Costs	180,800	612,900	589,000	234,100	(378,800)	-62%
TOTAL External Affairs	$ 2,204,100	$ 3,265,900	$ 4,960,800	$ 2,096,000	$ (1,169,900)	-36%

External Affairs Staffing Summary

Position	FY 18/19	FY 19/20	FY 20/21
Deputy Executive Director	0.59	0.48	0.52
External Affairs Director	0.78	0.78	0.60
Legislative Affairs Manager	0.96	0.96	0.85
Planning and Programming Manager	0.00	0.00	0.05
Public Affairs Manager	0.57	0.48	0.38
Senior Administrative Assistant	0.75	0.75	0.78
Senior Management Analyst	0.59	0.48	0.37
Senior Procurement Analyst	0.02	0.03	0.05
FTE	4.26	3.96	3.60

Department Overview

The External Affairs Department manages two core functions: legislative affairs and public affairs. These are public-facing functions with high impact on how citizens, stakeholders, and decision-makers interact with the Commission.

Legislative Affairs

Improved mobility for Riverside County residents requires the financial resources and public policy to implement transportation projects and programs. Through proactive advocacy at all levels of government, the Commission exercises leadership to advance the agenda of Riverside County taxpayers. The Commission's legislative engagement takes many forms including, but not limited to:

- Seeking specific items in state or federal budgets;
- Changing the law;
- Shaping rules and regulations;
- Educating elected, appointed, and career government officials, as well as interest groups; and
- Advocating for grant funds.

Coverage of the many policy and funding issues that affect mobility within Riverside County requires a team approach. The Commission's historically effective and savvy approach to legislative advocacy is consistent with the Commission's overall theme of a lean staff and use of consultants in their areas of expertise. The Commission retains legislative consultants with decades of experience in transportation policy and funding based in Washington, D.C. and Sacramento, providing day-to-day representation and insights that help guide staff. The consultants, often referred to as legislative advocates or lobbyists, are procured every few years through a competitive and transparent process that seeks to acquire the greatest talent and the best value for the Commission. The FY 2020/21 budget does not contemplate any increases in retainer fees for legislative consulting services, as the 2016 procurement of these consultants yielded level overall fees compared to FY 2019/20.

Staff, in consultation with the legislative advocates, provides recommendations and support to Commissioners, who set legislative policy priorities and are often the Commission's most effective advocates in Washington, D.C. and Sacramento. Commissioner engagement takes the form of

actions such as adopting a legislative platform; taking positions on individual bills; and communicating with government decision-makers in writing, verbally, or through trips to capital cities. Thus, the Commission's team approach for legislative advocacy is best likened to a three-legged stool held up by Commissioners, professional staff, and professional legislative consultants.

An essential component of the Commission's legislative affairs program is participation in formal and informal coalitions of similarly-interested agencies and stakeholders. Examples of formal coalitions are:

- Mobility 21 – a coalition of public agencies, the Automobile Club of Southern California, and business advocacy groups in southern California;
- Self Help Counties Coalition – an alliance of all California counties with voter-approved sales taxes for transportation projects;
- California Association of Councils of Government – a diverse alliance of transportation and planning agencies that are impacted by the State's laws and regulations on land use, air quality, and transportation;
- CTOC – an industry group of tolling agencies that collaborate on matters of common interest pertaining to operations, technology, finance and public policy; and
- International Bridge, Tunnel, and Turnpike Association – an industry group of public and private stakeholders in the tolling industry that focuses on federal policy and developing best business practices within the tolling community.

Although participation in these coalitions requires staff and consultant time, they leverage the collective strength of more voices beyond the Commission, which is often necessary to affect policy change. Additionally, members of these coalitions may have expertise and resources outside of the Commission's current capability that can contribute significant value to the Commission.

Active engagement by the Commission in the development and implementation of significant federal infrastructure legislation is necessary to ensure Riverside County taxpayers receive a proportional benefit to any federal investment. Moreover, implementation of the federal Fixing America's Surface Transportation (FAST) Act continues, meaning significant rulemakings and release of grant funding opportunities are anticipated.

A key recommendation of the Commission's Strategic Assessment is for the Commission to pursue state and federal funding for priority projects, given the yawning gap of funding for Riverside County's long-term mobility needs. In pursuit of executing this recommendation, in 2017, the Commission developed an on-call grant writing bench comprised of four highly qualified firms. This bench was utilized in FY 2017/18 and FY 2019/20 to pursue competitive state and federal funding from SB 1 and the U.S. DOT. The bench will continue to be called upon in FY 2020/21 and beyond to pursue additional competitive grant funding opportunities.

Public Affairs

The Commission's commitment to engage and educate residents, business operators, and motorists requires a comprehensive public affairs program. The Commission continues to develop relationships with the public and major stakeholders through many channels, including:

- Engaging in two-way dialogue with the public via RCTC's Facebook, Twitter and Instagram platforms, with a focus on thoughtful, quick responses to questions and comments, and an increasing number of short videos;

- Building awareness and support for the Commission's projects, services, and funding challenges through a comprehensive, data-driven public engagement program, with tools to receive public feedback about transportation priorities and funding;
- Maintaining and enhancing the RCTC.org website and supporting other Commission project-related websites;
- Providing news updates through RCTC's blog, *The Point*, and sending monthly newsletters;
- Producing and providing resource materials, such as fact sheets, brochures, annual reports, and newsletters in print and digital form;
- Communicating with news media outlets through news releases, radio and television interviews, advertisements, and cable television recordings;
- Interacting with communities of interest and stakeholder groups, such as chambers of commerce, industry associations, service clubs, and other community-based organizations and businesses;
- Participating in or hosting public meetings; and
- Measuring public affairs activities to assess progress toward goals and determining the most effective means of reaching various stakeholders.

The Commission will place continued emphasis on providing communications support to major projects, such as:

- I-15 Express Lanes
- SR-60 truck lanes
- Pachappa underpass
- I-15/Railroad Canyon Road Interchange
- Mid County Parkway (I-215 Placentia Avenue Interchange)
- 91 COP
- 15/91 Express Lanes Connector
- I-15 Express Lanes–Southern Extension
- 71/91 Connector
- Riverside-Downtown Metrolink Station Improvements
- Coachella Valley-San Gorgonio Pass corridor rail service

The Commission also promotes high-value public services, such as FSP, VanClub, and other motorist and commuter assistance programs. In addition, the Commission continues to support the public outreach efforts of Caltrans District 8 and member jurisdictions, in relation to transportation planning and construction activities.

The Commission's communications efforts also focus on marketing and customer service for public transit operations including Metrolink service, the RCTC 91 Express Lanes, and the 15 Express Lanes. The Commission has a significant stake in ensuring positive experiences by the public with these transit and toll services.

A major emphasis for the Commission is increased digital communications. The FY 2020/21 budget includes major investments to improve the Commission's engagement in online and mobile communications with its customers and constituents. The public can expect to see increased information from *The Point,* the Commission's e-newsletter and blog; RCTC.org, the Commission's website; and social media accounts, @therctc. Staff will continue to produce quarterly reports to monitor the effectiveness of these digital communication activities.

In March 2019, based on direction provided by the Commission, staff initiated the #RebootMyCommute public engagement program to identify transportation challenges faced

by Riverside County residents. The Commission collected public input and opinion polling data from across Riverside County. The Traffic Relief Strategy Committee then directed the development of a draft Traffic Relief Plan. The Commission adopted the draft Traffic Relief Plan for public review in January 2020. In April 2020 and as a result of the COVID-19 crisis, the Commission took action to decline to place the Traffic Relief Plan on the November 2020 ballot. The Commission adopted the final Traffic Relief Plan in May 2020, and it has independent utility as an aspirational planning document supported by grassroots public input. The Commission can use the Traffic Relief plan as a reference point for future decisions; the projects and services within the plan are unlikely to be delivered without a funding source. Measure A remains the Commission's most significant funding source and is tied to specific projects and programs approved by Riverside County voters in 2002. Facts demonstrate that Measure A revenue and status quo funding from state, federal, toll, and development fee programs will not be sufficient to deliver all projects in the Measure A expenditure plan before Measure A sunsets, let alone the additional projects in the Traffic Relief Plan. The Traffic Relief Plan fulfills the objectives of the Commission-adopted 2016 RCTC Strategic Assessment and meets the requirements of Public Utilities Code Section 240302.

Department Goals

The External Affairs Department plays a unique role by providing broad internal support to all Commission departments while also being the conduit for a wide variety of external stakeholders to receive information and advance the public's general interest in better mobility in Riverside County. To that extent, the External Affairs Department's goals truly are the Commission-wide goals of quality of life, operational excellence, connecting the economy, and being a responsible partner. The External Affairs Department will adapt to ensure achievement of these broader organizational aims.

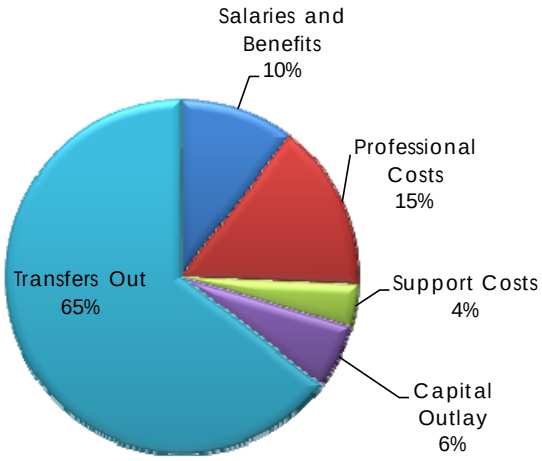
External Affairs Performance Measures and Results	FY 18/19 Estimated	FY 18/19 Actual	FY 19/20 Estimated	FY 20/21 Projected
Legislative action submittals to Commission	8	10	8	8
Commission-adopted legislative positions	8	10	8	8
State/federal/regional grants pursued	1	4	4	3
Items of state or federal legislation sponsored by the Commission	0	0	0	0
Annual legislative delegation staff briefing	0	0	1	1
Speakers bureau/stakeholder presentations/events	100	94	110	125
Social media postings per week (average)	6	7	6	7
Facebook "likes"	8,000	8,447	8,500	9,500
Twitter followers	1,200	1,154	1,300	1,350
Instagram followers	500	448	600	650
"The Point" postings per month (average)	4	4	4	4
"The Point" subscribers	2,000	3,260	3,300	3,500
Website visitors per month (average)	12,000	25,698	28,000	29,000

Finance

Mission Statement:

Finance safeguards the Commission's assets and maintains strong and prudent fiscal controls in accounting, budgeting, procurements, debt financing, investing, and financial reporting including ongoing disclosure to all interested parties. Finance seeks financing alternatives that complement the Commission's strategic direction.

Chart 30 – Finance



Expenditures

The Finance Department's total budget is $15,516,700 (Table 43) and reflects a 5% decrease over the prior year's budget. Department staffing costs will total $1,625,900 and reflect a 36% net decrease due to the one-time disbursement to fund the Commission's CalPERS retirement net pension liability in the prior year. As a cost savings measure, there will be no performance merit-based salary increases in FY 2020/21. Professional costs of $2,361,000 include various services related to general and specialized legal, financial and investment advisory, audits, debt management, CAFR and annual budget graphic design and publication, and procurement. Support costs of $608,800 include insurance, printing, and staff training. Capital outlay of $913,300 includes ERP updates. Transfers out of $10,000,000 and $7,700 are related to funding a portion of the debt service interest payments and administrative costs to the General fund, respectively, from the 2009 Measure A Western County bond financing program.

Table 43 – Finance Expenditure Detail

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 1,221,800	$ 2,523,100	$ 2,684,100	$ 1,625,900	$ (897,200)	-36%
Professional Costs						
Legal Services	66,000	240,000	210,000	270,000	30,000	13%
Audit Services	502,000	573,700	473,700	622,300	48,600	8%
Financial Advisory	128,600	250,000	278,500	275,000	25,000	10%
Professional Services - General	582,200	1,136,400	942,700	1,193,700	57,300	5%
Total Professional Costs	1,278,800	2,200,100	1,904,900	2,361,000	160,900	7%
Support Costs	341,000	608,800	347,700	608,800	-	0%
Capital Outlay	107,000	845,000	181,700	913,300	68,300	8%
Transfers Out	11,197,100	10,087,900	10,087,900	10,007,700	(80,200)	-1%
TOTAL Finance	$ 14,145,700	$ 16,264,900	$ 15,206,300	$ 15,516,700	$ (748,200)	-5%

Finance Staffing Summary

Position	FY 18/19	FY 19/20	FY 20/21
Accountant	0.94	0.94	0.99
Accounting Assistant	2.00	2.00	2.00
Accounting Supervisor	0.00	1.00	1.00
Accounting Technician	1.97	2.00	2.00
Chief Financial Officer	0.69	0.62	0.66
Deputy Director of Finance	0.92	0.94	0.92
Procurement Manager	0.14	0.16	0.20
Senior Administrative Assistant	0.60	0.67	0.55
Senior Financial Analyst	0.51	0.42	0.60
Senior Management Analyst	0.00	0.01	0.01
Senior Office Assistant	0.31	0.30	0.31
Senior Procurement Analyst	0.15	0.08	0.10
FTE	8.23	9.14	9.34

Department Overview

Finance and Accounting

Commission resources are allocated to assure financial stability and fiscal accountability. Finance activities include investing the Commission's cash resources, planning and directing financial transactions, and subsequent monitoring of legal and regulatory requirements. Adequate cash flow must be maintained while at the same time prudently investing operating and capital funds. Borrowing needs are carefully planned using both short- and long-term debt. Once debt is issued, there are ongoing responsibilities including interaction with financial advisors, bankers, dealers and remarketing agents, underwriters, bond counsel, bond insurers, trustees, issuing and paying agents, arbitrage consultants, investment managers, and rating agencies as well as providing regular and consistent information disclosure to investors who hold the Commission's sales tax revenue and toll revenue bonds and the U.S. DOT for TIFIA loans.

Fiscal accountability involves receiving all funds due the Commission, paying all Commission obligations, maintaining the general ledger, reporting regularly on the Commission's fiscal results, and preparing and monitoring the budget. Fiscal accountability requires the coordination of budget planning and monitoring and the accurate and timely accounting for all funding sources, including compliance with all applicable laws and regulations governing those funds. Accounting encompasses cash receipt and disbursement functions, maintenance of the general ledger including project cost accounting, payroll processing, debt and investment management, quarterly and annual financial reporting, and retention of and coordination with independent auditors.

The Commission also recognizes the importance of accountability for the organization. As a result, the Commission is highly regarded by individuals, peers, other organizations, and government officials at a local, regional, state, and national basis. A formal organizational accountability program is in place to address fraud risk, ethical conduct, and financial and operational disclosure and to maintain the public's confidence in the Commission. Accordingly, measures have been implemented based on a conceptual framework related to oversight, reporting, fraud, internal control, and ethics.

Procurement Management

Procurement management is responsible for the purchase of all goods and services, in accordance with the Commission's Procurement Policy Manual and federal and state funding requirements to ensure the implementation of the Commission's projects and programs. The procurement process is centralized and includes conducting outreach, issuing solicitations, oversight of the proposal evaluation process, conducting contract negotiations, recommending contract award, and updating procurement policies and procedures as required. After contract award and during the contract lifetime, contract administration activities include issuing contract task orders and amendments; ensuring compliance with contract terms, conditions, and deliverables; and monitoring contract balances to prevent contract overruns.

Procurement management also includes oversight of the Commission's DBE and SBE program. This includes developing DBE contract goals, attending various DBE/SBE outreach events to encourage participation on Commission contracts, monitoring DBE participation achievement, and ensuring all vendors have an equal opportunity to provide the Commission with goods and services.

Risk management includes identifying Commission insurance needs to protect the Commission's assets, such as its commuter rail stations, toll facilities, and vacant land, and to ensure that insurance requirements for services purchased with public funds are applied in the Commission's best interests. Activities also include reviewing scopes of work to ensure insurance limits are adequate, tracking consultant insurance certificates, managing claims, and annually reviewing and renewing the Commission's insurance policies.

Department Goals

F1 – Protect the Commission's cash resources by regular monitoring of investment practices to ensure consistency with established investment policy. *(Policy Goal: Operational Excellence)*

F2 – Manage the Commission's outstanding debt ensuring compliance with applicable laws and regulations and continued investor awareness and receptivity to the Commission's program. *(Policy Goal: Operational Excellence)*

F3 – Ensure the Commission and funding recipients comply with Measure A and TDA laws and regulations as they relate to the annual financial and compliance audits as well as close cooperation and coordination with independent auditors. *(Policy Goal: Operational Excellence)*

F4 – Maintain fiscal and budgetary control through monitoring of periodic results and ensuring consistency with the Commission's strategic direction. *(Policy Goal: Operational Excellence)*

F5 – Assure fiscal accountability for Commission funds with general ledger accounting and financial reporting consistent with generally accepted accounting principles. *(Policy Goal: Operational Excellence)*

F6 – Develop and maintain an organizational accountability program encompassing financial and operational functions. *(Policy Goal: Operational Excellence)*

F7 – Procure goods and services from qualified consultants, contractors, and other vendors in accordance with laws and regulations at a competitive price. *(Policy Goal: Operational Excellence)*

F8 – Review existing procurement policies and procedures. *(Policy Goal: Operational Excellence)*

F9 – Protect the Commission's assets by ensuring appropriate insurance is obtained. *(Policy Goal: Operational Excellence)*

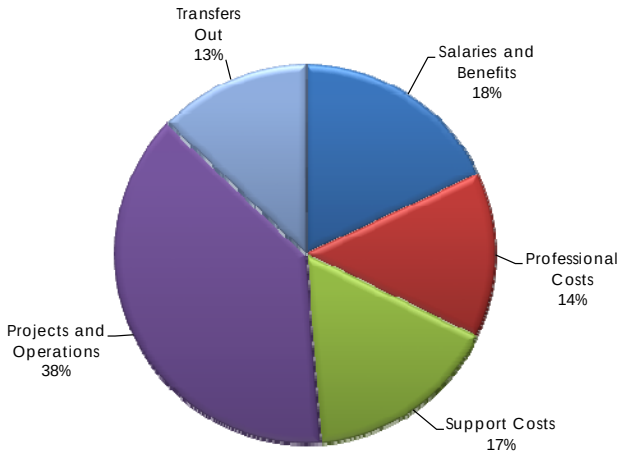
ID	Finance Performance Measures and Results	FY 18/19 Estimated	FY 18/19 Actual	FY 19/20 Estimated	FY 20/21 Projected
F2	Sales tax revenue bonds rating	Aa2/AA+/AA	Aa2/AA+/AA	Aa2/AA+/AA	Aa2/AA+/AA
F2	Toll revenue bond rating: 2013 Bonds 2020 Bonds (pending) Senior Lien Second Lien	 BBB-/BBB N/A N/A	 BBB/BBB N/A N/A	 A/BBB+ A/BBB+ A-/BBB	 A/BBB+ A/BBB+ A-/BBB
F2	TIFIA loan rating: 2013 TIFIA Loan 2017 TIFIA Loan	 BBB- BBB-/BBB	 BBB BBB-/BBB	 BBB+ BBB-/BBB	 BBB+ BBB-/BBB
F2	Commercial paper rating	P-1/A-1+	P-1/A-1+	P-1/A-1+	P-1/A-1+
F1	Average yield on investments	0.50% operating / 0.75% debt proceeds	1.82% operating / 2.69% debt proceeds	1.50% operating and debt proceeds	0.50% operating and debt proceeds
F5	GFOA Certificate of Achievement	Awarded	Awarded	Awarded	Awarded
F4	GFOA Distinguished Budget Award	Proficient	Proficient	Proficient	N/A
F5	Accounts payable invoices processed	8,100	8,020	7,700	7,800
F5	Accounts payable checks processed	4,500	4,406	4,500	4,500
F3	Audit adjustments	0	0	0	0
F5	Payroll hours processed	112,300	98,044	99,800	104,000
F5	Accounts receivable invoices processed	210	248	250	250
F7	Agreements processed	275	280	180	180

Planning and Programming

Mission Statement:

Planning and Programming exerts leadership in transportation planning and the programming of funds to improve mobility, foster environmental stewardship, expedite project delivery, and form partnerships with local, regional, state, and federal agencies resulting in maximum returns on local investment. Planning and Programming also supports a coordinated regional approach to solve transportation funding issues.

Chart 31 – Planning and Programming



Expenditures

Planning and Programming expenditures of $8,259,900 decreased 51% from last year's budget (Table 44). Salaries and benefits total $1,491,700 and reflect a 33% net decrease due to the one-time disbursement to fund the Commission's CalPERS retirement net pension liability in the prior year. As a cost savings measure, the Planning and Programming Director FTE will remain unfilled and there will be no performance merit-based salary increases in FY 2020/21. Professional services totaling $1,167,500 decreased 25% due to completion of the long-range transportation study. Professional services include air quality analysis; project database management; local, state, and regional planning activities; on-call goods movement consultants; and legal services. Support costs increased 1% or $9,900 and include various membership dues and staff-related travel costs. Projects and operations costs decreased 63% primarily due to engineering and construction work for the Santa Ana River Trail project for the District in the previous year. Transfers out of $1,061,400 are related to administrative costs to the General fund.

Table 44 – Planning and Programming Expenditure Detail

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 854,800	$ 2,223,300	$ 2,614,600	$ 1,491,700	$ (731,600)	-33%
Professional Costs						
Legal Services	111,500	73,000	114,000	79,000	6,000	8%
Audit Services	-	15,000	15,000	-	(15,000)	-100%
Financial Advisory	2,100	1,800	1,800	2,000	200	11%
Professional Services - General	4,800	1,466,300	858,000	1,086,500	(379,800)	-26%
Total Professional Costs	118,400	1,556,100	988,800	1,167,500	(388,600)	-25%
Support Costs	17,500	1,357,000	1,179,100	1,366,900	9,900	1%
Projects and Operations						
Program Operations	146,600	356,100	273,200	352,400	(3,700)	-1%
Engineering	435,900	878,000	700,000	600,000	(278,000)	-32%
Construction	-	4,972,000	-	10,000	(4,962,000)	-100%
Right of Way	(29,900)	205,000	75,500	130,000	(75,000)	-37%
Special Studies	1,217,800	596,000	295,000	850,000	254,000	43%
Operating and Capital Disbursements	1,198,500	1,455,000	1,634,500	1,230,000	(225,000)	-15%
Total Projects and Operations	2,968,900	8,462,100	2,978,200	3,172,400	(5,289,700)	-63%
Transfers Out	435,700	3,223,400	1,673,400	1,061,400	(2,162,000)	-67%
TOTAL Planning and Programming	$ 4,395,300	$ 16,821,900	$ 9,434,100	$ 8,259,900	$ (8,562,000)	-51%

Planning and Programming Staffing Summary

Position	FY 18/19	FY 19/20	FY 20/21
Capital Projects Manager	0.14	0.34	0.42
Chief Financial Officer	0.00	0.00	0.12
Deputy Executive Director	0.08	0.10	0.10
Executive Director	0.42	0.43	0.43
External Affairs Director	0.04	0.04	0.28
Legislative Affairs Manager	0.00	0.00	0.04
Management Analyst	0.98	0.95	0.00
Multimodal Services Director	0.33	0.40	0.40
Planning and Programming Director	0.96	0.82	0.00
Planning and Programming Manager	0.00	0.93	0.93
Procurement Manager	0.01	0.07	0.13
Project Delivery Director	0.02	0.04	0.10
Public Affairs Manager	0.02	0.02	0.10
Right of Way Manager	0.00	0.01	0.02
Senior Administrative Assistant	0.20	0.20	0.20
Senior Management Analyst	1.02	0.94	2.13
Senior Procurement Analyst	0.00	0.05	0.00
Toll Program Director	0.08	0.08	0.24
Toll Project Manager	0.07	0.00	0.05
FTE	4.37	5.42	5.69

Department Overview

Transportation Planning and Programming

The Planning and Programming Department is responsible for short- and long-range transportation planning and programming. Short-range planning and programming involves the development of the five-year STIP and preparation of the six-year FTIP for the County. These programming documents identify projects funded from Measure A, TUMF, transit operators' SRTPs, state and federally funded projects, locally funded regionally significant projects, and local jurisdiction Capital Improvement Plans (CIPs).

The department's planning role involves working with the Federal Highway Administration, FTA, CTC, Caltrans, SCAG, councils of governments, local agencies, and other county transportation commissions in the region on various planning efforts relative to:

- Implementation of the SCAG region's RTP/SCS;
- Corridor and goods movement plans; and
- STIP.

Programming specifically involves the development, review, and approval of projects for various funding programs, particularly those where the Commission has a responsibility for project nominations. Additionally, programming involves the monitoring of projects from project selection through construction close-out. In order to receive federal funds and approvals, projects must be included in the RTP and FTIP in accordance with project delivery schedules and financial constraint requirements. This also includes regionally significant projects that are state only or locally funded.

SCAG, as the MPO, is responsible for incorporating all six-county (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) transportation improvement programs into one regional programming document, the RTP/SCS. SCAG also conducts a conformity analysis with the adopted air plans to ensure compliance with the National Ambient Air Quality Standards, as stipulated by Environmental Protection Agency's Transportation Conformity Rule, and GHG reduction targets adopted by California Air Resources Board. The RTP/SCS is updated every four years, and the FTIP update effort is performed every 18 to 24 months. Multiple amendments occur within each FTIP cycle; RTP amendments are less frequent as they require air quality conformity analyses. FTIP amendments can occur for minor project changes that do not affect the conformity determination.

The Planning and Programming Department is responsible for allocating the following local, state, and federal funding sources:

Local Sources	State Sources	Federal Sources
1989 and 2009 Measure A	SB 821 for pedestrian and bicycle projects	Surface Transportation Block Grant (STBG)
2009 Measure A Western County Regional Arterial (MARA)	STIP-RIP	CMAQ
Western County TUMF regional arterial program	ATP MPO County share	Transportation Alternatives Program (TAP)*
	SB 1 LPP Formula Share	
	Mobile Source Air Pollution Reduction Review Committee (MSRC)	

*TAP funds are combined with State/MPO ATP Call for Projects administered by CTC.

The high demand for reporting and monitoring the progress of projects is essential to prevent federal and state funds from lapsing. The Planning and Programming Department assists the Capital Project Development and Delivery Department and local agencies by participating in regular project delivery team meetings and preparing and submitting the request for authorization/allocation of federal and state funding. In addition, staff monitors allocation and award deadlines, expenditures, project closeouts, and inactive projects of federal and state funded projects to prevent loss of funds. Monthly meetings with Caltrans Local Assistance are also held to coordinate and address any issues with federal funding obligations and state funding allocations.

Partnership development, public and private, is critical to the Commission's continued success in affecting positive transportation decisions to meet future demands. Commission staff works in

close coordination with its partners to advocate for federal, state, and local funding to improve mobility, mitigate the impacts of goods movement, and streamline the programming and project delivery process.

Federal Funding

CMAQ, STBG, and TAP/ATP: The Commission is responsible for allocating CMAQ and STBG funds to transportation projects in the County. The Commission selects and approves CMAQ funds and STBG funds through a call for projects in addition to programming funds for Measure A and regional priority projects. The Commission delegates the selection of projects for CMAQ funds apportioned to the Salton Sea Air Basin to CVAG.

Through SB 99 and Assembly Bill (AB) 101, the State developed the ATP, which consolidated federal and state funding that traditionally funded bicycle and pedestrian projects, including the federal TAP. The CTC administers the ATP, a program designed to encourage increased use of active modes of transportation such as biking and walking. The Planning and Programming Department has been involved with the development of the guidelines by participating in workshops and through the Regional Transportation Planning Agencies (RTPA) group to represent the County's best interest for each programming cycle.

State Funding

STIP-RIP: The Commission works on the development of the STIP in addition to monitoring delivery of STIP projects to ensure the allocation and expenditure of projects by the respective deadlines. Staff is also involved with the development and implementation of current and future SB 1 and ATP cycles, working with the CTC, Caltrans, SCAG, and RTPAs to ensure projects in the County are successful in these funding programs.

Each county transportation commission throughout the State is responsible for programming RIP funds, which represents 75% of the total STIP funding available statewide for capital enhancement projects. The 75% funding level is then further distributed with 60% of the funds allocated to southern California and 40% to northern California. A population formula is then applied to determine county funding levels called "county shares." The Commission is responsible for ensuring that projects funded with STIP funding are administered and implemented consistent with CTC and Caltrans policies. It is the Commission's policy to set aside 2% off the top of new programming capacity for staff support to carry out STIP PPM activities. The remaining RIP funds are further distributed geographically among Western County, Coachella Valley, and Palo Verde Valley per the Commission's intra-county STIP formula. The Commission may also consider a call for projects for RIP discretionary funds when sufficient programming capacity is available.

The Commission is responsible for approving projects for RIP funds in Western County and coordinating with Caltrans on the selection of Interregional Improvement Program funds as part of the STIP approved by the CTC every two years. The Commission delegated the authority to nominate projects for RIP funds in the Coachella Valley to CVAG. A MOU between the city of Blythe, representing Palo Verde Valley, and the Commission allows the city to trade RIP funds for local Measure A sales tax funds.

The CTC administers federal TAP funds similar to STIP funds under the State's ATP that was created by SB 99 and AB 101 to encourage increased use of active modes of transportation, such as biking and walking. Federal TAP funds are not subject to general fund diversions; however, TAP funds are authorized each year by the passage of the state budget.

SB 1: The State Legislature and Governor approved SB 1 in April 2017. This transportation tax provides annual revenues for transportation purposes statewide, with a portion coming directly to Riverside County. The CTC is responsible for administering the majority of the SB 1 programs. The

Commission receives LPP formula funds over a three-year cycle. The Commission also submits project applications for the SB 1 Solutions for Congested Corridors Program, Trade Corridor Enhancement Program (TCEP), and LPP competitive programs.

The FAST Act, signed into law in December 2015, established a new formula freight fund under the National Highway Freight Program for a five-year period. The CTC is responsible for allocating these funds. In October 2017, the CTC finalized guidelines for a call for projects that was combined with funding established for the TCEP under SB 1.

SB 821: SB 821, also known as TDA Article 3, projects are funded by 2% of LTF revenues; the expenditures under this program are included in the LTF special revenue fund and reflected in the Public and Specialized Transit Department since the LTF activities relate primarily to transit funding. The Commission will release its next call for projects in February 2021.

Local Funding

2009 Measure A Western County Regional Arterial Program: The Planning and Programming Department manages the 2009 Western County MARA program. The expenditures for these regional arterial capital projects are included in the Capital Project Development and Delivery Department budget. The Commission has programmed MARA funds on projects based on a multi-funding call for projects or separate requests.

2009 Measure A Local Streets and Roads: In order to receive Measure A local streets and roads funding each year, the Commission requires the local jurisdictions to submit a five-year CIP based on Measure A revenue projections. Additionally, the local jurisdictions are required to submit a Maintenance of Effort (MOE) certification consistent with adopted MOE guidelines and participate in the MSHCP and in the local agency's respective TUMF program, as applicable. The Planning and Programming Department processes administrative amendments to CIPs for minor changes that do not affect the total programmed amount or are within budget levels. Significant changes require Commission approval.

Western County TUMF Regional Arterial Program: WRCOG administers the Western County TUMF program and collects the fees from participating jurisdictions. WRCOG disburses to the Commission approximately 45.7% of the TUMF funds collected. The Commission further distributes these funds equally to the Commission's TUMF CETAP corridors and regional arterial programs. In September 2004, the Commission established a program and approved the programming of 23 regional arterial projects. The expenditures for these regional arterial capital projects are included in the Capital Project Development and Delivery Department budget. Planning and Programming staff monitors TUMF regional arterial projects based on the agreements between local agencies and the Commission. In addition, Commission staff works with local agencies regarding amendments to agreements and any issues regarding project delivery. Staff coordinates future programming of additional TUMF regional arterial projects with WRCOG and local jurisdiction staff.

Long Range Planning and Congestion Management

The Commission's involvement with long-range planning efforts includes the coordination and input into planning efforts throughout the County, southern California region, and statewide. These efforts involve participation in local, bi-county, and regional corridor plans and studies, including the continued development of the CETAP corridors.

- The Commission commenced its first Countywide Long Range Transportation Study (LRTS) in 2017, which was completed in December 2019. The LRTS provides a vision of Riverside County's future integrated transportation system and serves as a document to advocate for changes to transportation policy, legislation, and funding. It also includes a comprehensive review of

projects, including highways, arterials, grade separations, transit, and active transportation improvements.

- The RTP is a 25-year transportation plan developed by SCAG in conjunction with county transportation commissions, sub-regional agencies, local agencies, transit operators, and other interested parties within the SCAG six-county region. The SCAG 2020 RTP adopted in May 2020, incorporates SCS as required under SB 375. The SCS component establishes goals for projects, programs, and land-use designed to reduce GHG emissions.
- Statewide planning efforts involve participation in the development of the California Transportation Plan, freight/goods movement, interregional highways, and air quality plans, to name a few.

The Commission also serves as the CMA for the County and is responsible for developing and updating the Congestion Management Program (CMP). The CMP was developed to meet federal Congestion Management System requirements since state CMP is a voluntary program. The CMP's highways and regional arterials are regularly monitored to ensure that they are operating at acceptable levels (above Level of Service "F"). If a deficiency occurs along the CMP system, the Commission will review the cause of congestion and determine the projects and programs that can alleviate the congestion along with potential funding.

Regional Issues - Freight

The Commission focuses on facilitating ongoing commitments as well as being responsive to various emerging regional and statewide issues relating to freight/goods movement that traverse the southern California region.

The Commission is a member of the California Freight Advisory Committee (CFAC). CFAC is a chartered member advisory body representing public and private sector freight stakeholders, including representatives of ports, shippers, carriers, freight-related associations, the freight industry workforce, Caltrans, and RTPAs. CFAC meets quarterly at various locations across the state to participate in the development of the California Freight Mobility Plan and to advise the State on freight-related priorities, issues, projects, and funding needs.

The Commission works with SCAG and partners from the Southern California Consensus Group (Ports of Long Beach and Los Angeles, Alameda Corridor Transportation Authority, Alameda Corridor East Construction Authority, SBCTA, OCTA, Los Angeles County Metropolitan Transportation Authority, Ventura County Transportation Commission, SCAG, and SCRRA) to identify goods movement priorities in the SCAG region.

In 2017, a Companion Study was completed for the 2012 Grade Separation Priority Update Study. The 2012 study was completed to update information regarding improving each of the remaining 46 at-grade crossings. The 2017 study identified 11 grade crossings considered as high priorities for the local jurisdictions for the next 10 years. The Commission continues to work closely with the local jurisdictions to develop funding strategies and provide funding assistance to support projects that are vital for economic growth and reduction of conflicts between rail and road traffic.

In May 2019, the Commission approved the Logistics Mitigation Fee Nexus Study. The study was started in 2017 to evaluate a logistics-related regional fee on new warehousing facilities as a result of a settlement agreement between the Commission, the County of Riverside, the city of Moreno Valley, and Highland Fairview in response to litigation involving the World Logistics Center. Highland Fairview is the developer of the World Logistics Center, which is planned to encompass more than 40 million square feet of large-scale logistics operations in the eastern portion of Moreno Valley. A result of the study could be a new program that would, for example, set a fee on new distribution center warehouses to offset the cost of highway improvements caused by the growth in truck trips originating or ending in the county. The Commission may consider the implementation of such as program in a future year.

Department Goals

PP1 – Build upon relationships with local, state, and federal agencies to coordinate short- and long-range planning to ensure that transportation projects receive funding and approvals. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

PP2 – Continue to seek a stronger role for county transportation commissions in state and regional transportation and air quality programs in order to direct funding for programs and projects that will improve air quality, mobility, and the economy in the County. *(Policy Goals: Quality of Life, Connecting the Economy)*

PP3 – Support local, regional, and state planning efforts in cooperation with SCAG, WRCOG, CVAG, Caltrans, and local agencies including, but not limited to, transportation and air quality modeling updates/upgrades, corridor or focused area studies, development of active transportation plans, or any planning related to the implementation of the RTP/SCS and state and federal planning regulations. *(Policy Goals: Quality of Life, Responsible Partner)*

PP4 – Continue to advocate for jobs/housing balance and attracting high income jobs to the County in addition to addressing intercounty congestion. *(Policy Goal: Connecting the Economy)*

PP5 – Maintain support of the SCAG regional FTIP and Caltrans project databases to allow for efficient monitoring of projects and funding obligations with the ability to share project information with local jurisdictions. *(Policy Goal: Operational Excellence)*

PP6 – Ensure maximum funding and flexibility for projects funded with STIP-RIP, SB 1, ATP, and federal FAST Act funds. *(Policy Goal: Quality of Life)*

PP7 – Provide support to the Commission's Capital Project Development and Delivery and Finance departments to maintain project funding and schedules and minimize programming issues. *(Policy Goals: Quality of Life, Operational Excellence)*

PP8 – Provide assistance to local agencies in the development of Measure A CIPs, program funding guidelines, and grant applications for local, regional, state, and federal funding programs, including facilitating allocation and obligation processes required for project delivery. *(Policy Goals: Quality of Life, Operational Excellence)*

PP9 – Continue to work with state and federal agencies to streamline processes for funding and project approvals. *(Policy Goals: Quality of Life, Operational Excellence)*

PP10 – As a result of goods movement funding available under the FAST Act, determine where future efforts regarding addressing the County goods movement issues would prove most effective. *(Policy Goal: Quality of Life).*

PP11 – Facilitate public and private investments in clean air technology in support of the broader air quality programs for SCAG, SCAQMD, and the County's local entities. *(Policy Goal: Quality of Life)*

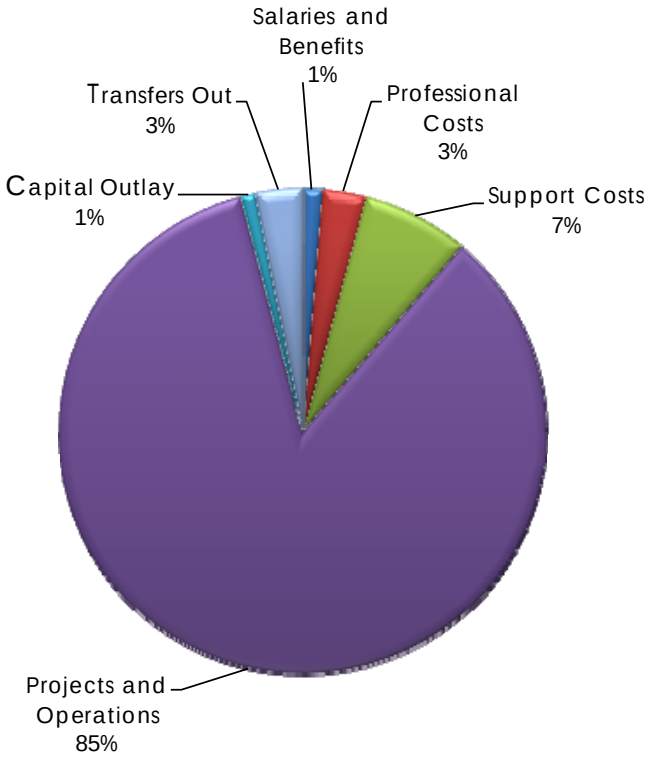
ID	Planning and Programming Performance Measures and Results	FY 18/19 Estimated	FY 18/19 Actual	FY 19/20 Estimated	FY 20/21 Projected
PP6 PP7 PP8 PP9	Federal projects monitored for obligation authority delivery	9	5	10	5
PP7	TUMF regional arterial projects monitored for implementation/expenditures	3	3	3	3
PP7	TUMF agreements/amendments	0	0	5	0
PP7	MARA projects monitored for implementation/expenditures	4	4	4	5
PP7	MARA agreements/amendments	0	0	5	0
PP1	RTP/FTIP amended projects	130	147	197	140
PP5	2021 FTIP	N/A	N/A	389	N/A
PP1 PP6	STIP/TCIF/SB 1/ATP programming, allocations, amendments, and extensions for Commission projects/local agency projects	30	30	30	30
PP2	SB 821 projects awarded and monitored for extensions and reimbursements	23	20	28	28
PP8	Measure A local streets and roads CIP projects	240	333	275	240
PP8	Review/processing of Measure A CIP project amendments and extension requests	8	8	10	10
PP11	MSRC projects	1	1	1	1
PP3	2020 RTP/SCS Update projects reviewed	747	747	50	N/A

Rail

Mission Statement:

Rail develops and supports passenger rail transportation options for increased mobility within Riverside County and the region.

Chart 32 – Rail



Expenditures

Rail expenditures of $56,083,200 include Metrolink operations and capital support as well as maintenance and operations of the nine Commission-owned and operated commuter rail stations (Table 45). Salaries and benefits reflect a 43% decrease due to the one-time disbursement to fund the Commission's CalPERS retirement net pension liability in the prior year. As a cost savings measure, there will be no performance merit-based salary increases in FY 2020/21. Professional costs, which include legal and consultant services, decreased 84% due to refocusing department planning efforts. Support costs include station maintenance, media ads, printing services, and marketing incentives.

Projects and operations expenditures of $47,459,400 increased 56%. Program operations comprise rail state of good repair and a $34,200,000 operating contribution for SCRRA Metrolink operations including the PVL service. The Commission's commuter rail program intends to utilize existing mechanisms within Metrolink to assess and monitor operations and budget performance. Program operations relate primarily to station operations. The "next generation" rail feasibility study is included in special studies. Construction increased 510% related to the Indio special events train platform for the Coachella Valley–San Gorgonio Pass Corridor rail service. Capital outlay reflects a 231% increase and is due to a series of station-related improvement projects and an increase in SCRRA Metrolink capital needs. Transfers out of $1,754,800 relate to administrative costs to the General fund.

Table 45 – Rail Expenditure Detail

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 547,700	$ 1,238,000	$ 1,284,900	$ 704,800	$ (533,200)	-43%
Professional Costs						
Legal Services	56,500	225,000	195,000	215,000	(10,000)	-4%
Professional Services - General	1,983,000	9,910,900	1,148,500	1,418,100	(8,492,800)	-86%
Total Professional Costs	2,039,500	10,135,900	1,343,500	1,633,100	(8,502,800)	-84%
Support Costs	2,403,000	3,330,000	3,152,200	3,987,600	657,600	20%
Projects and Operations						
Program Operations	2,624,900	2,964,600	2,889,000	3,187,600	223,000	8%
Engineering	-	600,000	400,000	550,000	(50,000)	-8%
Construction	-	1,470,000	250,000	8,971,800	7,501,800	510%
Special Studies	82,400	400,000	400,000	400,000	-	0%
Operating and Capital Disbursements	19,793,500	25,000,000	29,147,100	34,350,000	9,350,000	37%
Total Projects and Operations	22,500,800	30,434,600	33,086,100	47,459,400	17,024,800	56%
Capital Outlay	72,900	164,000	179,800	543,500	379,500	231%
Transfers Out	562,900	980,000	980,000	1,754,800	774,800	79%
TOTAL Rail Maintenance and Operations	$ 28,126,800	$ 46,282,500	$ 40,026,500	$ 56,083,200	$ 9,800,700	21%

Rail Staffing Summary

Position	FY 18/19	FY 19/20	FY 20/21
Capital Projects Manager	0.01	0.01	0.01
Chief Financial Officer	0.01	0.00	0.01
Deputy Executive Director	0.01	0.03	0.00
External Affairs Director	0.00	0.00	0.01
Facilities Administrator	0.89	0.79	0.70
Legislative Affairs Manager	0.00	0.00	0.02
Management Analyst	0.00	1.00	0.75
Multimodal Services Director	0.27	0.30	0.30
Procurement Manager	0.06	0.11	0.16
Project Delivery Director	0.04	0.00	0.03
Public Affairs Manager	0.05	0.05	0.05
Rail Manager	1.00	1.00	1.00
Senior Administrative Assistant	0.02	0.06	0.02
Senior Management Analyst	0.09	0.10	0.10
Senior Procurement Analyst	0.13	0.16	0.23
FTE	2.58	3.61	3.39

Department Overview—Rail Operations

The Rail Department directs efforts in the areas of regional commuter rail, intercity passenger rail, high speed rail, and capital improvements to support enhanced passenger and freight rail service. The entire program includes elements of planning, programming, commuter and intercity rail development and support, station and corridor management, mitigation of community and environmental impacts, legislative and regulatory advocacy, and construction of capital projects. Other Commission departments, legal counsel, and consultants manage or support many of these elements. Departmental efforts contributing to the rail program are found throughout the budget document.

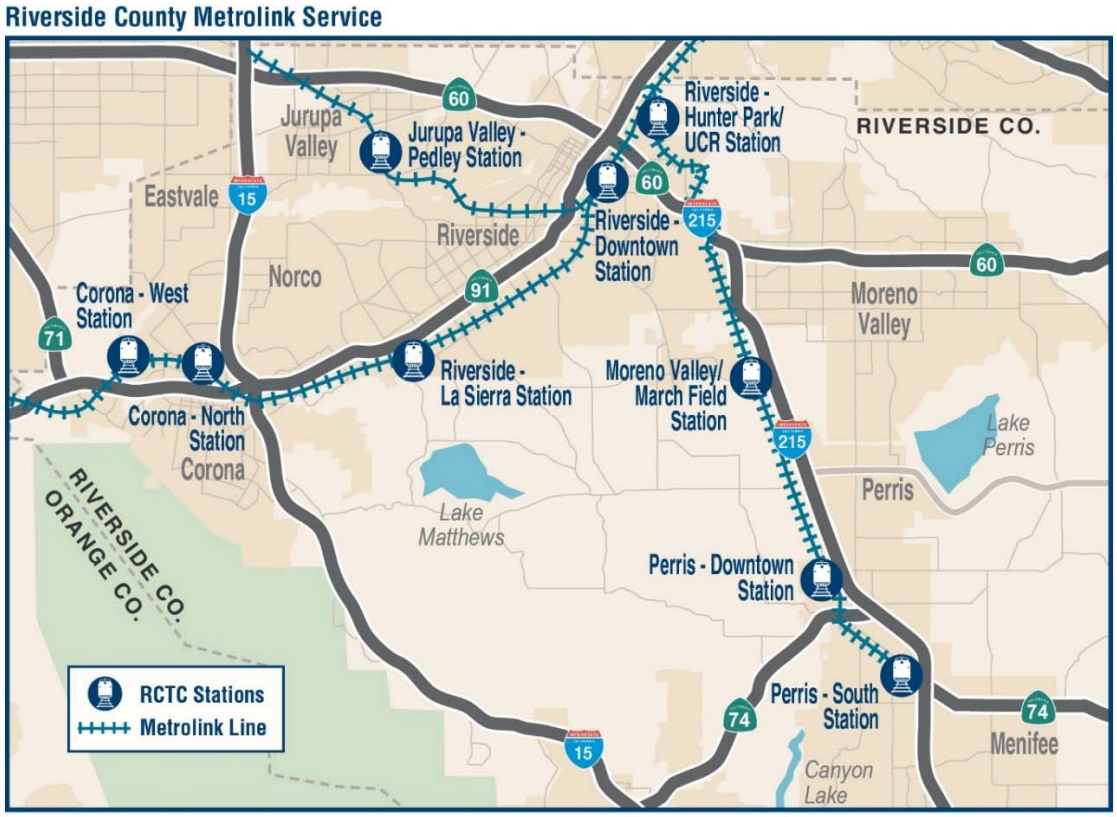
Coordination and consultation also occur with a variety of public and private entities including the California State Transportation Agency (CalSTA), CTC, Caltrans, California Public Utilities Commission, California High Speed Rail Authority (CHSRA), FRA, FTA, Amtrak, environmental

agencies, University of California Riverside (UCR), transit providers, SCAG, WRCOG, CVAG, San Diego Association of Governments, Los Angeles-San Diego-San Luis Obispo (LOSSAN) joint powers authority, local governments, private freight railroads, businesses, and property owners.

The Commission participates in the ongoing funding and governance of Metrolink through SCRRA, a joint powers authority consisting of the county transportation commissions of Riverside, San Bernardino, Orange, Los Angeles, and Ventura counties. The Commission holds two voting positions on SCRRA's eleven-member board. The role of chair rotates between the member agencies every two years. Commission staff serves on the five-county Member Agency Advisory Committee (MAAC) that negotiates service and funding levels, based upon each county's established priorities. The MAAC provides technical assistance, coordination between various SCRRA and member agency departments, and linkages to local communities.

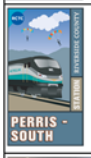
Of the seven commuter rail lines operated by Metrolink, three routes consisting of the Riverside, Inland Empire-Orange County (IEOC), and 91/PVL directly serve Western County. Unlike the other SCRRA member agencies, the Commission owns and operates the commuter rail stations serving the County: Riverside Downtown, Jurupa Valley – Pedley, Riverside – La Sierra, Corona – West, Corona – North Main, Riverside – Hunter Park/ UCR, Moreno Valley – March Field, Perris – Downtown, and Perris – South (Chart 33). The Riverside Downtown Operations Control Center (RDOCC), located at the west end of the Riverside Downtown station, provides monitoring of closed circuit televisions (CCTV) at the stations as well as facilities for train crews. Layover track facilities are located at the Riverside Downtown and Perris – South stations; however, SCRRA maintains the layover facilities. Station operation and maintenance costs are included in the Rail Department budget with services currently coordinated by the Capital Projects Development and Delivery Department through the Facilities Administrator. New and ongoing construction projects at these stations are described in the Capital Project Development and Delivery Department.

Chart 33 – Riverside County Metrolink Station Locations



A general description of each of the Commission-owned rail station facilities is presented in Chart 34.

Chart 34 – Commission-Owned Rail Station Facilities

	Location	In Service Date	Size	Transit Services	Primary Features
	Riverside Downtown (P244001) 4066 Vine Street, Riverside	June 1993	26.5 acres	Rail: 91/PVL IEOC Line Riverside Line Amtrak Bus: RTA OmniTrans SunLine Amtrak MegaBus	2 platforms with 4 boarding tracks 4 parking lots (1,240 spaces) Enclosed pedestrian bridge, elevators, stairwells
	Jurupa Valley-Pedley (P244002) 6001 Pedley Road, Jurupa Valley	June 1993	4.5 acres	Rail: Riverside Line Bus: RTA	Platform with boarding track Parking lot (288 spaces)
	Riverside-La Sierra (P244003) 10901 Indiana Avenue, Riverside	October 1995	24.69 acres	Rail: 91/PVL IEOC Line Bus: RTA	Platform with 2 boarding tracks Parking lot (1,065 spaces) Enclosed pedestrian bridge, elevators, stairwells
	Corona-West (P244004) 155 South Auto Center Drive, Corona	October 1995	5.49 acres	Rail: 91/PVL IEOC Line Bus: RTA	Platform with 2 boarding tracks Parking lot (564 spaces) Enclosed pedestrian bridge, elevators, stairwells
	Corona-North Main (P244006) 250 East Blaine Street, Corona	November 2002	6.72 acres	Rail: 91/PVL IEOC Line Bus: RTA Corona Cruiser	Platform with 2 boarding tracks Parking lot (579 spaces) Parking structure (1,000 spaces) Enclosed pedestrian bridge, elevators, stairwells
	Perris-Downtown (P244010) 121 South C Street, Perris	June 2016 (bus transit center opened 2010)	5.5 acres	Rail: 91/PVL Bus: RTA	Platform with boarding track Parking lot (444 spaces)
	Riverside-Hunter Park/UCR (P244020) 1101 Marlborough Avenue, Riverside	June 2016	9.35 acres	Rail: 91/PVL Bus: RTA	Platform with boarding track Parking lot (528 spaces)
	Moreno Valley/March Field (P244021) 14160 Meridian Parkway, Riverside	June 2016	14.47 acres	Rail: 91/PVL Bus: RTA Amtrak	Platform with boarding track Parking lot (476 spaces) Stairwell
	**Perris-South (P244022)** 1304 Case Road, Perris	June 2016	40.57 acres	Rail: 91/PVL Bus: RTA Amtrak	Platform with boarding track Parking lot (907 spaces)
	RDOCC (P244024) 4344 Vine Street, Riverside	April 2016	3,000 square feet	N/A	CCTV operations center Offices and meeting rooms

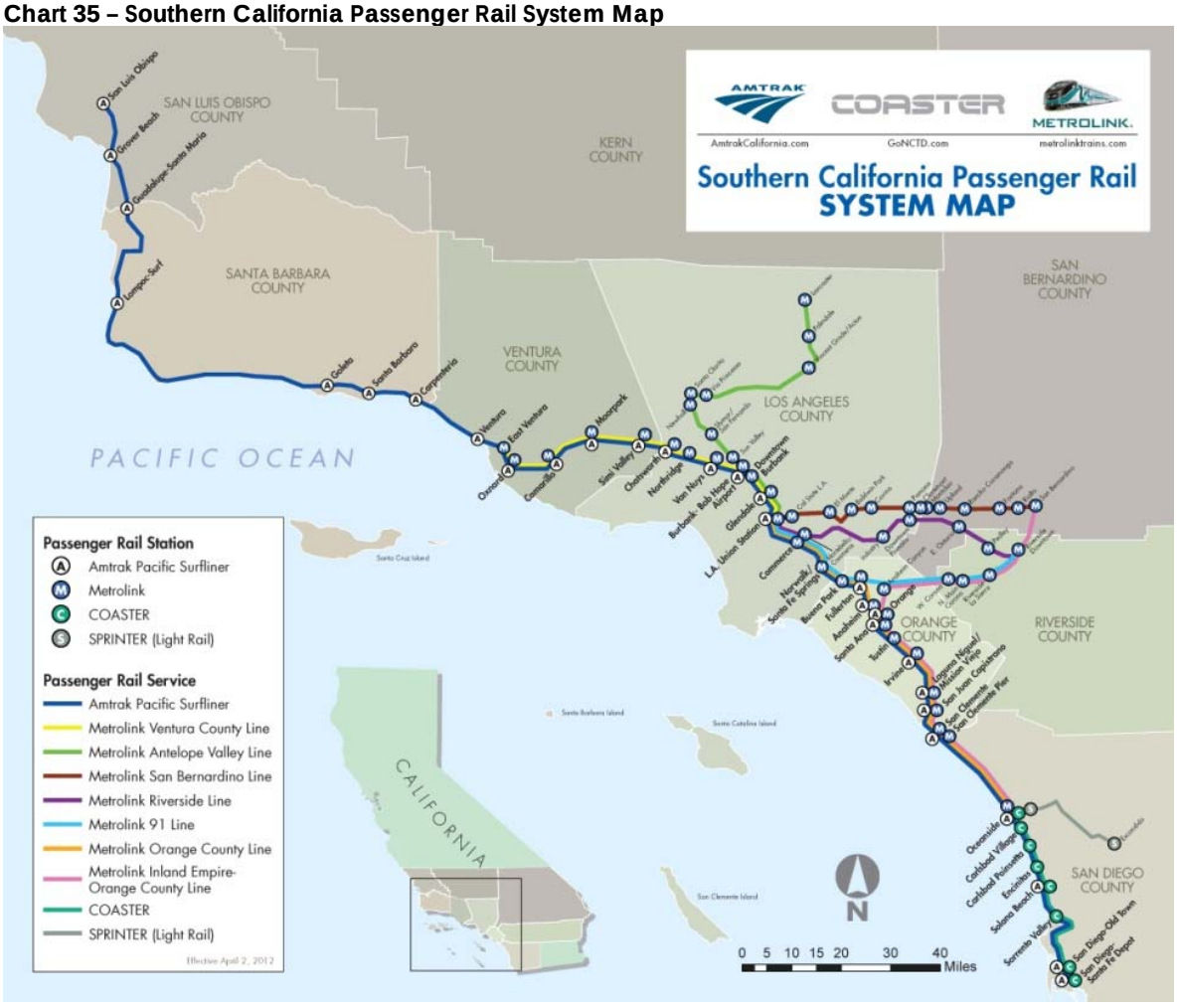
Station maintenance includes property management, utilities, grounds maintenance, repairs, cleaning, and security services at the Commission-owned rail stations, including the RDOCC. As a result of the new PVL service and increased stations, LTF allocations are generally used for Metrolink operating contributions and 2009 Measure A Western County rail funds are used for station maintenance. Table 46 summarizes the rail station maintenance costs.

Table 46 - Rail Station Maintenance Summary

	FY 18/19 Actual	FY 19/20 Budget	FY 19/20 Projected	FY 20/21 Budget
Equipment maintenance and repairs	$ 382,515	$ 550,600	$ 591,700	$ 759,300
Grounds maintenance and repairs	894,160	1,163,500	1,124,300	1,555,200
Utilities and support	396,546	483,500	501,300	563,300
Property management and operations	1,017,024	1,268,600	1,099,800	1,122,000
Security	2,299,710	2,394,200	2,420,000	2,812,700
Improvements	72,868	182,500	179,800	543,500
Total expenditures	$ 5,062,823	$ 6,042,900	$ 5,916,900	$ 7,356,000

In addition to Metrolink, the Commission participates in the governance of LOSSAN, a 351-mile network through a six-county coastal region in southern California that is the second busiest intercity passenger rail corridor in the United States (Chart 35).

Chart 35 – Southern California Passenger Rail System Map



LOSSAN is a joint powers authority originally formed in 1989 to increase ridership, revenue, capacity, reliability, coordination, and safety on the coastal rail line between San Diego, Los Angeles, and San Luis Obispo. The Commission is the newest voting member of the 11-member Board of Directors composed of elected officials representing rail owners, operators, and planning agencies along the rail corridor. In recent years, LOSSAN has gained more local control over the management and coordination of the southern California rail services. The Commission is involved to promote travel options and connections for County residents and to be engaged in decisions impacting the rail track rights the Commission purchased for commuter rail service. Commission staff also participates in the Technical Advisory Committee that provides technical assistance, service planning, and coordination between various agencies to improve customer service.

Department Goals—Rail Operations

RO1 – Improve utilization and increase efficiency of commuter rail lines serving the County. *(Policy Goals: Quality of Life, Responsible Partner)*

RO2 – Maximize opportunities for public use of rail-related investment. *(Policy Goals: Quality of Life, Responsible Partner)*

RO3 – Implement energy efficient systems and generate revenue to offset maintenance costs of rail properties. *(Policy Goals: Quality of Life, Operational Excellence)*

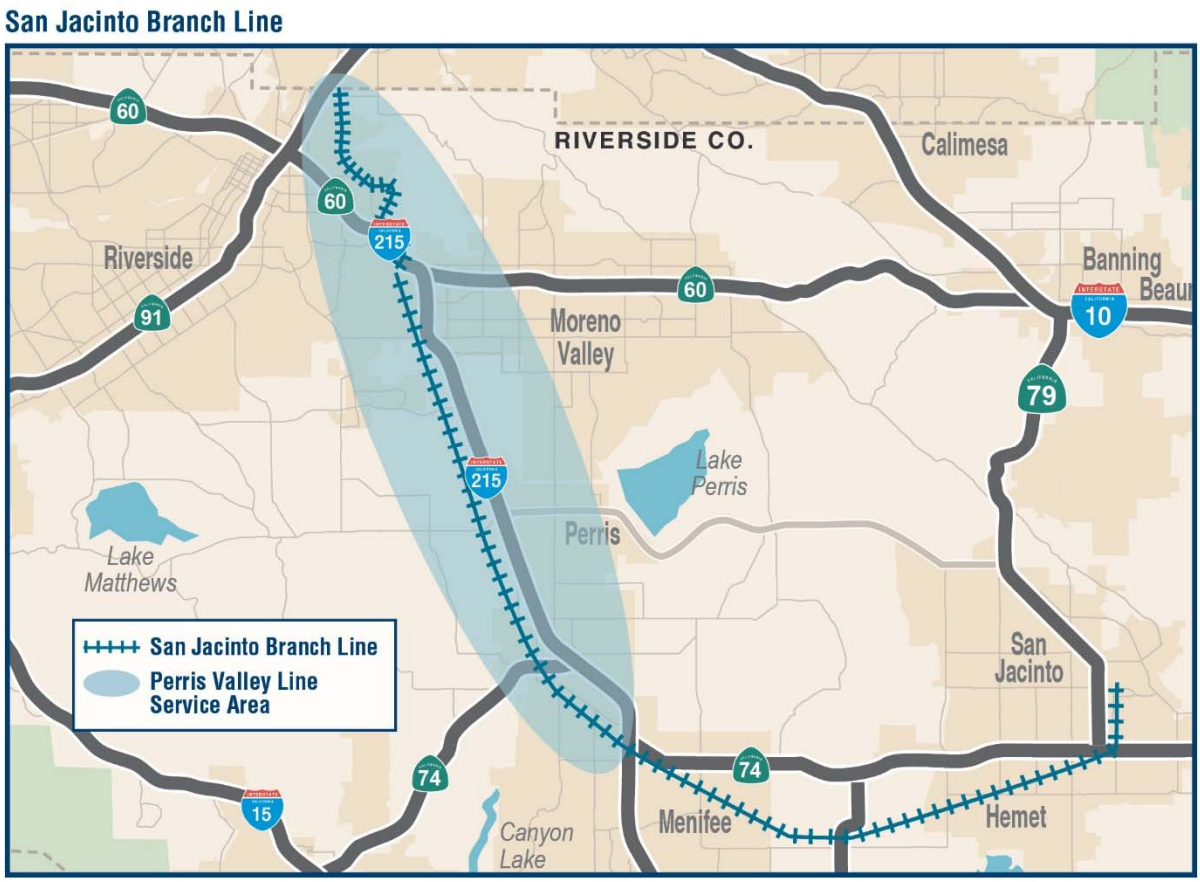
Department Overview – Rail Development

In order to expand passenger rail options throughout the County, the Commission conducts feasibility and planning studies to assess the viability of commuter rail expansion. The Commission engaged a consultant to perform a "next generation" rail feasibility study based on findings from the RCTC Strategic Assessment completed in January 2016. The study continues to develop and provide meaningful ridership and cost data that will help make future decisions on how to proceed with rail transit expansions in the County. Significant planning efforts are also underway to explore intercity passenger rail service to the Coachella Valley-San Gorgonio Pass corridor.

San Jacinto Branch Line (SJBL)

The Commission holds title to and manages the 38-mile SJBL (Chart 36) and several adjacent properties, preserved for future passenger rail service. BNSF Railway (BNSF) holds the freight rights in the corridor, providing service to local shippers, and performs maintenance on the line.

Chart 36 – San Jacinto Branch Line



Perris Valley Line Project

The Commission substantially completed the PVL in September 2016, and operations commenced in June 2016. The construction project was a 24-mile extension of the 512-mile Metrolink commuter rail system. It extended the existing Metrolink 91 Line, which provides service between Riverside and Downtown Los Angeles via Fullerton. There are timed connections to the other routes out of the Riverside Downtown station. The project included the construction of four passenger stations at Riverside – Hunter Park/UCR, Moreno Valley/March Field, Perris – Downtown, and Perris – South; construction of a park-and-ride lot at each of the four new stations, totaling approximately 2,250 parking spaces; and a layover facility at Perris – South for vehicle storage and servicing. The hours of operation are from 4:30 a.m. to 8:00 p.m. on weekdays; the FY 2020/21 Metrolink operating contributions include funding to initiate expanded weekday service and weekend service.

Coachella Valley–San Gorgonio Pass Corridor Rail Service

In recent years the Commission also focused attention on the creation of intercity passenger rail service between the Coachella Valley, the Pass Area, Riverside, and the Los Angeles basin through advocacy efforts with state, federal, and local government entities and negotiation with the freight railroads. The Commission ensured the corridor was prominently featured in the updated 2013 California State Rail Plan. In May 2013, the Caltrans Division of Rail completed the first phase of a planning study and initial alternatives analysis for the rail corridor. This planning study was very supportive of the potential for a viable service, and future studies can expand on this by determining ridership demand and better cost estimates. Caltrans also included an updated project description and analysis of the Coachella Valley-San Gorgonio Pass corridor rail service in the latest state rail plan, approved by CalSTA on September 5, 2013. The 2018 California State Rail Plan update includes the Coachella Valley-San Gorgonio Pass corridor rail service as an integral part of future growth.

Since its inclusion of the project into the State Rail Plan, the Commission has led the planning elements required of the project in order to secure additional funding and project approvals at various state and federal levels. The Commission established a MOU with CVAG for its cooperation in the planning as well as funding through a new TDA bus/rail split for the Coachella Valley. This agreement also included the application of Proposition 1B funds toward the initial Phase I analysis that included public outreach, development of the project Purpose and Need Statement, and development of the Preliminary Alternatives Analysis Report. As part of this effort, the Commission secured a letter of agreement with Caltrans for its cooperation and modeling support. The Commission completed the Phase I planning efforts, including the Alternatives Analysis, and the FRA approved the Phase I work.

In the July 2010 Federal Register notice on High-Speed Intercity Passenger Rail (HSIPR) program, it clearly outlines the planning process needed to be eligible for HSIPR funds. This process identifies the need for a Service Development Plan (SDP) with the following requirements:

- Clearly demonstrate the purpose and need;
- Analyze alternatives for the proposed passenger rail service;
- Identify the alternative that best meets the purpose and need;
- Identify the discrete capital projects required; and
- Demonstrate the operational and financial feasibility.

To continue the development of this project, the Commission partnered with Caltrans and successfully applied for and was awarded a $2,900,000 FRA grant to complete the corridor study's SDP. This was the only rail corridor in the country awarded these planning grant funds. Staff worked through the multiple agreements needed in order to utilize this funding in coordination with the FRA and Caltrans. In order to expedite project development, a highly qualified consultant is preparing the SDP and lead the environmental process needed for the NEPA documentation. This project is ongoing and incorporated in the FY 2020/21 budget. The Commission prepares an annual SRTP for the Coachella Valley-San Gorgonio Pass corridor rail service project.

As the result of the many studies performed to date by both CVAG and the Commission, it was determined that using state-supported intercity trains presents the best alternative for developing

service along the corridor. The 141-mile trip between Los Angeles and the Coachella Valley would cross four counties (Chart 37). Stops and station locations are yet to be determined. Due to the trip length and time of approximately three hours, Amtrak-style service with larger seats and food service would be more appealing to the riders. In addition, the service would operate over Union Pacific and BNSF tracks, and, in general, Amtrak has a greater ability to initiate service over freight railroads based on a national agreement. The initial service plan anticipates two daily round trips along the corridor. The approved Alternative Analysis recommended a preferred alignment.

Chart 37 – Coachella Valley-San Gorgonio Pass Corridor Rail Service – Proposed Alternative

High Speed Rail

The Commission continues to play a proactive role in the development of a statewide, high speed passenger rail system, including routing of the backbone corridor through the Inland Empire with possible stations in the Riverside/Corona and Murrieta/Temecula areas. With the passage of Proposition 1A in November 2008, there is a proposed funding mechanism to move the state high speed rail project forward. The CHSRA began work on a project level environmental assessment and corridor alignment study for the section between Los Angeles and San Diego via the Inland Empire. The Commission directed the review to include an alignment alternative along I-15 for analysis. The Commission entered into a MOU to be supportive in the development of this high speed rail project and participates in the Southern California Inland Corridor Group meetings. The Commission actively contributed to the development of the supplemental Alternatives Analysis efforts. Work on this effort has slowed down with the release of the latest business plan that extends the development of this Phase II section from Los Angeles to San Diego via the Inland Empire to beyond 2030. The Commission signed a MOU along with the other southern California transportation entities and SCAG to commit $1 billion in unallocated Proposition 1A funds for early investment to be spent locally for rail transportation improvement projects. With recent developments related to the State's high speed rail project, staff will continue to monitor progress and look for opportunities to benefit the regional rail network.

Department Goals–Rail Development

RD1 – Identify and plan for capital improvements necessary to increase the scope, appeal, and reliability of commuter rail operations. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

RD2 – Maintain efforts with local agencies, other southern California counties, and the state and federal governments to expand intercity passenger rail service into the County and the Coachella Valley. *(Policy Goals: Quality of Life, Responsible Partner)*

RD3 – Continue to monitor the state efforts in the creation of a high speed passenger rail system along an Inland Empire alignment through coordination with state and local agencies. In addition, continue to identify and advocate for high speed rail funding to be spent on beneficial local rail projects in the County. *(Policy Goals: Quality of Life, Responsible Partner)*

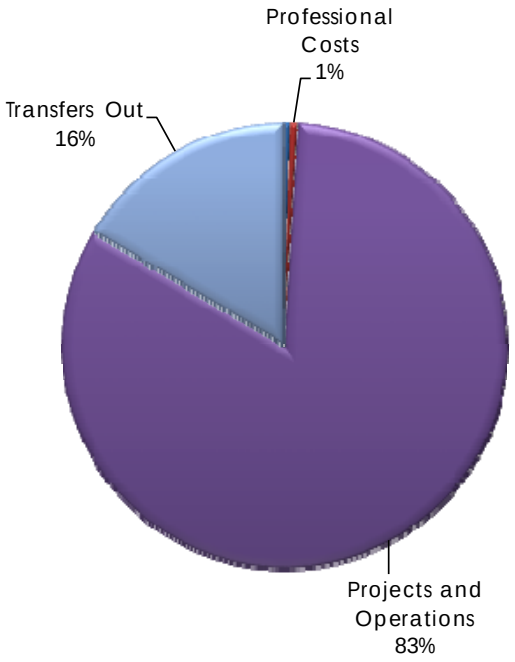
ID	Rail Performance Measures and Results	FY 18/19 Estimated	FY 18/19 Actual	FY 19/20 Estimated	FY 20/21 Projected
RO1 RD1	Average weekday daily ridership on existing commuter lines • Riverside Line • IEOC Line • 91/PVL	 3,721 4,624 3,330	 3,868 4,656 3,293	 3,962 4,784 3,256	 N/A N/A N/A
RO1	Farebox recovery ratio • Riverside Line • IEOC Line • 91/PVL	 43.0% 31.9% 27.7%	 42.1% 31.9% 27.7%	 43.7% 31.6% 26.5%	 N/A N/A N/A

Public and Specialized Transit

Mission Statement:

Public and Specialized Transit coordinates the operation of all public transit services within the County. The Commission provides financial oversight and compliance monitoring, as well as evaluates program efficiency and effectiveness between transit operators in achieving regional goals to reduce congestion, improve air quality and mobility options for all users. Public and Specialized Transit also maintains and improves, as resources allow, mobility options to meet travel needs of seniors, persons with disabilities, and persons of limited means to enhance quality of life through innovative solutions and better coordination of existing services.

Chart 38 – Public and Specialized Transit



Expenditures

Public and specialized transit uses are budgeted at $120,106,200 for FY 2020/21, as presented in Table 47, and consist primarily of capital projects and operations costs as well as transfers out to Commission funds for administration, planning, and rail purposes. The 44% decrease in salaries and benefits reflects the one-time disbursement to fund the Commission's CalPERS retirement net pension liability in the prior year. As a cost savings measure, there will be no performance merit-based salary increases in FY 2020/21.

Overall, operating and capital disbursements decreased 39% as a result of federal CARES Act funding available to transit operators in FY 2020/21 for COVID-19 impacts.

LTF disbursements consist of transit operating and capital allocations to public transit operators of $44,300,000; bicycle and pedestrian facilities allocations to cities and the County of $900,000; and planning and administration allocations to other agencies of $627,000. STA/SGR disbursements of $40,935,300 are primarily for bus capital purposes in Western County, Coachella Valley, and Palo Verde Valley. The STA and SGR transit allocations reflect the use of $11,095,400, and $3,317,000 in fund balances, respectively.

Measure A disbursements include $2,900,000 for Western County specialized transit funding of the second year of the 2018 Call for Projects. The majority of other Measure A disbursements relates to other Measure A public transit programs:

- $949,600 for Western County Consolidated Transportation Service Agency allocations;
- $2,424,900 for Western County intercity bus services; and
- $5,955,900 for Coachella Valley public and specialized transit.

The Commission disburses Measure A public transit allocations monthly to Riverside Transit Agency (RTA) and SunLine, the major transit providers in the Western County and Coachella Valley, respectively.

LTF, STA, and SGR transfers out comprise:

- $9,000,000 for rail operations;
- $2,000,000 for grade separations;
- $5,311,300 for planning;
- $345,900 for administration;
- $1,918,000 for station rehabilitation and improvement project; and
- $422,000 for Coachella Valley rail operations and capital.

Transfers out of $776,900 relate to administrative costs to the General fund.

Table 47 – Public and Specialized Transit Expenditure Detail

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 481,000	$ 895,900	$ 784,000	$ 497,900	$ (398,000)	-44%
Professional Costs						
Legal Services	5,500	12,000	3,500	15,000	3,000	25%
Audit Services	49,700	70,000	70,000	-	(70,000)	-100%
Financial Advisory	15,400	16,000	16,100	17,000	1,000	6%
Professional Services - General	64,500	201,700	161,600	529,900	328,200	163%
Total Professional Costs	135,100	299,700	251,200	561,900	262,200	87%
Support Costs	50,500	69,200	52,800	79,600	10,400	15%
Projects and Operations						
Special Studies	-	250,000	-	200,000	(50,000)	-20%
Operating and Capital Disbursements	118,936,200	161,610,400	141,920,900	98,992,700	(62,617,700)	-39%
Total Projects and Operations	118,936,200	161,860,400	141,920,900	99,192,700	(62,667,700)	-39%
Transfers Out	28,088,600	31,998,400	31,874,500	19,774,100	(12,224,300)	-38%
TOTAL Public and Specialized Transit	$ 147,691,400	$ 195,123,600	$ 174,883,400	$ 120,106,200	$ (75,017,400)	-38%

Public and Specialized Transit Staffing Summary

Position	FY 18/19	FY 19/20	FY 20/21
Accountant	0.06	0.06	0.01
Chief Financial Officer	0.11	0.15	0.03
Deputy Director of Finance	0.00	0.01	0.00
Deputy Executive Director	0.06	0.06	0.05
External Affairs Director	0.00	0.01	0.01
Management Analyst	1.00	1.00	0.25
Multimodal Services Director	0.40	0.30	0.30
Senior Administrative Assistant	0.05	0.04	0.04
Senior Management Analyst	0.01	0.02	1.01
Senior Procurement Analyst	0.06	0.12	0.00
Transit Manager	1.00	1.00	1.00
FTE	2.75	2.77	2.70

Department Overview

The Commission has public transit operator oversight and fiduciary responsibilities and ensures that annual fiscal audits and a state triennial performance audit are conducted in accordance with TDA regulations. The Commission also reviews public transit operator activities on an annual basis and recommends potential productivity improvements to make services more cost effective and efficient. In addition, the Commission ensures that specialized transit allocations are expended in accordance with funding agreements and engages audit firms to perform certain agreed-upon procedures for the Measure A specialized transit funding recipients.

The Commission also develops and engages the Citizens and Specialized Transit Advisory Committee (CSTAC) as an advisory body that more effectively distributes and promotes public and specialized transit information to various stakeholders.

Public Transit

The Public and Specialized Transit Department is responsible for approving SRTPs and programming federal, state, and local funds within the County for eight public transit operators consisting of:

- The cities of Banning, Beaumont, Corona, and Riverside;
- Commission's Commuter Rail and Commuter Assistance Vanpool Programs;
- Palo Verde Valley Transit Authority;
- RTA; and
- SunLine.

The Public and Specialized Transit Department coordinates the annual development, review, and approval of the operator SRTPs as well as allocates transit funding resources to public transit programs. The Commission oversees and allocates the following funding resources: Measure A, LTF, STA, SGR, FTA, and LCTOP funds for public transit. Commission staff works closely with each transit operator to ensure that funds are properly programmed and included in the SRTP for inclusion into the FTIP and/or other major planning documents as necessary for allocation or obligation of funds.

With the passage of SB 1, STA revenues were stabilized and SGR was created to provide support for operating and capital rehabilitation projects. The Public and Specialized Transit Department coordinates with transit operators for the preparation and submission of transit projects to Caltrans for award of LCTOP funds under the California Air Resources Board's Cap and Trade Program. The LCTOP program provides funding for operating and capital transit projects that reduce greenhouse gas emissions and improve mobility with a priority of serving disadvantaged communities. The State Controller's Office annually appropriates the LCTOP funds. Riverside County's share has supported projects such as station upgrades at the Commission's PVL stations to encourage active transportation and energy efficiency; free transit ride campaigns; and expansion of SunLine's Hydrogen fueling operations. Funds may also be used to increase service frequency on selected rail and bus lines that operate in disadvantaged communities. The County's share of the annual allocations has fluctuated based on state appropriations.

Specialized Transit

The 2009 Measure A Western County specialized transit program provides a valuable service to the community by serving the needs of residents, mainly seniors and persons with disabilities, whose transportation needs are not met by traditional services. Social service and nonprofit agencies typically administer specialized transit operations. The Commission awards 2009 Measure A Western County funds for specialized transit through a competitive call for projects. The 2018

Call for Projects provided funding for 18 operators over a three-year term through June 30, 2021. The New Call for Projects will begin in the summer of 2020 and be awarded in the Spring of 2021.

Department Goals

PST1 – Provide timely information to the public regarding Commission-implemented transit projects and support public relations activities of Measure A-funded transit programs by grant recipients. *(Policy Goals: Operating Excellence, Responsible Partner)*

PST2 – Allocate Measure A specialized transit and federal funds to support services that will maintain and/or enhance mobility by alleviating transportation barriers for seniors, persons with disabilities, and the truly needy. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

PST3 – Coordinate the operation of all public transportation services within the County with a goal toward promoting program efficiency and harmony between transit operators as outlined in state law. *(Policy Goals: Quality of Life, Operational Excellence, Connecting the Economy, Responsible Partner)*

PST4 – Continue to provide staff resources to assist and support the coordination of transit services within the County and throughout the State. *(Policy Goals: Quality of Life, Operational Excellence, Connecting the Economy, Responsible Partner)*

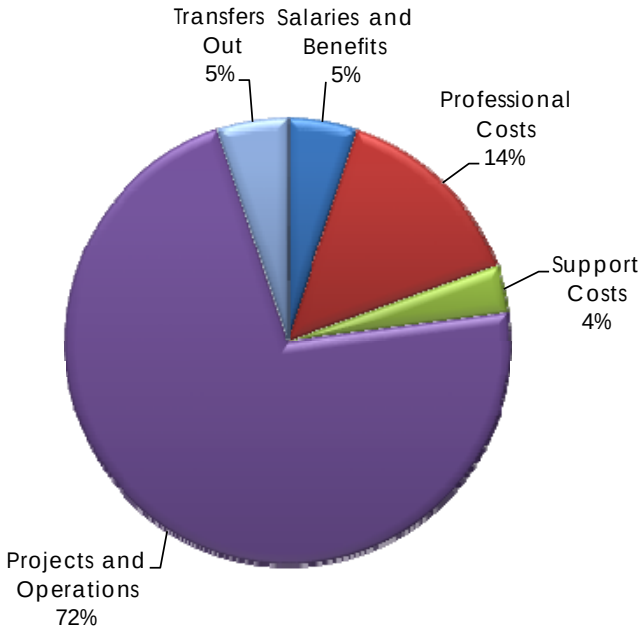
ID	Public and Specialized Transit Performance Measures and Results	FY 18/19 Estimated	FY 18/19 Actual	FY 19/20 Estimated	FY 20/21 Projected
PST3	SRTPs submitted by operators and reviewed	9	9	9	10
PST3	SRTP amendments	3	4	6	6
PST2	Specialized Transit grants awarded/monitored	18	18	18	12
PST2	Specialized Transit site visits	18	9	9	12
PST1	Specialized Transit brochures distributed	3,500	3,500	3,500	3,500
PST3	Transit operator quarterly coordination meetings	16	16	16	32
PST4	Social service/partnering agencies monitored in database	412	416	430	450
PST4	Workshops and meetings attended with regional partners (i.e. Board meetings, CSTAC, SCAG working groups, workshops)	35	25	25	40

Commuter Assistance

Mission Statement:

Commuter Assistance helps constituents discover their best commute through meaningful employer and community engagement, rideshare incentives, and advancing technology in order to reduce drive alone trips, regional congestion and vehicle emissions.

Chart 39 – Commuter Assistance



Expenditures

Commuter Assistance expenditures total $5,199,600, which represents a 4% increase from last year's budget (Table 48) due to eastern county Commuter Assistance expansion. Salaries and benefits of $267,400 reflect a 51% decrease due to the one-time disbursement to fund the Commission's CalPERS retirement net pension liability in the prior year. As a cost savings measure, there will be no performance merit-based salary increases in FY 2020/21. Professional costs of $747,700 increased 38% over the prior year due to vanpool operations and match for Next Generation TDM Study. Support costs of $179,700, which include mail and printing services, communications, and other office expenditures, decreased 37% due to reduced media and consolidation of IE Commuter and VanClub outreach efforts.

Projects and operations expenditures of $3,742,000 consist of:

- Regional transportation consultant services totaling $2,552,000 to manage and implement the program;
- Vanpool subsidies and commuter incentives valued at $1,015,000; and
- Park and ride lease payments of $175,000.

Reimbursements from SBCTA for rideshare services provided by the Commission are included in local revenues to offset a portion of these expenditures. Transfers out include $262,800 for administrative costs.

Table 48 – Commuter Assistance Uses Detail

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 247,600	$ 545,100	$ 776,100	$ 267,400	$ (277,700)	-51%
Professional Costs						
Legal Services	13,700	31,000	14,600	32,000	1,000	3%
Audit Services	10,000	-	-	20,000	20,000	N/A
Financial Advisory	7,700	8,000	8,100	8,000	-	0%
Professional Services - General	257,300	503,700	658,200	687,700	184,000	37%
Total Professional Costs	288,700	542,700	680,900	747,700	205,000	38%
Support Costs	85,000	285,800	18,400	179,700	(106,100)	-37%
Projects and Operations						
Program Operations	2,748,900	3,313,300	2,501,300	3,742,000	428,700	13%
Total Projects and Operations	2,748,900	3,313,300	2,501,300	3,742,000	428,700	13%
Transfers Out	1,368,300	302,500	302,500	262,800	(39,700)	-13%
TOTAL Commuter Assistance	$ 4,738,500	$ 4,989,400	$ 4,279,200	$ 5,199,600	$ 210,200	4%

Commuter Assistance Staffing Summary

Position	FY 18/19	FY 19/20	FY 20/21
Commuter and Motorist Assistance Manager	0.66	0.65	0.87
Deputy Executive Director	0.01	0.01	0.01
External Affairs Director	0.06	0.10	0.01
Management Analyst	0.55	0.55	0.00
Procurement Manager	0.00	0.04	0.05
Public Affairs Manager	0.00	0.01	0.01
Senior Administrative Assistant	0.09	0.00	0.08
Senior Management Analyst	0.01	0.05	0.35
FTE	1.38	1.41	1.38

Department Overview

While much of the Commission's work focuses on enhancing transportation infrastructure, there is significant value in ensuring that the transportation systems are used efficiently. To foster a more efficient use of infrastructure investments and transit networks, the Commission's Commuter Assistance Program seeks to increase the awareness of and consideration for alternative modes of transportation such as riding a bus or train, carpooling, vanpooling, walking, bicycling, or teleworking.

This transportation demand management strategy, implemented under the "IE Commuter" umbrella in partnership with SBCTA, provides services and incentives to western Riverside and San Bernardino county employers and commuters in an effort to shift behavior away from single-occupant vehicle commuting via the following methods:

- Leverage regional campaigns, local outreach, employer health fair and rideshare events, and social media to increase the awareness for transportation alternatives;
- Partner with and serve as a resource to employers to implement TDM programs, services, and incentives to increase consideration and adoption of transportation alternatives at worksites throughout the region;
- Provide both online access (IECommuter.org) and personal support (866-RIDESHARE) to custom commute information and ridematching services;
- Incentivize commuters for beginning and/or maintaining an alternative commute mode;
- Leverage technology to deliver easy-to-use online resources and tools to efficiently engage, educate and serve employer partners, their employees, and other commuters; and
- Continue to position IE Commuter as the trusted resource for commuter and employer transportation solutions in the region.

The Commission implemented the Commuter Assistance Program in Western County as a specific requirement under Measure A to address congestion mitigation. In addition to improving mobility overall, this TDM strategy helps to improve the quality of life on the commuter front, helps to lower costs and increase productivity on the employer front, and has a positive impact on the environment.

The next couple of years will mark a transitionary period for the Commuter Assistance Program. The Commission will focus on positioning the program for the future and being more visible, more regional, and more innovative to enhance the experience and participation of commuters, communities, and employer partners.

- ***Regionalize TDM Database and Platform:*** In partnership with regional county transportation partners, the Commission will transition from a locally-provisioned Inland Empire-based rideshare and vanpool system to a regional platform solution and database. Transitioning to a regional system, connecting commuter and employer data across Los Angeles, Orange, Riverside, San Bernardino, and Ventura programs, will expand the Commuter Assistance Program database and increase ridematching potential for those interested in sharing the ride to work via carpool or vanpool. Additionally, the regional platform will offer enhanced functionality and reporting that will better support program administration staff and employer worksite efforts to increase participation in alternative modes. This approach will also net additional cost savings for the Commission.
- ***Launch New Community Based Tools:*** The traditional approach for Commuter Assistance Program has been to leverage larger employer (250+) partnerships to cost effectively access and market to employee commuters. Regionalizing the TDM platform will introduce new community-based tools that will help the program cost effectively engage commuters on the home front as well. This effort will broaden the reach of the Commission's Commuter Assistance Program and help further increase the awareness and consideration of rideshare options.
- ***Evolve the Commission's TDM Program:*** In October 2019, the Commission, through SCAG and in partnership with SBCTA submitted a Caltrans – FY 2020/21 Strategic Partnership Grant Application for the "Inland Empire Next Generation Shared-Ride and Virtual Travel Study." If awarded, this effort will help shape the development of a next generation TDM program for the Inland Empire and feed into the scope of work for the Commuter Assistance Program program administrator request for proposals scheduled for release at the end of 2021.
- ***Standardize Services and Incentives Countywide:*** Due to the current Measure A funding structure, core Commuter Assistance Program services (i.e. employer support, leased Park & Rides) and incentives (i.e. $2/day Rideshare Incentives) are limited to western County employers and resident commuters. This often leads to confusion and inequity for employers with employees from Riverside County but not eligible for the same services/incentives. Staff will evaluate the feasibility of expanding Commuter Assistance Program services and incentives countywide with the goal of stimulating TDM in the Coachella Valley and to help enhance employer and commuter TDM participation throughout the region.

Department Goals

CA1 – Operate a cost-effective Commuter Assistance Program resulting in a demonstrable reduction in single occupant vehicle trips, thus assisting with congestion mitigation and improving air quality. *(Policy Goals: Quality of Life, Responsible Partner)*

CA2 – Ensure the coordination of ridesharing programs throughout the Inland Empire and the southern California region. *(Policy Goals: Quality of Life, Operational Excellence, and Responsible Partner)*

CA3 – Broaden the reach of the program to encourage alternative transportation modes amongst all travelers and continue to grow the core base of employers and their employees. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

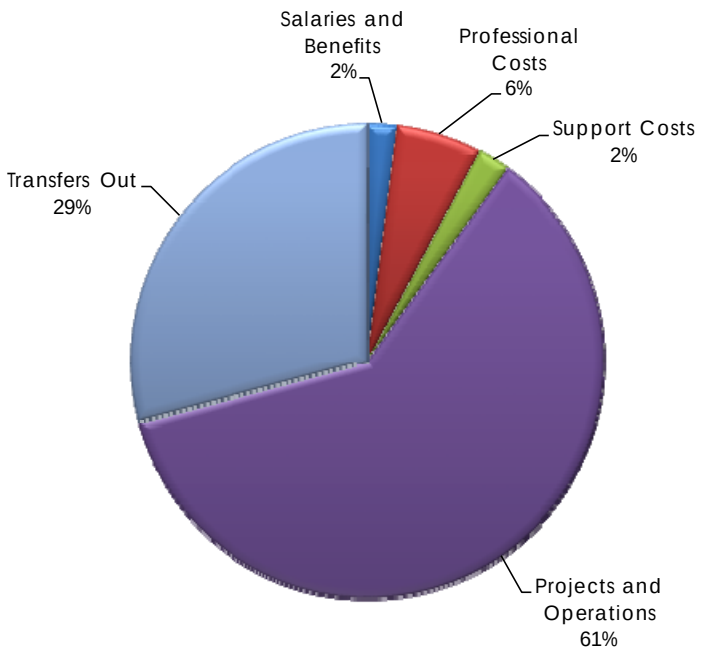
ID	Commuter Assistance Performance Measures and Results	FY 18/19 Estimated	FY 18/19 Actual	FY 19/20 Estimated	FY 20/21 Projected
CA2	Number of Employer Partners	N/A	316	325	335
CA3	Number of Employee Transportation Surveys	N/A	109,908	82,000	118,000
CA3	RideGuides Produced	N/A	9,477	7,100	10,100
CA1	Rideshare Week Pledges	N/A	7,836	8,349	8,600
	Incentive Participation:				
CA1	Rideshare Incentive	N/A	1,056	800	1,300
CA1	Rideshare Plus	2,250	2,273	1,700	2,400
CA1	Rideshare Spotlight	N/A	2,742	2,000	2,900
CA1	Number of one-way single occupant vehicle trips reduced from Rideshare Incentive and Rideshare Spotlight participation	176,000	403,929	303,000	489,000
CA2	Leased Park & Ride Spaces	942	942	942	1,006
CA2	VanClub Vanpools	N/A	67	75	90

Motorist Assistance

Mission Statement:

Motorist Assistance improves safety, reduces congestion, and enhances access to traveler information for motorists through the provision of a comprehensive motorist aid system.

Chart 40 – Motorist Assistance



Expenditures

Motorist Assistance expenditures and uses are budgeted at $8,967,700, a decrease of 4% compared to the prior year budget (Table 49) due to reductions in call box program costs. Salaries and benefits reflect a decrease of 41% due to the one-time disbursement to fund the Commission's CalPERS retirement net pension liability in the prior year. As a cost savings measure, there will be no performance merit-based salary increases in FY 2020/21. Professional costs of $519,500 are comparable to the prior year. Support costs of $199,800 decreased $226,200, or 53%, due to anticipated one-time expenditures for call box upgrades and removals in the previous year's budget. Reimbursements from SBCTA for half of all locally-provided 511 system related expenditures is included in local revenues.

Program operations include $5,452,000 in towing contract costs for the FSP program. Projects and operations costs increased 1% due to anticipated increases in towing rates across new FSP contracts. Transfers out represent SAFE matching funds of $2,325,900 for FSP services and a $290,100 allocation for administrative costs.

Table 49 – Motorist Assistance Uses Detail

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 125,800	$ 306,100	$ 357,000	$ 180,400	$ (125,700)	-41%
Professional Costs						
Legal Services	25,800	44,500	25,500	45,500	1,000	2%
Professional Services - General	297,200	477,500	449,500	474,000	(3,500)	-1%
Total Professional Costs	323,000	522,000	475,000	519,500	(2,500)	0%
Support Costs	148,000	426,000	293,300	199,800	(226,200)	-53%
Projects and Operations						
Program Operations	3,581,600	5,387,400	3,632,400	5,452,000	64,600	1%
Total Projects and Operations	3,581,600	5,387,400	3,632,400	5,452,000	64,600	1%
Transfers Out	3,820,400	2,748,200	2,748,200	2,616,000	(132,200)	-5%
TOTAL Motorist Assistance	$ 7,998,800	$ 9,389,700	$ 7,505,900	$ 8,967,700	$ (422,000)	-4%

Motorist Assistance Staffing Summary

Position	FY 18/19	FY 19/20	FY 20/21
Commuter and Motorist Assistance Manager	0.34	0.35	0.13
External Affairs Director	0.02	0.00	0.05
Management Analyst	0.45	0.45	0.00
Procurement Manager	0.01	0.05	0.05
Public Affairs Manager	0.00	0.02	0.01
Senior Administrative Assistant	0.00	0.05	0.00
Senior Management Analyst	0.02	0.06	0.72
Senior Procurement Analyst	0.01	0.02	0.09
FTE	0.85	1.00	1.05

Department Overview

As a SAFE, the Commission is responsible for providing a motorist aid system for the County. This system is comprised of three components:

- The 511 traveler information system is a telephone, website, and mobile app-based service that delivers real-time traffic information, including incidents and travel times, bus and rail trip planning, and rideshare information;
- The FSP program patrols the most congested Riverside County freeways and assists stranded motorists by getting them back on the road or towed to a safe location off the freeway at no charge to motorists. FSP service is also provided in construction zones through separate funding agreements with Caltrans and Commission-funded construction projects to help mitigate congestion; and
- The call box system allows motorists to call for assistance in the event of a mechanical breakdown, accident, or other emergency on the freeway.

Department Goal

MA1 – Provide efficient delivery of a comprehensive motorist aid system (511, FSP, Call Box) and an outstanding level of service to the traveling public. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

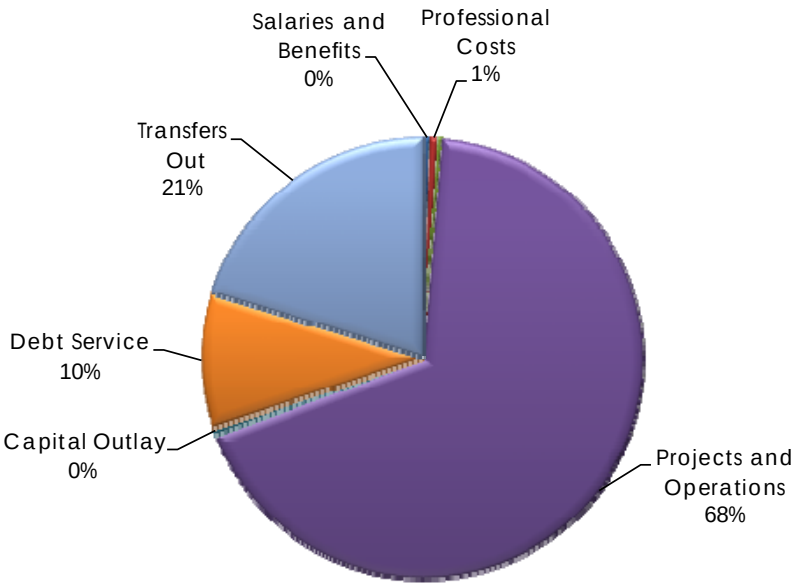
ID	Motorist Assistance Performance Measures and Results	FY 18/19 Estimated	FY 18/19 Actual	FY 19/20 Estimated	FY 20/21 Projected
MA1	Number of call boxes	241	231	158	158
MA1	Number of call box calls	1,466	1,384	1,100	900
MA1	Number of vehicle assists	46,184	44,607	46,000	48,000
MA1	Number of 511 phone calls	108,000	114,045	108,000	103,000
MA1	Number of 511 web visits	205,000	213,689	220,000	224,000

Capital Project Development and Delivery

Mission Statement:

Capital Project Development and Delivery (Capital Projects) keeps the Commission's contract with the voters of the County by accelerating the planning, programming, and implementation of projects and programs in the Measure A TIP, as enhanced by the Toll Program, to the extent that funds are available. Capital Projects ensures that capital projects are environmentally acceptable, expertly designed, and implemented in a cost effective manner. Capital Projects acquires and manages required right of way in the fairest, most economical, efficient, and timely manner possible.

Chart 41 – Capital Project Development and Delivery



Expenditures

The budgeted expenditures and transfers out total $697,085,200 to cover all of the Commission's major capital projects (Table 50). Salaries and benefits expenditures represent less than 1% of the budgeted uses and reflect a decrease of 58% due to the one-time disbursement to fund the Commission's CalPERS retirement net pension liability in the prior year. As a cost savings measure, two Capital Projects Manager FTE's will remain unfilled and will be unfunded in FY 2020/21. Additionally, there will be no performance merit-based salary increases in FY 2020/21. Professional costs of $4,026,700 primarily relate to general legal costs, specialized legal and financial advisory services related to the toll program, public communications, and property management services. Support costs of $2,089,400 consist primarily of services needed to maintain the Commission's real properties in a condition that complies with all local codes and regulations governing property maintenance.

General project costs of $7,592,400 comprise program management provided by Bechtel Infrastructure (Bechtel) and permits for highway and rail capital projects.

Significant projects included in engineering expenditures of $26,225,000 relate to the I-15 Express Lanes–Southern Extension project; Mid County Parkway; the 71/91 connector project; grade separation projects; various commuter rail improvement and rehabilitation projects; and various Western County TUMF regional arterial projects.

Construction expenditures of $201,788,200 primarily relate to the I-15 Express Lanes project; 15/91 Express Lanes connector project; 91 COP; SR-60 truck lanes; Pachappa underpass; I-215/Placentia interchange; Hamner bridge widening; Jurupa Avenue grade separation; various Western County Measure A and TUMF regional arterial projects; and rail improvement and rehabilitation projects.

Design-build costs of $100,621,100 pertain primarily to the I-15 Express Lanes project and the 15/91 Express Lanes connector project.

Right of way expenditures of $58,233,600 on significant projects include the 91 Project; Mid County Parkway and the I-215/Placentia interchange; McKinley Avenue and Jurupa Avenue grade separation projects; various Western County TUMF regional arterial projects; and station improvement projects.

Local turnback payments to jurisdictions and the County for local streets and roads repair, maintenance, and construction amount to $48,479,100. Disbursements to CVAG for the 2009 Measure A Coachella Valley highway and regional arterial program comprise substantially all of the regional arterial expenditures. The Planning and Programming Department monitors the eligibility for local streets and roads funding and reviews reimbursement claims for Coachella Valley highway and regional arterial program expenditures.

Operating and capital disbursements of $850,000 will be made for commuter rail capital projects.

Interest payments on outstanding sales tax revenue bonds (2010B Bonds, 2013 Sales Tax Bonds, 2016 Refunding Bonds, 2017A Bonds, 2017B Refunding Bonds, and 2018 Refunding Bonds) are $41,024,000. The Commission will make principal payments of $28,495,000 for the outstanding sales tax revenue bonds.

Significant transfers out consist of the following:

- $9,000,000 in 1989 Measure A Western County highway fund to the 2009 Measure A County highway fund for the 91 Project completion;
- $24,271,500 in sales tax revenue bond proceeds to fund the I-15 Express Lanes project;
- $69,519,000 from 2009 Measure A Western County highway fund to the Debt Service fund for sales tax revenue bonds debt service;
- $8,220,600 from the 2009 Measure A Western County new corridor fund to the 2009 Measure A Western County highway fund for its share of the MSHCP debt service contribution;
- $5,716,200 from Measure A, SB 132, and TUMF for the allocation of administrative costs to the General fund;
- $6,000,000 from the 2009 Measure A Western County economic development fund to the 2009 Measure A Western County highway fund for the completion of 91 Project right of way acquisition;
- $1,400,000 from the 2009 Measure A Western County new corridor fund to the 2009 Western County highway fund for the 71/91 connector project;
- $300,000 from the 2009 Measure A Western County highway fund to the TUMF regional arterial fund for the SR-79 realignment project;

- $9,989,600 from the TUMF CETAP fund to the 2009 Measure A Western County highway fund for the Mid County Parkway second construction package and I-215/Placentia interchange;
- $3,523,100 from the TUMF CETAP fund to the 2009 Measure A Western County highway fund for its share of the MSHCP debt service contribution; and
- $2,812,100 from the Debt Service fund to the 2009 Measure A Western County highway and Coachella Valley highway funds for BABs subsidy reimbursements.

Table 50 – Capital Project Development and Delivery Uses Detail

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 3,265,200	$ 7,346,700	$ 7,339,100	$ 3,121,600	$ (4,225,100)	-58%
Professional Costs						
Legal Services	3,351,300	1,750,300	1,673,300	1,682,000	(68,300)	-4%
Audit Services	89,600	35,000	39,400	38,000	3,000	9%
Financial Advisory	99,200	136,400	71,100	78,900	(57,500)	-42%
Professional Services - General	876,300	5,576,400	1,753,300	2,227,800	(3,348,600)	-60%
Total Professional Costs	4,416,400	7,498,100	3,537,100	4,026,700	(3,471,400)	-46%
Support Costs	691,300	1,894,900	918,400	2,089,400	194,500	10%
Projects and Operations						
Program Operations	5,652,600	10,370,500	6,761,300	7,592,400	(2,778,100)	-27%
Engineering	13,111,500	23,271,000	20,945,500	26,225,000	2,954,000	13%
Construction	53,145,600	148,302,100	106,029,600	201,788,200	53,486,100	36%
Design Build	107,589,300	158,341,500	135,100,000	100,621,100	(57,720,400)	-36%
Right of Way and Land	19,710,500	92,508,500	34,220,500	58,233,600	(34,274,900)	-37%
Local Streets and Roads	61,069,300	54,061,300	54,061,300	48,479,100	(5,582,200)	-10%
Regional Arterials	19,203,900	30,967,000	25,000,000	30,000,000	(967,000)	-3%
Special Studies	27,900	1,800	-	-	(1,800)	-100%
Operating and Capital Disbursements	3,944,100	15,000,000	831,600	850,000	(14,150,000)	-94%
Total Projects and Operations	283,454,700	532,823,700	382,949,800	473,789,400	(59,034,300)	-11%
Capital Outlay	4,995,900	4,293,500	3,597,000	3,787,000	(506,500)	-12%
Debt Service	69,555,700	69,537,500	69,534,500	69,519,000	(18,500)	0%
Transfers Out	89,619,700	114,346,100	117,551,100	140,752,100	26,406,000	23%
TOTAL Capital Project Development and Delivery	$ 455,998,900	$ 737,740,500	$ 585,427,000	$ 697,085,200	$ (40,655,300)	-6%

Capital Project Development and Delivery Staffing Summary

Position	FY 18/19	FY 19/20	FY 20/21
Capital Projects Manager	2.85	4.65	2.57
Chief Financial Officer	0.16	0.21	0.15
Deputy Director of Finance	0.02	0.02	0.02
Deputy Executive Director	0.08	0.17	0.09
Executive Director	0.08	0.17	0.05
External Affairs Director	0.10	0.07	0.01
Facilities Administrator	0.01	0.19	0.14
Financial Analyst	0.00	0.50	0.00
Legislative Affairs Manager	0.04	0.04	0.09
Management Analyst	0.02	0.05	0.00
Planning and Programming Director	0.04	0.18	0.00
Planning and Programming Manager	0.00	0.07	0.02
Procurement Manager	0.62	0.54	0.29
Project Delivery Director	0.94	0.96	0.87
Public Affairs Manager	0.35	0.42	0.44
Records Technician	0.04	0.00	0.00
Right of Way Manager	1.00	0.99	0.98
Senior Administrative Assistant	0.18	0.12	0.14
Senior Financial Analyst	0.10	0.15	0.02
Senior Management Analyst	3.26	3.30	3.29
Senior Management Analyst-Toll	0.00	0.65	0.20
Senior Procurement Analyst	0.62	0.47	0.39
Toll Operations Manager	0.56	0.60	0.49
Toll Program Director	0.68	0.59	0.38
Toll Project Manager	0.93	1.00	0.90
Toll Technology Manager	0.57	0.00	0.49
Transit Manager	0.00	0.60	0.00
FTE	13.25	16.71	12.02

Department Overview

The primary responsibility of Capital Projects is the development and delivery of major highway and rail capital projects where the Commission is identified as the lead agency. The delivery of a capital project can include tasks such as feasibility studies, preliminary engineering, environmental clearance, final design, right of way acquisition, utility relocation, construction, construction management, and design-build in addition to the management of various types of agreements. Capital Projects also develops and delivers a limited number of highway and regional arterial projects on behalf of local jurisdictions; these efforts are funded by the local jurisdictions through funding agreements with the Commission. Approximately 70% of the Commission's FY 2020/21 budgeted expenditures originates in this department managed by the Toll Program and Project Delivery Directors responsible for the capital program.

Capital Projects accelerates delivery of the Measure A, toll, state, and federally funded highway, regional arterial, and rail capital improvement projects throughout the County. Highway improvements currently in progress include the addition of mixed flow, truck climbing and descending, and tolled express lanes; widening and realignment projects; interchange improvements; and a new CETAP corridor. Commuter rail capital improvements include the expansion of commuter rail service in Western County and related station improvement and rehabilitation projects.

Regional arterial capital improvements include Western County TUMF and Measure A regional arterial projects administered by the Planning and Programming Department and reimbursements to CVAG related to the highway and regional arterial program that it administers in the Coachella Valley. Capital Projects may develop and deliver Western County regional arterial projects on behalf of local jurisdictions, as noted previously.

The 2009 Measure A program includes funding to the incorporated cities and the County unincorporated areas for local streets and roads maintenance, repair, and construction. The budgeted amount is set by formula established in the Measure A TIP. Each jurisdiction's respective allocation is based on population (Western County and Palo Verde Valley) or dwelling units (Coachella Valley) and the amount of sales tax generated. The Planning and Programming Department administers the local streets and roads funding eligibility reviews.

Capital Projects provides the necessary coordination between the Commission and Caltrans for the development of scope, cost, and project delivery schedules for Measure A projects that include STIP funding.

Given the support required to oversee and participate in the project development work, costs for Commission staff and related support are included in this department budget. The projects identified in the FY 2020/21 budget funded by Measure A, TUMF, state, or federal funds as well as existing and future toll revenues require the continued support of the Bechtel project management team which includes program managers, project engineers, construction engineers, inspectors, contracts administration, and support staff.

The Commission incurred debt for highway (non-tolled and tolled), new corridor, regional arterial, and local streets and roads projects for which title usually vests or, upon completion, will vest with Caltrans or local jurisdictions for ongoing operations and maintenance. The financed projects are not assets of the Commission for which the Commission will have operating responsibilities, except for the intangible rights to operate the express lanes on SR-91 and I-15. Accordingly, future operating costs related to the non-capitalized projects cannot be determined since they are not the Commission's responsibility and are not applicable to the annual budget. Operating budget impacts for the Commission's toll assets and non-financed rail assets are included in the annual budget.

Right of Way Acquisition and Support Services

The primary goal of the Right of Way Management Division is the delivery of right of way in the most cost-effective manner and within project schedules, while adhering to federal and state regulations. To implement the Commission's directive, the Commission maintains on-call agreements with right of way consultant services in the fields of right of way engineering and surveying, environmental assessment, appraisal and appraisal review, acquisition and relocation, feasibility studies and cost estimates, property management, and utility relocation. The Right of Way Management Division supervises and manages right of way services and related support for individual projects that are included in the Capital Projects Department budget.

Property Management

The Commission strives to manage its real property with the objective of maximizing existing and future public transportation benefits, safety, and income by means of professional property management policies and procedures. This includes issuing licenses and rights of entry for authorized third-party uses, as well as investigating and resolving issues regarding uses not authorized by the Commission. During FY 2014/15, the Commission performed a comprehensive analysis of existing licenses and encroachments. The Commission resolved private use and utility encroachments on the SJBL, resulting in additional licenses. The Commission will continue to monitor, identify and, if necessary, enter into new licenses or eliminate encroachments on SJBL. In certain limited situations, the Commission may also grant easements.

The property management scope of work on all Commission-owned properties consists of general maintenance activities and security measures. The property management function includes the demolition and clearance of structures and other improvements on acquired property, excluding commuter rail stations. Additionally, the Commission must manage real property acquired for a project until required for construction.

Since 1990, the Commission has acquired property assets in the course of rail and highway project implementation. The Commission acquires and transfers to Caltrans most of these parcels upon project completion. Upon project completion, all remaining portions of properties within every project are reassessed and deemed surplus, when it has been determined that the continued retention of the property no longer supports the Commission's policy goals and objectives.

Property acquisition for the 91 Project began in 2010 with all of the 197 required parcels acquired and delivered to the design-builder by June 2015. One remaining parcel acquired through condemnation action is in active litigation.

Long-Term Strategic Planning

The Commission completed a significant effort in December 2006 to develop an implementation plan strategy for the 2009 Measure A state highway program, with a focus on the first 10 years of the program through 2019. The effort, known as the Western County Highway Delivery Plan, included an objective-based assessment of the Western County portion of the 2009 Measure A TIP along with the prioritization of the program of projects. The Commission selected four highway corridors (I-215, I-15, I-10, and SR-91) as the priority focus for the first 10 years of the 2009 Measure A program, and long-term development work was approved for large-scale projects such as the development of the Mid County Parkway and realignment of SR-79.

Project development activities for these projects have been ongoing, including an update and reprioritization in January 2010 in response to the economic downturn. The Commission completed a scope reevaluation of the I-15 Express Lanes project and adopted a new scope of work that consists of tolled express lanes on the northern 15 miles of I-15 in the County. The Commission

deferred the I-10 truck climbing lanes project several years and replaced it with added safety improvements on SR-60, which is under construction. For the strategic projects, the Commission completed preliminary engineering and environmental clearance for the Mid County Parkway and SR-79 realignment projects and will begin construction on the first construction package for the MCP, the I-215/Placentia interchange.

Following the January 2019 Annual Workshop, the Commission assigned an ad hoc committee to establish a new 10-year Western County Highway Delivery Plan for 2019-2029. Development of the new Western County Highway Delivery Plan focused on Commission-sponsored highway projects in Western County to be delivered between 2019 and 2029.

In July 2019 the new Western County Highway Delivery Plan was adopted, for the period 2019-2029. Projects were placed into three groups based on the likelihood of obtaining full funding. Group 1 projects (or project phases) are considered fully-funded given existing and expected local funding from Measure A, tolls, and other local sources as well as state and federal funding. Group 2 projects (or project phases) are partially funded with full funding likely available over the 2019-2029 period. Group 3 projects represent partner agency-sponsored projects being assisted by Commission funding. While not part of the Commission's Western County Highway Delivery Plan these notable projects are reflected for reference.

CVAG developed a strategic plan for Coachella Valley highway and regional arterial projects based upon a transportation project prioritization study that is updated periodically.

The PVL project, included in the 1989 and 2009 Measure A programs, is now complete and has been in operation since June 2016. The Commission develops other rail capital projects in coordination with SCRRA or based on a rail station plan that is updated periodically. Station operation costs are included in the Rail Department budget.

Four new Western County transportation corridors were identified through CETAP and are eligible for 2009 Measure A Western County new corridor and TUMF CETAP funding. Given the size and anticipated cost of these new corridors, they are moving forward on varied schedules with the work on the internal corridors, the Mid County Parkway being the most advanced. Right of way acquisition for the first construction package of the Mid County Parkway is proceeding, and acquisitions for the remainder of Mid County Parkway will be considered for extraordinary acquisitions on a pay-as-you-go basis.

Additionally, the Commission will participate in the improvement of a wildlife corridor crossing under SR-91, B Canyon, in collaboration with Caltrans, U.S. Fish and Wildlife, U.S. National Forest, California Department of Fish and Wildlife, and the California Department of Parks and Recreation.

These strategic planning activities play a significant part of the Commission's annual budget process, in particular the capital budget.

Detailed descriptions of the capital projects, including local streets and roads funding, that are included in the FY 2020/21 budget follow the Department Goals.

Department Goals

CAP1 – Build upon and strengthen the partnership with Caltrans toward timely delivery of identified Measure A, toll program, and STIP projects. *(Policy Goals: Quality of Life, Connecting the Economy)*

CAP2 – To the extent permitted by law, pursue reasonable involvement of local DBE and SBE firms in contract work. ***(Policy Goal: Operational Excellence)***

CAP3 – Provide effective communication of project progress to the Board, city councils, the County Board of Supervisors, Caltrans, CTC, FTA, and FHWA. ***(Policy Goal: Operational Excellence)***

CAP4 – Work with Caltrans and other agencies toward completion of preliminary engineering and environmental clearance of all projects. ***(Policy Goal: Quality of Life)***

CAP5 – Construct the highway projects identified in the budget. ***(Policy Goals: Quality of Life, Operational Excellence, Connecting the Economy)***

CAP6 – In coordination with the Rail Program Manager, construct capital improvements at existing commuter rail stations as identified in the budget. ***(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)***

CAP7 – Acquire right of way for rail and highway projects identified in the budget. ***(Policy Goals: Quality of Life, Operational Excellence)***

CAP8 – Identify innovative financing strategies to fully fund projects identified in the Western County Highway Delivery Plan. ***(Policy Goals: Quality of Life, Operational Excellence)***

Capital Projects Summary

The following is a summary of the capital projects included in the FY 2020/21 budget with costs generally categorized by preliminary engineering, final design, right of way, construction, and design-build phases in addition to other project-related costs such as salaries and benefits, Bechtel project management, and legal fees.

Western County Highway and Regional Arterial Projects

SR-60 Truck Lanes (P003029)

Provide funding and support for construction for eastbound climbing and westbound descending truck climbing lanes from Gilman Springs Road to west of Jack Rabbit Trail; upgrade existing shoulders to standard widths. Construction of the project is expected to be completed by 2021. The total project cost is estimated at $138 million.

FY 2020/21 Cost	$	50,000	Environmental engineering
	$	42,716,000	Construction/construction support
	$	110,000	Right of way acquisition/support services
	$	689,700	Other project-related costs
Funding Impact	Costs funded with CMAQ, STIP/RIP, SHOPP, and 2009 Measure A highway funds. Caltrans is the lead agency for preliminary engineering and design. The Commission is the lead agency for right of way acquisition and construction.		
Operating Budget Impact	N/A; state highway operations are the responsibility of Caltrans.		

SR-79 Realignment (P003003)

Complete post-environmental phase work and permitting for realignment from Gilman Springs Road to Domenigoni Parkway. The total estimated project cost is $1.2 billion. Initiation of subsequent phases will be dependent upon the availability of funding. Right of way acquisition dependent upon the availability of funding.

FY 2020/21 Cost	$ 300,000	Preliminary engineering
	$ 85,900	Other project-related costs
Funding Impact	Costs funded using TUMF regional arterial, 2009 Measure A highway, and federal funds.	
Operating Budget Impact	N/A; state highway operations are the responsibility of Caltrans.	

91 Project (P003028)

Continue to closeout right of way, soundwall construction, and other activities for the tolled express and mixed flow lanes project from the Orange County line to Pierce Street, including tolled express lanes connectivity to I-15 and improvements to the 15/91 interchange. Project development activities began in September 2007 and lanes were open to traffic in March 2017. The 91 Project cost is estimated at $1.4 billion, including financing costs.

FY 2020/21 Cost	$ 1,471,000	Construction
	$ 10,373,000	Right of way acquisition/support services
	$ 2,638,100	Design-build
	$ 1,011,000	Other project-related costs
Funding Impact	Costs funded using 2009 Measure A highway and new corridor funds including sales tax revenue bonds and commercial paper, toll revenue bonds, a federal TIFIA loan, STIP and State LPP funds, and 1989 Measure A contribution.	
Operating Budget Impact	Operation and maintenance of the tolled express lanes facilities are the responsibility of the Commission, while all other state highway operations are the responsibility of Caltrans. Current estimates of annual operating and maintenance costs are $19 million. Such costs are paid from the collection of RCTC 91 Express Lanes toll revenues. Toll operating costs are included in Toll Operations Department budget.	

71/91 Connector Project (P003021)

Continue right of way acquisition and utility relocation work and environmental revalidation work for improvements to the 71/91 connector in anticipation of construction funding from the SB 1 programs and federal grants. Final design began in March 2012. The total estimated project cost is $118 million.

FY 2020/21 Cost	$ 3,000,000	Final design
	$ 700,000	Right of way acquisition/support services
	$ 355,700	Other project-related costs
Funding Impact	Costs for right of way acquisition and utility relocation work primarily funded using Congressionally-designated federal funding remaining from previous area projects. Other costs funded with 2009 Measure A highway funds and SB 1 LPP funds.	
Operating Budget Impact	N/A; state highway operations are the responsibility of Caltrans.	

SR-91 Corridor Operations Project (P623046)

Complete environmental approvals, final design, and advertise a construction contract for a westbound general purpose lane from the Green River Road on-ramp to SR-241 in Orange County. Project development activities began in May 2018, and construction is anticipated to start in 2020. The project cost is estimated at $43 million, including contingency.

FY 2020/21 Cost	$ 265,000	Preliminary engineering
	$ 36,242,000	Construction/construction support
	$ 215,000	Design-build
	$ 275,000	Right of way/support services
	$ 393,100	Other project-related costs
Funding Impact	Costs for environmental and final design work will be funded using surplus toll revenues. The Commission's authorizing legislation, SB 1316, requires that all RCTC 91 Express Lanes surplus revenue be spent for transportation purposes within the SR-91 corridor. Construction costs will be funded by federal STBG and Highway Infrastructure Program funds and a contribution from OCTA.	
Operating Budget Impact	N/A; state highway operations are the responsibility of Caltrans.	

I-15 Express Lanes Project (P003027)

Continue design-build and toll system design and construction to add two tolled express lanes in each direction from SR-60 to Cajalco Road in Corona. The project is using the design-build method of project delivery. Project development activities began in April 2008, and lanes are expected to be open to traffic in late 2020. The estimated total project cost is $472 million, including financing costs.

FY 2020/21 Cost	$ 14,672,000	Construction
	$ 51,643,000	Design-build
	$ 3,406,400	Other project-related costs
Funding Impact	Project development costs funded using 2009 Measure A highway funds. Federal CMAQ and STBG funds to fund interagency support and a portion of design-build costs. A federal TIFIA loan secured by the Commission funds a portion of design-build and toll system costs. Proceeds from sales tax revenues debt completed the project financing.	
Operating Budget Impact	Operation and maintenance of future tolled express lanes facilities are the responsibility of the Commission, while all other federal and state highway operations are the responsibility of Caltrans. Preliminary estimates of annual operating and maintenance costs are $14 million. Such costs will be paid from the collection of 15 Express Lanes toll revenues.	

15/91 Express Lanes Connector (P003039)

Continue design and construction to add an express lanes connector between SR-91 and I-15 to the north. The project is using the design-build method of project delivery for some of the work through amendments to existing contracts related to the 91 Project (P003028) and the I-15 Express Lanes project (P003027), as permitted by AB 115 signed by the Governor in June 2017. The remaining work will be accomplished through a competitive design-build procurement that began March 2019. Project development activities began in May 2017, and lanes are expected to be open to traffic by 2023 or earlier. The estimated total project cost is $270 million.

FY 2020/21 Cost	$ 3,072,000	Construction
	$ 46,125,000	Design-build
	$ 1,032,000	Right of way/support services
	$ 1,391,100	Other project-related costs
Funding Impact	Costs funded primarily by state SB 132 funds with RCTC 91 Express Lanes surplus toll revenues for the balance.	
Operating Budget Impact	Operation and maintenance of future tolled express lanes facilities are the responsibility of the Commission. Such costs will be paid from the collection of 15 Express Lanes toll revenues.	

I-15 Express Lanes–Southern Extension (P003044)

Preliminary engineering and environmental studies commenced in May 2019 with execution of a consultant contract. The proposed project is to add two express lanes in each direction on the I-15 between SR-74 and Cajalco Road. The project seeks to extend express lanes south of the I-15 Express Lanes project (P003027) currently under construction. Public scoping of the project was completed in November 2019. Engineering and environmental studies will ramp up and continue through FY 2020/21. Traffic and preliminary engineering studies will continue to determine feasibility and scope of the I-15 Express Lanes–Southern Extension advanced operations phase. Project development activities began in September 2017 when the Board approved STIP funds for the next phase of project development.

FY 2020/21 Cost	$ 5,500,000	Preliminary engineering
	$ 1,362,000	Other project-related costs
Funding Impact	All project development costs funded by Federal CMAQ and Measure A funds. CMAQ funds subsequently replaced STIP funds.	
Operating Budget Impact	Development of future tolled express lanes can be funded by federal and state sources, in addition, to Measure A funds. Operation and maintenance of future tolled express lanes facilities are the responsibility of the Commission, while all other federal and state highway operations are the responsibility of Caltrans. Commission costs will be paid from the collection of toll revenues.	

I-15/Railroad Canyon Interchange (005104)

Continue construction of Phase 1 for the city of Lake Elsinore. The estimated total project cost is $35 million.

FY 2020/21 Cost	$	700,000	Final design
	$	24,900,000	Construction/construction support
	$	825,000	Right of way/support services
	$	527,500	Other project-related costs
Funding Impact	Costs funded using TUMF, SB 1 LPP, and STIP.		
Operating Budget Impact	N/A; federal highway operations are the responsibility of Caltrans.		

Mid County Parkway (P002302, P002324, P002317 & P002320)

Continue construction of I-215/Placentia interchange, the first construction package, commence design for the second construction package, and perform activities related to post-environmental/permitting, design and right of way for a new corridor from I-215 to SR-79. Construction of this new facility will be completed over many years as funding becomes available and is estimated to cost $1.7 to $1.9 billion.

FY 2020/21 Cost	$	5,050,000	Preliminary engineering/final design
	$	29,655,000	Construction/construction management/support services
	$	23,050,000	Right of way acquisition/support services
	$	1,281,300	Other project-related costs
Funding Impact	Costs for first two construction packages funded with TUMF CETAP, 2009 Measure A new corridor, SB 1 LPP, and STBG funds.		
Operating Budget Impact	Responsibility for highway operations has not been determined.		

Pachappa Underpass (P003038)

Continue construction phase. Design was performed by Caltrans. Project will remove the Pachappa shoofly and construct the retaining wall, drainage, and track work for the permanent Pachappa underpass. The total project cost is estimated at $18 million with an anticipated completion date in 2020.

FY 2020/21 Cost	$	100,000	Engineering support services
	$	13,832,000	Construction/construction management/support services
	$	170,000	Right of way acquisition/support services
	$	269,100	Other project-related costs
Funding Impact	Costs funded with federal earmarks, CMAQ, and SB 1 LPP funds.		
Operating Budget Impact	N/A; federal highway operations are the responsibility of Caltrans and railroad operations are the responsibility of Union Pacific Railroad.		

Various Western County Riverside County Transportation Efficiency Corridor Projects (P003040, P003041, P003042, P003043 & P003132)

Provide funding and support to local jurisdictions for the engineering, construction, and right of way activities related to four Western County projects including I-15/Limonite interchange, Hamner bridge widening, and Jurupa Avenue and McKinley grade separation projects funded by SB 132.

FY 2020/21 Cost	$	7,000,000	Preliminary engineering/final design
	$	11,925,000	Construction
	$	15,075,000	Right of way acquisition/support costs
	$	6,300	Other project-related costs
Funding Impact	Costs funded using state SB 132 funds.		
Operating Budget Impact	N/A; federal highway operations are the responsibility of Caltrans; grade separation operations are the responsibility of the local jurisdiction.		

Santa Ana River Trail (P007201 & P007202)

Provide support to the District for the Santa Ana River Trail projects under a cooperative planning and development agreement. The District is the lead agency for environmental compliance for NEPA and CEQA, and the Commission is responsible for project oversight and approval, final design, and construction. The District is responsible for 100% of costs.

FY 2020/21 Cost	$	600,000	Preliminary engineering/final design
	$	10,000	Construction/construction support services
	$	130,000	Right of way acquisition/support costs
	$	510,700	Other project-related costs
Funding Impact	Costs will be funded by the District.		
Operating Budget Impact	N/A; operations are the responsibility of the District.		

Costs for this project are reported in the Planning and Programming Department; however, the project details are summarized in the Capital Projects Department as Capital Projects staff is providing the support for the project.

Various Western County Highway Projects (P003001, P003005, P003017, P003050, P003051, P005134, P613999, P615133, P622402, P623994, P623999, P683999 & P735000)

Provide funding and support for the engineering, construction, and right of way activities related to various Western County highway and grade separation projects, including the SR-91 high occupancy vehicle (HOV) lanes from Adams Street to the 60/91/215 interchange, 60/215 East Junction HOV lane connectors, SR-74/I-15 to 7th Street, and SR-74 corridor-Ethanac Road projects.

FY 2020/21 Cost	$	400,000	Preliminary engineering
	$	190,000	Construction
	$	691,100	Right of way /support costs
	$	2,429,800	Other project-related costs
Funding Impact	Costs funded using primarily 1989 and 2009 Measure A highway funds.		
Operating Budget Impact	N/A; federal highway operations are the responsibility of Caltrans.		

Various Western County Measure A and TUMF Regional Arterial Projects (P005203, P005207, P005209, P005102, P005210, P005107, P005116, P005127, P005135, P725000, P665102 & P005200)

Provide Western County Measure A and TUMF funding and support through the Planning and Programming Department for the engineering, right of way, and construction activities related to various Western County Measure A and TUMF regional arterial projects approved by the Commission. Total project costs approved for MARA and TUMF regional arterial projects approximate $143 million.

FY 2020/21 Cost	$	140,000	Engineering support services
	$	13,488,400	Construction
	$	4,135,000	Right of way acquisition/support costs
	$	326,400	Other project-related costs
Funding Impact	Costs funded using TUMF regional arterial and 2009 Measure A regional arterial funds with various local jurisdictions as lead agency for their respective projects.		
Operating Budget Impact	N/A; regional arterial operations are the responsibility of the local jurisdictions.		

91 Express Lanes Major Repair and Rehabilitation (P009103)

Commence asphalt overlays of pavement and sealing of joints in retaining walls on SR-91 from I-15 to Lincoln Avenue related to an existing underlying native soil condition that has experienced settlement since 91 Project construction. In accordance with an amendment to the Toll Facility Agreement (TFA), Caltrans has agreed to share 50% of the cost. The Commission's cost for this work is estimated to be $3.4 million for the duration of the TFA.

FY 2020/21 Cost	$	1,500,000	Construction
	$	400,000	Design-build
	$	37,900	Other project-related costs
Funding Impact	Costs funded with RCTC 91 Express Lanes repair and rehabilitation funds.		
Operating Budget Impact	N/A; federal highway operations are the responsibility of Caltrans.		

Rail Projects

Riverside Layover Facility (P653822)

Continue construction of improvements to Metrolink's West Layover Facility north of the Riverside Downtown station. Improvements include expansion of the facility to accommodate three storage tracks with an overall storage capacity of three 6-train sets. The total estimated project cost is $6.3 million.

FY 2020/21 Cost	$	20,000	Engineering support services
	$	9,300,000	Construction/construction management
	$	70,000	Right of way support costs
	$	168,600	Other project-related costs
Funding Impact	Costs funded using FTA Section 5307 grant funds.		
Operating Budget Impact	Operations will be the responsibility of SCRRA.		

Moreno Valley – March Field Station Upgrade (P004026)

Perform activities related to engineering and construction to add an additional platform, rehabilitate and replace an existing second track, and add a new signal system. Engineering and construction are expected to be completed by 2022. The total project cost is estimated at $40 million.

FY 2020/21 Cost	$ 1,000,000	Final design
	$ 224,800	Construction support services
	$ 198,200	Other project-related costs
Funding Impact	Costs funded using FTA Section 5307 grant funds.	
Operating Budget Impact	Operations will be the responsibility of the Commission and are funded using 2009 Measure A Western County rail funds.	

Riverside-Downtown Station Improvements Project (P004027)

Continue environmental studies for expanding operational flexibility through the construction of an additional center platform and associated tracks on the south side of the station, extend the existing pedestrian bridge, and add an additional elevator for the new platform. Engineering, construction, and right of way are expected to be completed by 2024. The total project cost is estimated at $24 million.

FY 2020/21 Cost	$ 2,700,000	Preliminary engineering
	$ 1,600,000	Right of way support costs
	$ 359,200	Other project-related costs
Funding Impact	Costs funded using FTA Section 5307 grant funds.	
Operating Budget Impact	Operations will be the responsibility of the Commission and are funded using 2009 Measure A Western County rail funds.	

Station Rehabilitation and Security (P004011)

Provide funding and support for station upgrades, improvements and security at the Riverside Downtown, Riverside – La Sierra, Corona – North Main, West Corona, March Field - Moreno Valley, and Perris - South stations. Improvements include solar lighting project, parking lot repaving and restriping, elevator modernization, high definition camera replacement, fencing, ATP passenger access, signage, station painting, and walk-ways improvements. Construction began in FY 2017/18 with completion anticipated in FY 2020/21.

FY 2020/21 Cost	$ 3,637,000	Property improvements (capital outlay)
	$ 224,500	Other project-related costs
Funding Impact	Costs funded using FTA, MSRC, LCTOP, SB 1, and 2009 Measure A Western County rail funds.	
Operating Budget Impact	Operations will be the responsibility of the Commission and are funded using 2009 Measure A Western County rail funds.	

Various Western County Rail Projects (P004023, P652402, P653823, P653826 &, P654199)

Provide Measure A funding and support for right of way activities related to various rail projects.

FY 2020/21 Cost	$ 100,000	Construction support services
	$ 127,500	Right of way/support services
	$ 3,305,000	Other project-related costs
Funding Impact	Costs funded using 2009 Measure A Western County rail funds.	
Operating Budget Impact	N/A; these rail projects may be improvements beyond the rail station boundaries that benefit local jurisdictions that are responsible for operations in those areas.	

Rail Station Maintenance (P244001, P244002, P244003, P244004, P244006, P244010, P244020, P244021, P244022, P244024 & P244199)

Provide maintenance, improvements, and security at the Riverside Downtown, Jurupa Valley – Pedley, Riverside – La Sierra, Corona – West, Corona – North Main, Perris – Downtown, Riverside – Hunter Park/UCR, Moreno Valley – March Field, Perris – South, and RDOCC.

FY 2020/21 Cost	$ 543,500	Property improvements (capital outlay)
	$ 7,038,900	Other project-related costs
Funding Impact	Costs funded using 2009 Measure A Western County rail funds.	
Operating Budget Impact	Station maintenance is the responsibility of the Commission and is funded using 2009 Measure A Western County rail funds.	

Local Streets and Roads

Western County Area

Distribute local return funding for local streets and roads projects in Western County.

FY 2020/21 Cost	$ 516,000	Banning
	825,000	Beaumont
	154,000	Calimesa
	168,000	Canyon Lake
	3,655,000	Corona
	1,187,000	Eastvale
	1,537,000	Hemet
	1,851,000	Jurupa Valley
	1,172,000	Lake Elsinore
	1,553,000	Menifee
	3,501,000	Moreno Valley
	2,180,000	Murrieta
	578,000	Norco
	1,667,000	Perris
	6,499,000	Riverside
	775,000	San Jacinto
	2,783,000	Temecula
	565,000	Wildomar
	4,917,000	Riverside County
	36,083,000	Total Western County
	(115,300)	Less: Allocation of administrative costs
	$ 35,967,700	Total Western County, net
Funding Impact	All costs distributed in accordance with 2009 Measure A local streets and roads funds.	
Operating Budget Impact	N/A; local streets and roads operations are the responsibility of the local jurisdiction.	

Coachella Valley Area
Distribute local return funding for local streets and roads projects in Coachella Valley.

FY 2020/21 Cost	$	1,233,000	Cathedral City
		531,000	Coachella
		421,000	Desert Hot Springs
		230,000	Indian Wells
		1,681,000	Indio
		1,299,000	La Quinta
		2,391,000	Palm Desert
		1,918,000	Palm Springs
		789,000	Rancho Mirage
		1,518,000	Riverside County
		12,011,000	Total Coachella Valley
		(115,300)	Less: Allocation of administrative costs
	$	11,895,700	Total Coachella Valley, net
Funding Impact	All costs distributed in accordance with 2009 Measure A local streets and roads funds.		
Operating Budget Impact	N/A; local streets and roads operations are the responsibility of the local jurisdiction.		

Palo Verde Valley Area
Distribute local return funding for local streets and roads projects in Palo Verde Valley.

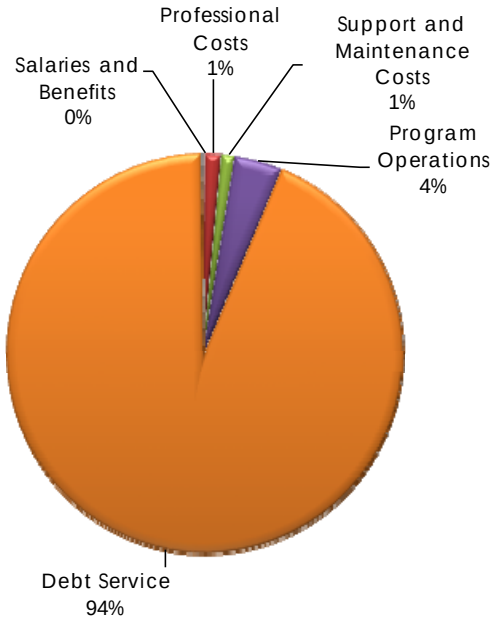
FY 2020/21 Cost	$	548,000	Blythe
		148,000	Riverside County
		696,000	Total Palo Verde Valley
		(80,300)	Less: Allocation of administrative costs
	$	615,700	Total Palo Verde Valley, net
Funding Impact	All costs distributed in accordance with 2009 Measure A local streets and roads funds.		
Operating Budget Impact	N/A; local streets and roads operations are the responsibility of the local jurisdiction.		

Toll Operations

Mission Statement:

Toll Operations efficiently operates express lanes with high customer satisfaction to reduce congestion, improve mobility, and manage demand.

Chart 42 – Toll Operations



Expenditures

Toll operations expenses of $699,129,900 represent the third full year of operating expenses and debt service for the RCTC 91 Express Lanes and approximately one-half year of operating expenses for the 15 Express Lanes following substantial completion of the I-15 Express Lanes project. (Table 51). The I-15 Express Lanes project capital expenditures are included in the Capital Project Development and Delivery Department.

Approximately 76% of the expenses and other uses are comprised of operations, maintenance, and support costs, when excluding debt service. Salaries and benefits reflect a decrease of 17% due to the one-time disbursement to fund the Commission's CalPERS retirement net pension liability in the prior year. As a cost saving measure, there will be no performance merit-based salary increases in FY 2020/21. Professional costs of $8,565,900 consist of toll services consultants, traffic and revenue consultants, financial advisors, general and specialized legal counsel, audit and financial services, and rating agency and TIFIA loan servicing fees. Support and maintenance costs of $7,637,700 include road and systems maintenance, insurance, credit card processing fees, violations enforcement, transponder costs, marketing, lease, travel, and other support costs. Program operations costs of $24,901,800 primarily includes the Commission's share of the toll contractor cost to operate the 91 Express Lanes, toll contractor cost for the 15 Express Lanes, system changes to comply with statewide technology requirements, and FSP services. Construction and design build costs of $1,900,000 consist of RCTC 91 Express Lanes repair and rehabilitation. Capital outlay of $315,000 consists of 6C transponder technology.

Debt service of $653,314,900 reflects the refinancing of the 2013 Toll Bonds (current interest bonds) and 2013 TIFIA Loan related to the 91 Project with the issuance of the 2020 Refunding Bonds. IT consists of a $147,488,000 payment to escrow agent, $2,883,400 cost of issuance, $484,571,600 principal payment, and $18,371,900 interest payment for the 2013 Toll Bonds (current interest bonds) and 2020 Refunding Bonds.

Transfers out comprise $1,370,200 for the administrative cost allocation.

Table 51 – Toll Operations Uses Detail

	FY 18/19 Actual	FY 19/20 Revised Budget	FY 19/20 Projected	FY 20/21 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 578,400	$ 1,353,400	$ 846,200	$ 1,124,400	$ (229,000)	-17%
Professional Costs						
Legal Services	206,100	350,000	250,000	1,140,000	790,000	226%
Audit Services	-	47,000	46,000	64,800	17,800	38%
Financial Advisory	59,000	75,000	96,100	150,000	75,000	100%
Professional Services - General	824,500	2,505,500	2,066,200	7,211,100	4,705,600	188%
Total Professional Costs	1,089,600	2,977,500	2,458,300	8,565,900	5,588,400	188%
Support and Maintenance Costs	3,235,100	4,543,300	3,450,700	7,637,700	3,094,400	68%
Projects and Operations						
Program Operations	6,779,300	11,670,200	8,536,900	24,901,800	13,231,600	113%
Construction	-	-	-	1,500,000	1,500,000	N/A
Design Build	-	-	200,000	400,000	400,000	N/A
Total Projects and Operations	6,779,300	11,670,200	8,736,900	26,801,800	15,131,600	130%
Capital Outlay	1,096,700	766,100	426,000	315,000	(451,100)	-59%
Debt Service	7,119,900	637,386,500	7,119,900	653,314,900	15,928,400	2%
Transfers Out	4,309,100	3,059,500	2,539,700	1,370,200	(1,689,300)	-55%
TOTAL Toll Operations	$ 24,208,100	$ 661,756,500	$ 25,577,700	$ 699,129,900	$ 37,373,400	6%

Toll Operations Staffing Summary

Position	FY 18/19	FY 19/20	FY 20/21
Accounting Technician	0.03	0.00	0.00
Chief Financial Officer	0.03	0.02	0.03
Deputy Director of Finance	0.01	0.03	0.06
Deputy Executive Director	0.02	0.02	0.02
Executive Director	0.03	0.02	0.02
External Affairs Director	0.00	0.00	0.03
Facilities Administrator	0.01	0.00	0.09
Financial Analyst	0.00	0.50	1.00
Procurement Manager	0.15	0.02	0.12
Public Affairs Manager	0.01	0.00	0.01
Senior Financial Analyst	0.39	0.43	0.38
Senior Management Analyst-Toll	1.00	1.35	1.80
Senior Procurement Analyst	0.01	0.05	0.12
Toll Operations Manager	0.44	0.40	0.51
Toll Program Director	0.24	0.33	0.38
Toll Project Manager	0.00	0.00	0.05
Toll Technology Manager	0.43	0.40	0.51
FTE	2.80	3.57	5.13

Department Overview

Express Lanes Planning History

In December 2006, the Commission adopted the Western Riverside County Delivery Plan that served as a 10-year capital improvement plan from 2009-2019 for Western County freeways and highways. To address unprecedented population, economic, and travel demand growth in Western County, the Commission desired to provide freeway corridor improvements beyond what traditional funding sources would be able to provide. The Commission studied innovative funding sources, including tolling, in advance of the adoption of the Western Riverside County Delivery Plan as a means to provide more transportation improvements.

In 2006, the Commission conducted a toll feasibility study that determined that SR-91 and I-15 were both feasible corridors to introduce tolling via high occupancy toll lanes (now referred to as express lanes). The Western Riverside County Delivery Plan detailed ambitious improvements to the SR-91 and I-15 corridors including the addition of two tolled express lanes in each direction and the ability to operate and maintain these tolled express lanes for a long-term period. The Commission's commitment in 2006 to tolling also indicated its future intent to become an operating toll agency and establish the Toll Operations Department. In FY 2017/18, the Commission initiated a second toll feasibility study (Next Generation Toll Feasibility Study) to assist in the determination of the location and type of future toll projects. In FY 2019/20, the Commission initiated project development activities for the 15 Express Lanes–Southern Extension, which are included in the Capital Project Development and Delivery Department.

Express Lanes Operations

The Toll Operations Department, as supported by contractors, is responsible for the management of express lanes in Riverside County in a manner that adheres to the toll policies for each system. In addition to operations and maintenance, the responsibilities include toll system design, implementation, violations enforcement, customer service, and associated traffic and incident management. Toll Operations provides direct oversight to the toll services operators and roadside system contractor and administers contracts with the California Highway Patrol for toll enforcement, Caltrans for road maintenance, and various maintenance contracts that fall outside of each operator's scope of work. The Commission utilizes a marketing services consultant for planning and implementing marketing efforts related to the RCTC 91 Express Lanes and the 15 Express Lanes.

Monitoring and reporting on actual toll transactions and related toll revenues is a primary responsibility for Toll Operations. Staff compares actual transactions and revenue to investment grade study projections adopted by the Commission. In addition to monitoring toll revenues, Toll Operations monitors and analyzes operation and maintenance costs during the fiscal year.

Toll Operations manages the operations and maintenance activities for the new Regional Operations Center and the Facilities and Maintenance Building in Corona, as these Commission purchased these facilities for express lanes operations.

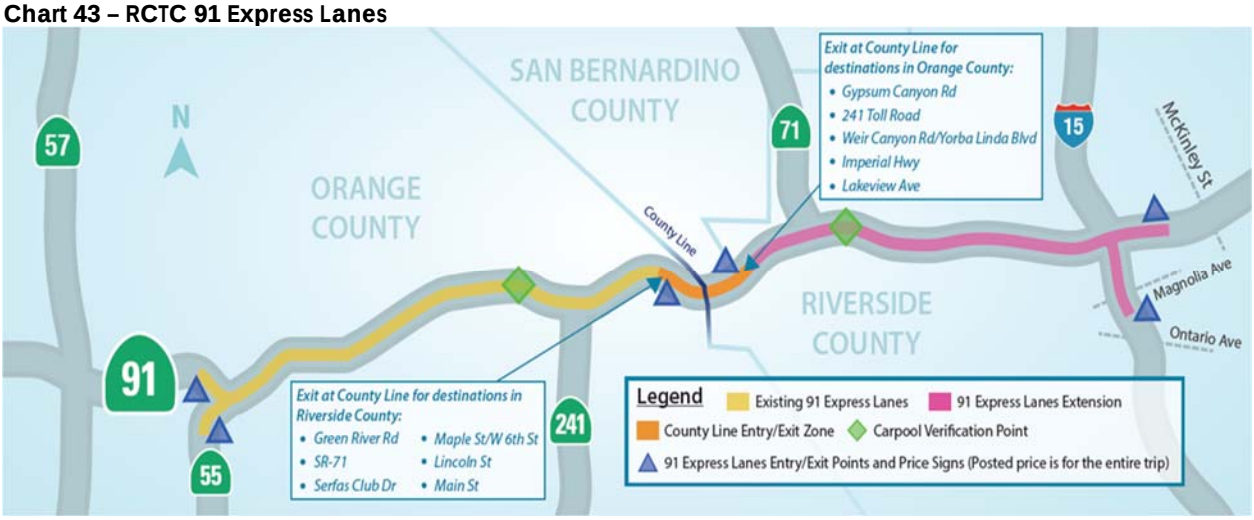
Toll Operations supports project development by providing comprehensive input to the tolling concept of operations, contractor procurements, agency agreements, public outreach, Regional Operations Center development, and toll policies and business rules.

<u>RCTC 91 Express Lanes</u>

In March 2020, the Commission completed its third full year of operation of the RCTC 91 Express Lanes. The completed 91 Project connects the OCTA 91 Express Lanes with the RCTC 91 Express Lanes using a two-mile long mixing area, allowing vehicles to use either or both sections of the 91

Express Lanes (Chart 43). The RCTC 91 Express Lanes continue approximately eight miles to the I-15 interchange in Riverside County. A two-lane (one lane in each direction) direct tolled connector approximating 2.8 miles provides the RCTC 91 Express Lanes with access/egress to I-15 south of the SR-91/I-15 interchange. The Commission has the authority to charge tolls on the RCTC 91 Express Lanes for 50 years through March 2067, based on a TFA between the Commission and Caltrans.

Chart 43 – RCTC 91 Express Lanes



OCTA owns and operates the Orange County portion of the 91 Express Lanes. Under a cooperative agreement, the Commission and OCTA use the same operator for the back office and customer service center operations of the 91 Express Lanes. The Toll Operations Center and administrative offices are located in Anaheim and the Customer Service Center in Corona. The joint operation of the 91 Express Lanes provides for cost sharing and a seamless customer experience. Staff coordinates ongoing joint 91 Express Lanes marketing efforts with OCTA.

In July 2019, a contractor completed the installation of new roadside toll equipment to allow for interfacility trip pricing between the RCTC 91 Express Lanes and 15 Express Lanes. Additionally, the new equipment complied with the State's requirement to transition to 6c toll transponder technology. This contractor provides maintenance of the roadside toll system for the RCTC 91 Express Lanes.

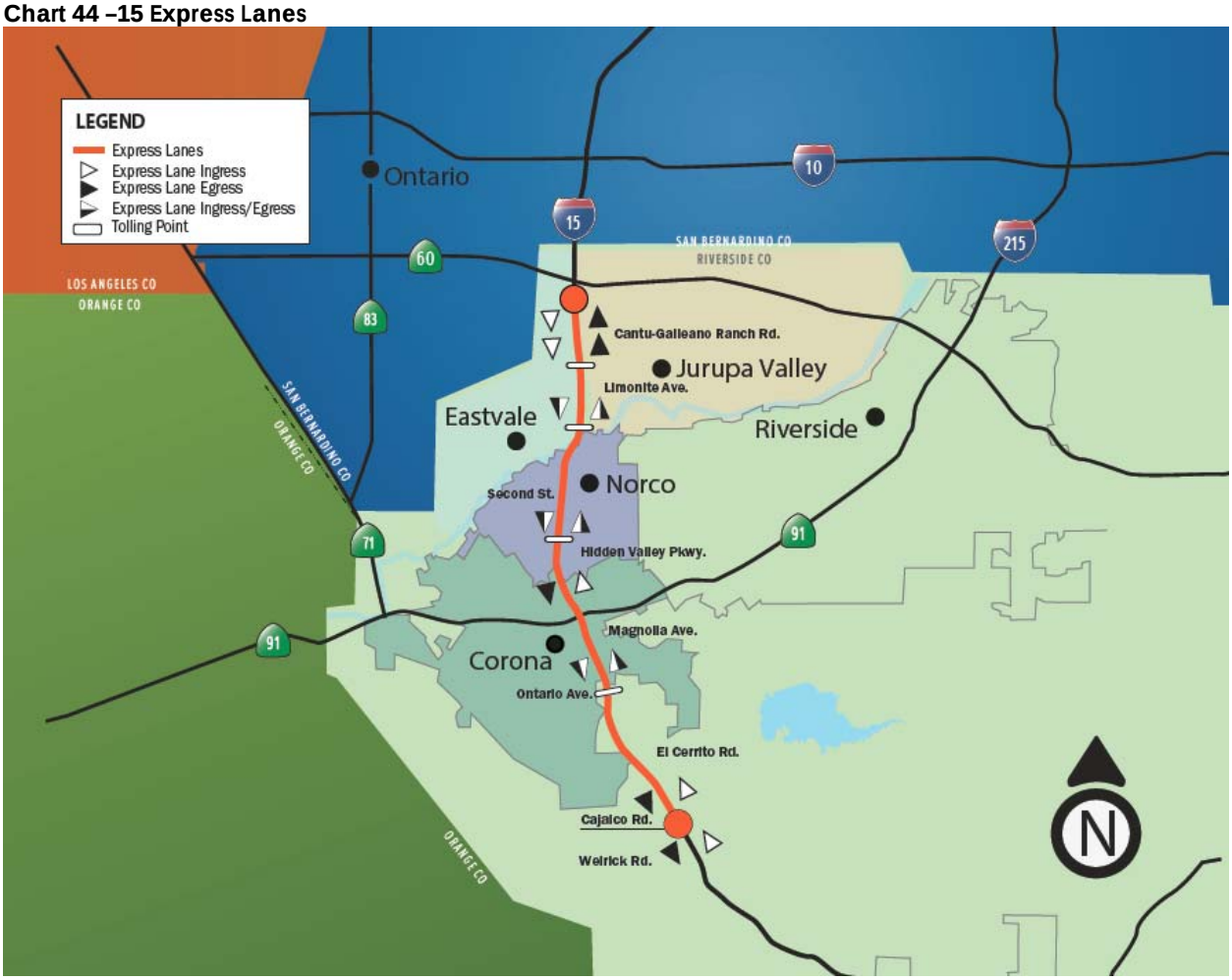
While the Commission and OCTA jointly operate and maintain the 91 Express Lanes, tolls for each of the RCTC 91 Express Lanes and the OCTA 91 Express Lanes are charged independently and reported separately. In connection with an agreement between the Commission, OCTA, and a master custodian, tolls related to the RCTC 91 Express Lanes and the Commission's portion of non-toll revenues are deposited with the Commission's trustee into the trust estate for the RCTC 91 Express Lanes. The Commission uses these revenues to pay for operation and maintenance expenses and debt service as well as fund repair and rehabilitation reserves.

15 Express Lanes

After securing the financing in July 2017, the Commission commenced design and construction of the I-15 Express Lanes project (Chart 44) along the I-15 corridor from Cajalco Road to State Route (SR) 60, approximately 15 miles, by adding one to two tolled express lanes in each direction. A component of the project includes acquisition and development of a toll Regional Operations Center located in Corona for the 15 Express Lanes back office support, Toll Operations Center, and Customer Service Center. Under a design-build contract awarded by the Commission in March 2020, an express lanes connector will connect the RCTC 91 Express Lanes to the 15 Express Lanes north of the 15/91 interchange. The Commission anticipates opening of the 15 Express Lanes

in late 2020. When the 15/91 Express Lanes connector opens in 2023, the daily operations and maintenance and related costs will become part of the 15 Express Lanes and the responsibility of the Toll Operations Department. The I-15 Express Lanes and 15/91 Express Lanes connector projects are included in the Capital Project Development and Delivery Department budget. Similar to the RCTC 91 Express Lanes, the Commission has the authority to charge tolls on the 15 Express Lanes for 50 years after opening based on a TFA between the Commission and Caltrans.

Chart 44 –15 Express Lanes



The 15 Express Lanes operator will provide its back office, customer service, and roadside toll system operations from the Regional Operations Center in Corona. Tolls and non-toll revenues related to the 15 Express Lanes will be deposited with the Commission's trustee into the trust estate for the 15 Express Lanes. The Commission will use these revenues to pay for operation and maintenance expenses and debt service as well as fund repair and rehabilitation reserves.

Future Express Lanes Facilities

The Commission is jointly developing with OCTA and the Transportation Corridor Agencies the 241/91 Express Lanes Connector. This future facility will provide a direct connection to and from the median of the 91 Express Lanes to the SR-241 toll road. In 2019, the three agencies approved a term sheet that set forth key areas of agreement for this facility including the responsibility for the 91 Express Lanes to be the day-to-day operator.

When this facility opens, the daily operations and maintenance and related costs will become part of the 91 Express Lanes and the joint responsibility of OCTA and the RCTC Toll Operations Department.

State and Regional Toll Efforts

Toll Operations is also working on several important efforts related to tolling. The Commission is coordinating with SBCTA regarding its development of express lanes on the I-15 corridor that commence near the vicinity of the Riverside/San Bernardino County line to the north.

The Commission is a member of and staff is actively involved in the CTOC, which addresses many statewide toll issues including toll technology to improve the customer experience across the state, create synergy among toll agencies, improve legislation related to tolling, and comply with State's Title 21 transition to new 6c transponder technology.

Cash Flows from Toll Operations

The Commission pledged toll revenues as security for the toll-supported debt for the RCTC 91 Express Lanes and 15 Express Lanes. Information regarding toll debt is included in Fund Budgets/Enterprise Fund discussion.

For FY 2020/21, the Commission will deposit approximately $13.3 million, to the extent available, to the RCTC 91 Express Lanes repair and rehabilitation fund. Toll Operations expenditures include $9,316,900 for major repair and rehabilitation expenses permitted under the master indenture.

For the fourth full year of operations, the RCTC 91 Express Lanes Engineer's Technical Report projected operations and maintenance costs of approximately $15.8 million, whereas the FY 2020/21 budget is approximately $18.2 million, including an internal administrative cost allocation. The FY 2020/21 costs budget amount is $2.4 million, or 14.8% above the Engineer's Technical Report projection. In accordance with the 2013 TIFIA Loan agreement, the following expenses account for the portion over 10%, as allowed under the agreement. The Commission determined that these costs are necessary and permitted.

- Higher credit card fees related to toll transactions than originally estimated;
- Additional legal costs related to unanticipated litigation; and
- Increased FSP costs related to incident management and response, including towing.

For FY 2020/21, the Commission is not required to deposit any funds to the 15 Express Lanes repair and rehabilitation fund and anticipates no major repair and rehabilitation expenses.

For its first year of operations, the 15 Express Lanes Engineer's Technical Report projected operations and maintenance costs of approximately $14.5 million, whereas the FY 2020/21 budget is approximately $16.1 million. The FY 2020/21 budgeted costs are $1.6 million, or 10.9% above the Engineer's Technical Report projection. In accordance with the 2017 TIFIA Loan agreement, the budgeted expenses over 10%, as allowed under the agreement, primarily related to toll management consultant costs that are considered necessary and permitted.

The projected cash flows for the RCTC 91 Express Lanes and the 15 Express Lanes for the year ending June 30, 2021 are presented in Table 52. The cash balances at June 30, 2021 include surplus toll revenues.

Table 52 – RCTC 91 Express Lanes and 15 Express Lanes Projected Cash Flows FY 2020/21

	RCTC 91 Express Lanes	15 Express Lanes
Cash balance at July 1, 2020, as projected	$ 125,656,300	$ -
Cash flows from operating activities:		
Sources of operating funds:		
Toll revenue	25,247,900	12,082,000
Non-toll revenue	2,957,100	2,146,400
Total sources of operating funds	28,205,000	14,228,400
Uses of funds for operations and maintenance:		
Salaries and benefits	645,300	461,200
Professional costs	3,102,000	2,400,300
Support and maintenance costs	4,284,700	3,353,000
Projects and operations	8,801,800	9,561,000
Capital outlay	305,000	10,000
Administrative allocation to General fund	1,025,300	344,900
Total uses of funds for operations and maintenance	18,164,100	16,130,400
Net cash provided by operations	10,040,900	(1,902,000)
Cash flows from non-capital financing activities:		
Repair and rehabilitation costs	(9,316,900)	-
Use of surplus for development of 241/91 connector agreements	(1,200,000)	-
Draw on ramp up reserve	-	1,902,000
Net cash provided by (used for) non-capital financing activities	(10,516,900)	1,902,000
Cash flows from capital and related financing activities:		
Proceeds from 2020 Refunding Bonds, including premium	667,528,000	-
Payment to escrow agent for refunded bonds	(147,488,000)	-
Payment to U.S. DOT to repay 2013 TIFIA Loan	(484,571,600)	-
Costs of issuance paid in connection with 2020 Refunding Bonds	(3,887,000)	-
Interest paid on 2020 Refunding Bonds	(11,252,000)	-
Interest paid on 2013 Toll Bonds	(7,119,900)	-
Net cash provided by capital and related financing activities	13,209,500	-
Cash flows from investing activities:		
Interest on investments	691,900	-
Net cash provided by investing activities	691,900	-
Net increase in cash	13,425,400	-
Cash balance at June 30, 2021, as projected	$ 139,081,700	$ -

Department Goals

TO1 – Provide effective communication of project progress and toll operations to the Board members, city councils, County Board of Supervisors, Caltrans, CTC, Federal Highway Administration, TIFIA, and bondholders. *(Policy Goal: Operational Excellence)*

TO2 – Focus on timely and effective completion of toll-related capital projects and implementation of needed transportation services. *(Policy Goals: Quality of Life, Connecting the Economy, Responsible Partner*)

TO3 – Support regional transportation solutions in cooperation with toll operators in surrounding counties that are of benefit to Riverside County. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

ID	Toll Operations Performance Measures and Results	FY 18/19 Estimated	FY 18/19 Actuals	FY 19/20 Estimated	FY 20/21 Projected
TO1	Toll transactions	14,490,100	15,143,222	15,788,000	26,700,000
TO1	Toll revenues	$40,187,000	$49,885,288	$44,362,300	$37,836,400
TO1	Non-toll revenues, excluding investment income	$7,569,900	$8,538,672	$5,259,700	$4,422,500

Appendix A – Glossary of Acronyms

AB	–	Assembly Bill
ATP	–	Active Transportation Program
BABs	–	Build America Bonds
Bechtel	–	Bechtel Infrastructure
BNSF	–	BNSF Railway
Board	–	Board of Commissioners for the Riverside County Transportation Commission
CAFR	–	Comprehensive Annual Financial Report
California	–	State of California
CalPERS	–	California Public Employees Retirement System
CalSTA	–	California State Transportation Agency
Caltrans	–	California Department of Transportation
Capital Projects	–	Capital Projects Development and Delivery, a RCTC department
CARES Act	–	Coronavirus Aid, Relief, and Economic Security Act enacted in March 2020 to support the federal government's response and help businesses and individuals in regard to COVID-19
CCTV	–	Closed-Circuit Television
CDTFA	–	California Department of Tax and Fee Administration
CEQA	–	California Environmental Quality Act
CETAP	–	Community Environmental Transportation Acceptability Process
CFAC	–	California Freight Advisory Committee
CHSRA	–	California High Speed Rail Authority
CIP	–	Capital Improvement Plan
CMA	–	Congestion Management Agency
CMAQ	–	Congestion Mitigation and Air Quality
CMP	–	Congestion Management Program
Commission	–	Riverside County Transportation Commission
County	–	County of Riverside
CSTAC	–	Citizens and Specialized Transit Advisory Council
CTC	–	California Transportation Commission
CTOC	–	California Toll Operators Committee
CVAG	–	Coachella Valley Association of Governments
DBE	–	Disadvantaged Business Enterprise
District	–	Riverside County Regional Park and Open Space District
ERP	–	Enterprise Resource Planning
FAST Act	–	Fixing America's Surface Transportation Act
Fitch	–	Fitch Ratings
FRA	–	Federal Railroad Administration
FSP	–	Freeway Service Patrol
FTA	–	Federal Transit Administration
FTE	–	Full-time Equivalent
FTIP	–	Federal Transportation Improvement Program
FY	–	Fiscal Year
Gann	–	Gann Initiative approved by California voters in 1979
GFOA	–	Government Finance Officers Association
GHG	–	Greenhouse Gas
HOV	–	High Occupancy Vehicle (Carpool Lane)
HSIPR	–	High Speed Intercity Passenger Rail
I	–	Interstate
IE Commuter	–	Inland Empire Commuter rideshare system
IEOC	–	Inland Empire–Orange County Metrolink Service

Inland Empire	–	Region covering Riverside and San Bernardino counties
LCTOP	–	Low Carbon Transit Operations Programs
Limited Tax Bonds	–	Indebtedness secured by a specified tax or group of taxes
LOSSAN	–	Los Angeles-San Diego-San Luis Obispo, a rail corridor
LPP	–	Local Partnership Program, an SB 1 funding category
LRTS	–	Long Range Transportation Study
LTF	–	Local Transportation Fund
MAAC	–	Member Agency Advisory Committee
MARA	–	2009 Measure A Regional Arterial funding for Western County
MCP	–	Mid County Parkway
Measure K	–	Increase of sales tax revenue bonds debt limit to $975 million approved by voters in November 2010
Metrolink	–	Operating name for SCRRA (see SCRRA)
MOE	–	Maintenance of Effort
Moody's	–	Moody's Investors Service
MOU	–	Memorandum of Understanding
MPO	–	Metropolitan Planning Organization
MSHCP	–	Multi-Species Habitat Conservation Plan
MSRC	–	Mobile Source Air Pollution Reduction Review Committee (AB2766)
NEPA	–	National Environmental Policy Act
OCTA	–	Orange County Transportation Authority
PPM	–	Planning, Programming, and Monitoring
PVL	–	Perris Valley Line Metrolink Extension Project
RCTC	–	Riverside County Transportation Commission
RCTC 91 Express Lanes	–	Express lanes on SR-91 from the Orange County line to I-15 owned and operated by the Commission
RDOCC	–	Riverside Downtown Operations Control Center
RIP	–	Regional Improvement Program
RTA	–	Riverside Transit Agency
RTP	–	Regional Transportation Plan
RTPA	–	Regional Transportation Planning Agencies
RZEDBs	–	Recovery Zone Economic Development Bonds
S&P	–	S&P Global Ratings
SAFE	–	Service Authority for Freeway Emergencies
Sales tax	–	Reference including transaction and use tax such as Measure A
SB	–	Senate Bill
SB 1	–	Road and Repair Accountability Act of 2017, state legislation that increased state gas tax for transportation purposes and was signed by the Governor in April 2017
SB 132	–	State appropriation approved in April 2017 that provides $427 million in funding for five Riverside County Transportation Efficiency Corridor projects
SB 743	–	State legislation that created a process that changes how transportation impacts are analyzed under CEQA
SB 821	–	State legislation that provides funding for bicycle and pedestrian projects through the TDA
SBCTA	–	San Bernardino County Transportation Authority
SBE	–	Small Business Enterprise
SCAG	–	Southern California Association of Governments
SCRRA	–	Southern California Regional Rail Authority
SCS	–	Sustainable Communities Strategy
SDP	–	Service Development Plan

SGR	–	State of Good Repair (SB 1 Program)
SHOPP	–	State Highway Operations and Protection Program
SJBL	–	San Jacinto Branch Line
SR	–	State Route
SRA	–	State Rail Account
SRTP	–	Short Range Transit Plan
STA	–	State Transit Assistance
State	–	State of California
STBG	–	Surface Transportation Block Grant
STIP	–	State Transportation Improvement Program
SunLine	–	SunLine Transit Agency
TAP	–	Transportation Alternatives Program
TCEP	–	Trade Corridor Enhancement Program
TDA	–	Transportation Development Act
TDM	–	Transportation Demand Management
TFA	–	Toll Facility Agreement
TIFIA	–	Transportation Infrastructure Finance and Innovation Act
TIP	–	Transportation Improvement Plan
TUMF	–	Transportation/Traffic Uniform Mitigation Fee (Western County/Coachella Valley)
U.S. DOT	–	United States Department of Transportation
UCR	–	University of California at Riverside
VanClub	–	RCTC's vanpool subsidy program
Western County	–	Western area of Riverside County
WRCOG	–	Western Riverside Council of Governments
15 Express Lanes	–	Express lanes on I-15 in Riverside County from SR-60 to Cajalco Road in Corona owned and operated by the Commission
91 COP	–	91 Corridor Operations Project
91 Express Lanes	–	Tolled express lanes on SR-91 in Orange County operated by OCTA (OCTA 91 Express Lanes) and in Riverside County by the Commission (RCTC 91 Express Lanes)
91 Project	–	SR-91 corridor improvement project consisting of two tolled express lanes in each direction of SR-91 between the Orange County line and I-15 and a direct connector, the addition of a general purpose lane between SR-71 and I-15, and other improvements
1989 Measure A	–	Original 1/2 cent transportation sales tax measure approved by voters in November 1988 that expired in June 2009
2009 Measure A	–	Extension of sales tax measure approved by voters in November 2002 which became effective upon expiration of original sales tax measure on July 1, 2009 for a 30-year period
2010B Bonds	–	Sales Tax Revenue Bonds, Series B Taxable issued in November 2010
2013 Sales Tax Bonds	–	Sales Tax Revenue Bonds issued in July 2013 for the 91 Project
2013 TIFIA Loan	–	TIFIA Loan executed in July 2013 for the 91 Project
2013 Toll Bonds	–	Toll Revenue Bonds issued in July 2013 for the 91 Project
2016 Refunding Bonds	–	Sales Tax Revenue Refunding Bonds issued in September 2016 to refund the Series A portion of bonds issued in 2009
2017A Bonds	–	Sales Tax Revenue Bonds issued in July 2017 for the I-15 Express Lanes project and completion of the 91 Project
2017B Refunding Bonds	–	Sales Tax Revenue Refunding Bonds issued in December 2017 to refund all of the outstanding 2010A Bonds and a portion of the 2013 Sales Tax Bonds

2017 TIFIA Loan	–	TIFIA Loan executed in July 2017 for the I-15 Express Lanes project
2018 Refunding Bonds	–	Sales Tax Revenue Refunding Bonds issued in April 2018 to refund all of the Series B and Series C bonds issued in 2009
2020 Refunding Bonds	–	RCTC 91 Express Lanes senior and second lien toll revenue bonds approved by the Commission in March 2020 to refund 2013 Toll Bonds (current interest bonds) and 2013 TIFIA Loan; the marketing and sale of the bonds was suspended due to the COVID-19 crisis and related market disruption

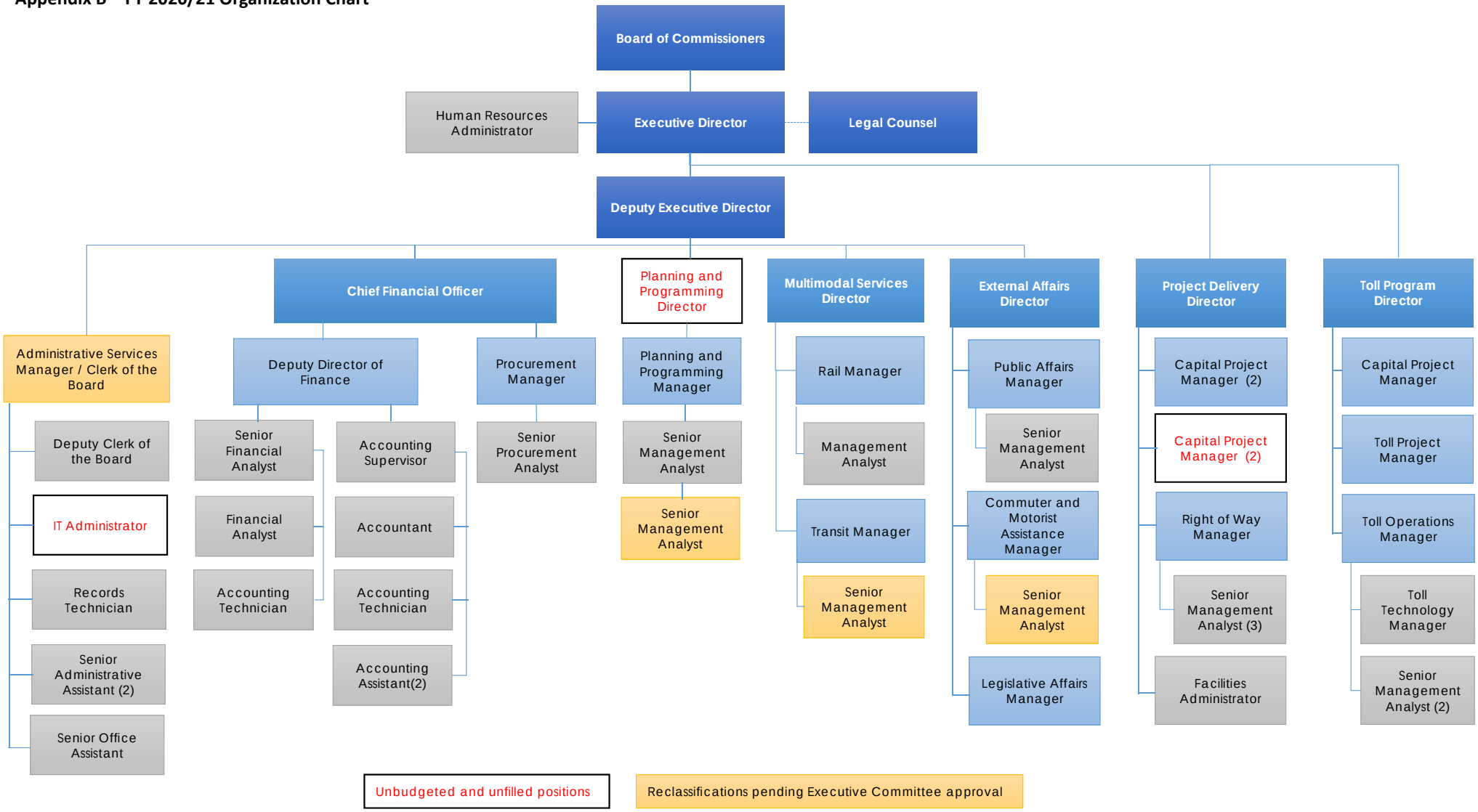
Appendix B – Salary Schedule Effective 7/2/2020

Department	FTE	Range No.	Monthly Minimum	Monthly Maximum	Exempt / Non-Exempt
ADMINISTRATION					
Administrative Services Manager/Clerk of the Board	1	51	$ 9,774	$ 13,195	E
Deputy Clerk of the Board	1	32	$ 6,147	$ 8,298	NE
Human Resources Administrator	1	45	$ 8,443	$ 11,398	E
[1] IT Administrator	1	45	$ 8,443	$ 11,398	E
Records Technician	1	17	$ 4,264	$ 5,757	NE
Senior Administrative Assistant	2	25	$ 5,183	$ 6,997	NE
Senior Office Assistant	1	13	$ 3,868	$ 5,222	NE
Administration Subtotal	8				
CAPITAL PROJECT DEVELOPMENT AND DELIVERY					
[1] Capital Projects Manager	5	53	$ 10,263	$ 13,855	E
Facilities Administrator	1	45	$ 8,443	$ 11,398	E
Project Delivery Director	1	67	$ 14,441	$ 19,495	E
Right of Way Manager	1	53	$ 10,263	$ 13,855	E
Senior Management Analyst	3	43	$ 8,041	$ 10,855	E
Capital Project Development and Deliery Subtotal	11				
EXECUTIVE MANAGEMENT					
Deputy Executive Director	1	75	$ 17,553	$ 23,696	E
Executive Director	1	83	$ 21,335	$ 28,803	E
Executive Management Subtotal	2				
FINANCE					
Accountant	1	33	$ 6,300	$ 8,505	E
Accounting Assistant	2	17	$ 4,264	$ 5,757	NE
Accounting Supervisor	1	44	$ 8,237	$ 11,120	E
Accounting Technician	2	25	$ 5,183	$ 6,997	NE
Chief Financial Officer	1	67	$ 14,441	$ 19,495	E
Deputy Director of Finance	1	57	$ 11,315	$ 15,275	E
Financial Analyst	1	35	$ 6,615	$ 8,931	E
Procurement Manager	1	53	$ 10,263	$ 13,855	E
Senior Financial Analyst	1	43	$ 8,041	$ 10,855	E
Senior Procurement Analyst	1	43	$ 8,041	$ 10,855	E
Finance Subtotal	12				
EXTERNAL AFFAIRS					
External Affairs Director	1	63	$ 13,098	$ 17,682	E
Legislative Affairs Manager	1	51	$ 9,774	$ 13,195	E
Public Affairs Manager	1	51	$ 9,774	$ 13,195	E
Senior Management Analyst	1	43	$ 8,041	$ 10,855	E
External Affairs Subtotal	4				
MULTIMODAL SERVICES					
Commuter and Motorist Assistance Manager	1	51	$ 9,774	$ 13,195	E
Senior Management Analyst	2	43	$ 8,041	$ 10,855	E
Multimodal Services Director	1	63	$ 13,098	$ 17,682	E
Transit Manager	1	51	$ 9,774	$ 13,195	E
Multimodal Services Subtotal	5				
PLANNING AND PROGRAMMING SERVICES					
[1] Planning and Programming Director	1	63	$ 13,098	$ 17,682	E
Planning and Programming Manager	1	51	$ 9,774	$ 13,195	E
Senior Management Analyst	2	43	$ 8,041	$ 10,855	E
Planning and Programming Services Subtotal	4				
RAIL MAINTENANCE AND OPERATIONS					
Rail Manager	1	51	$ 9,774	$ 13,195	E
Management Analyst	1	35	$ 6,615	$ 8,931	E
Rail Maintenance and Operations Subtotal	2				
TOLL OPERATIONS					
Senior Management Analyst	2	43	$ 8,041	$ 10,855	E
Toll Operations Manager	1	63	$ 13,098	$ 17,682	E
Toll Program Director	1	71	$ 15,921	$ 21,493	E
Toll Project Manager	1	65	$ 13,753	$ 18,566	E
Toll Technology Manager	1	53	$ 10,263	$ 13,855	E
Toll Operations Subtotal	6				

Total Authorized Positions	
Administration	8
Capital Project Development and Delivery	11
Executive Management	2
Finance	12
External Affairs	4
Multimodal Services	5
Planning and Programming Services	4
Rail Maintenance and Operations	2
Toll Operations	6
Total Authorized Positions	54

[1] The FY 2020/21 budget includes the funding for 50 FTE. The unbudgeted and unfilled positions include two Capital Projects Managers, IT Administrator, and Planning and Programming Director.

Appendix B – FY 2020/21 Organization Chart



AGENDA ITEM 6

PUBLIC HEARING

REVISED AGENDA ITEM

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 10, 2020
TO:	Riverside County Transportation Commission
FROM:	Toll Policy and Operations Committee Jennifer Crosson, Toll Operations Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	15 Express Lanes Toll Schedule Adoption

TOLL POLICY AND OPERATIONS COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

1) Approve Resolution No. 20-008, *"Resolution of the Riverside County Transportation Commission Adopting the 15 Express Lanes Toll Schedule;"* and
2) Conduct a public hearing at its June 10, 2020 meeting and take final action.

BACKGROUND INFORMATION AND DISCUSSION:

The authorizing legislation for the 15 Express Lanes, Streets and Highways Code section 149.8 (c)(4) requires the Commission to make available for public review and comment a proposed toll schedule. In addition, Government Code section 66018, part of the Mitigation Fee Act, requires that prior to approving a resolution which adopts a new fee, a public hearing shall be held as a part of a regularly scheduled meeting. Notice of the time and place of the meeting, including a general explanation of the matter to be considered, shall be published in accordance with Section 6062a.

To comply with Streets and Highways Code section 149.8 (c)(4), public notice of the proposed toll schedule was published on the Commission's web site on May 10th for public review and comment 30 days in advance of the June 10, 2020 Commission meeting. To comply with Government Code section 66018, Resolution No. 20-008 *"Resolution of Riverside County Transportation Commission Adopting the 15 Express Lanes Toll Schedule"* has been prepared for Commission approval and a noticed public hearing will be conducted at its June 10, 2020 meeting. Staff is seeking approval of the proposed resolution that adopts the toll schedule and to forward to the Commission for their approval and to conduct a public hearing.

In June 2016, the Commission adopted Resolution No. 16-011, *"Resolution of the Riverside County Transportation Commission Regarding Interstate 15 Express Lanes Toll Policy Goals and Toll Policies*". In March 2019, the Commission adopted Resolution No. 19-003, *"Resolution of the Riverside County Transportation Commission Adopting the Amended and Restated Interstate 15 Express Lanes Toll Policy Goals and Toll Policies",* which included a revision to the zero-emission

Express Lanes Toll Policy Goals and Toll Policies", which included a revision to the zero-emission vehicle policy. The Amended and Restated Interstate 15 Express Lanes Toll Policy Goals and Toll Policies (adopted March 2019) is Attachment 3 to this report.

The adopted 15 Express Lanes Toll Policy Goals and Toll Policies includes toll policy number 19. Pursuant to toll policy 19, the Commission previously adopted the use of dynamic pricing as the method for determining the toll price for the 15 Express Lanes. As described in the previously-adopted 15 Express Lanes Toll Policy Goals and Toll Policies, dynamic pricing employs toll rates that vary in real-time based on actual travel conditions detected in the corridor. The use of dynamic pricing on the 15 Express Lanes will be essential to meeting the adopted 15 Express Lanes goals of providing customers with a safe, reliable, and congestion free trip; balancing commute choice and lane availability; and generating sufficient revenue to meet the Commission's financial obligations and fund long-term costs.

Dynamic pricing is achieved with the use of a complex algorithm tailored for the 15 Express Lanes. The algorithm is being provided by the toll services provider, Kapsch, as a part of their scope of work. The algorithm has been customized for the 15 Express Lanes using assumptions from the traffic and revenue study and historical traffic data from Interstate 15, State Route 91, and the 91 Express Lanes. As the installation of the on-road traffic detection system progresses, Kapsch will continue to adjust the algorithm based on the data collected.

A proposed resolution and toll schedule are included as Attachments 1 and 2, respectively. The toll schedule includes the following: principles and parameters used by the algorithm, minimum toll rate schedule, maximum toll information, the display of toll rates and abnormal traffic conditions and the suspension of tolling. A summary of each element of the toll schedule is provided below.

Principles and Parameters

The algorithm was established based on the following principles and parameters:

1. Set the price to achieve free flow speeds of 60-65 mph and exceed the federal minimum requirement of an average speed of 45 mph;
2. Consider traffic volume, density, travel speed, travel time, flow of traffic, and historical traffic patterns;
3. Establish a toll rate for each segment of the 15 Express Lanes;
4. The toll rate will change as frequently as needed to maintain desired traffic conditions, but not more frequently than every three minutes; and
5. The toll rate could in increments up to $3.00 per segment.

Minimum Toll Rate

The minimum toll rate will initially be 16.9 cents per mile. The minimum toll rate per mile was established based on assumptions used in the traffic and revenue study approved by the

Commission to support the 2017 financing of the I-15 Express Lanes Project. The minimum toll rate per mile is multiplied by the mileage for each segment resulting in the minimum toll rate schedule for each segment as provided in figure 1 below. The 15 Express Lanes has four segments in each direction. If a customer travels the full length of the 15 Express Lanes, the minimum toll will be $1.75 and $1.70 in the southbound and northbound direction, respectively. The minimum toll rate allows for minimal tolling during off-peak periods to generate revenue to pay ongoing operation and maintenance costs of the express lanes. The minimum toll rate schedule will be adjusted annually on July 1st by an inflation adjustment tied to the CPI Index Adjuster for the region from January to December of the previous calendar year.

Southbound	
SR 60 to Sixth St.	$0.30
Limonite Ave. to Second St.	$0.40
Sixth St. to Ontario Ave.	$0.50
Magnolia Ave. to Cajalco Rd.	$0.55
Total	$1.75

Northbound	
Cajalco Rd. to Magnolia Ave.	$0.35
Ontario Ave. to Sixth St.	$0.40
Second St. to Limonite Ave.	$0.50
Sixth St. to SR 60	$0.45
Total	$1.70

Figure 1 Minimum Toll Rate Schedule

Toll Rates

Toll rates will be determined in real-time based on the level of traffic congestion and other factors consistent with Dynamic Pricing. There is no maximum toll rate. The 15 Express Lanes toll pricing objective adopted by the Commission seeks to "optimize person throughput in the corridor while meeting debt obligations". This policy balances throughput and revenue thereby providing the flexibility to better match lane supply with user demand. This flexibility in the maximum toll rate also supports the creditworthiness of the 15 Express Lanes and ensures the Commission's ability to meet its operating expense and debt obligations.

Display of Toll Rates

Toll rates will be posted on overhead signs in advance of each entrance to the express lanes. The overhead sign will name the destination and associated price. The signs will generally display the price to the first exit and to the next major exit. An example of an overhead toll rate sign is provided in figure 2.

The toll system will capture traffic flow data to determine the amount of time it takes for a customer to travel from the toll rate sign to the toll point. Using that information, the toll system will charge the customer the toll rate they saw on the sign. If real-time communication of the toll rate on the sign is not functioning, a historical toll schedule stored in the sign will be displayed until communication is restored. The stored toll schedule will reflect the average toll for the specific time over the prior two weeks.

Figure 2 Overhead Toll Rate Sign

Abnormal Traffic Conditions and the Suspension of Tolling

From time to time traffic volumes will vary significantly due to a holiday, incident, construction or other atypical occurrence. While the algorithm will adjust toll rates to changes in traffic conditions, it may not react quickly enough in abnormal traffic conditions. While operating the 91 Express Lanes over the past three years, temporary toll schedules have been utilized for holidays, fires, major accidents, the COVID 19 pandemic, and adjacent road closures. The 15 Express Lanes toll schedule allows for the implementation of a temporary toll schedule or to temporarily suspend tolling altogether should abnormal traffic conditions occur. The Executive Director, or designated staff, would implement such measures. The 15 Express Lanes will also have an incident management plan in place similar to the 91 Express Lanes which provides for the immediate identification of on-road incidents and a communication escalation plan. This plan allows for a consistent and quick reaction to unexpected incidents.

Sample Peak Period Toll Schedule

A recent toll rate simulation was performed by the toll services provider using the dynamic pricing algorithm created for the 15 Express Lanes and pre-COVID-19 traffic data. The simulation produced toll rates for each day of the week. A representative sample of peak-period tolls are shown in figure 3 using 2019 traffic data. The sample, peak-period toll schedule shows the likely highest toll rate in each hour by segment.

In early fall 2020 and leading up to the express lanes opening, corridor traffic will be closely analyzed and the 15 Express Lanes dynamic pricing algorithm will be recalibrated based on then-current traffic data. Using the most current data, an updated, opening-day, toll rate schedule will be prepared for use.

At the opening and during the initial months of the 15 Express Lanes operation, toll rates produced by the dynamic pricing algorithm will be closely monitored by the toll services provider and staff. Deployments of dynamic pricing by other toll agencies across the state indicate that the dynamic pricing algorithm will require constant monitoring and adjustments in the initial months of operation while it collects data about motorist's reaction to pricing.

	AM Peak Period			
Southbound	**5:00**	**6:00**	**7:00**	**8:00**
SR 60 to Sixth St.	$0.65	$0.75	$1.25	$0.65
Limonite Ave. to Second St.	$0.35	$0.35	$0.35	$0.35
Sixth St. to Ontario Ave.	$0.75	$0.75	$3.10	$2.65
Magnolia Ave. to Cajalco Rd.	$0.40	$1.05	$2.10	$2.00
Total	$2.15	$2.90	$6.80	$5.65
Northbound				
Cajalco-Magnolia	$1.90	$2.75	$4.50	$2.35
Ontario-Sixth	$2.40	$5.25	$6.00	$4.05
Second-Limonite	$0.40	$1.60	$3.85	$2.80
Sixth-SR60	$0.55	$3.15	$3.95	$3.95
Total	$5.25	$12.75	$18.30	$13.15

	PM Peak Period			
Southbound	**3:00**	**4:00**	**5:00**	**6:00**
SR 60 to Sixth St.	$2.65	$4.05	$4.55	$3.55
Limonite Ave. to Second St.	$1.45	$1.85	$3.25	$3.10
Sixth St. to Ontario Ave.	$1.85	$8.20	$8.50	$7.95
Magnolia Ave. to Cajalco Rd.	$2.00	$5.50	$5.50	$1.90
Total	$7.95	$19.60	$21.80	$16.50
Northbound				
Cajalco-Magnolia	$0.50	$2.30	$2.95	$1.95
Ontario-Sixth	$1.30	$2.15	$3.25	$2.50
Second-Limonite	$0.75	$2.80	$4.10	$2.85
Sixth-SR60	$0.55	$1.15	$1.45	$0.75
Total	$3.10	$8.40	$11.75	$8.05

Figure 3 Sample Peak Period Toll Schedule using 2019 Traffic Data

Staff Recommendation

The 15 Express Lanes toll schedule (Attachment 2) provides the basic parameters within which dynamic pricing will operate, a minimum toll rate schedule, policy for displaying the tolls and the ability to respond to abnormal traffic conditions or emergencies. The toll schedule has been posted allowing for the required public review and comment in advance of the 15 Express Lanes opening. Therefore, staff recommends approval of Resolution No. 20-008 *"Resolution of the Riverside County Transportation Commission Adopting the 15 Express Lanes Toll Schedule"* and forward to the Commission to conduct a public hearing at its June 10, 2020 meeting and take final action.

Attachments:

1) Resolution No. 20-008 *"Resolution of the Riverside County Transportation Commission Adopting the 15 Express Lanes Toll Schedule"*
2) 15 Express Lanes Toll Schedule
3) Amended and Restated Resolution of the Riverside County Transportation Commission Regarding Interstate 15 Express Lanes Toll Policy Goals and Toll Policies

Approved by the Toll Policy and Operations Committee on May 28, 2020

In Favor:	7	Abstain:	0	No:	0

RESOLUTION NO. 20-008

**RESOLUTION OF THE
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
ADOPTING THE 15 EXPRESS LANES
TOLL SCHEDULE**

WHEREAS, the Riverside County Transportation Commission (the "Commission") is preparing to operate the 15 Express Lanes.

WHEREAS, the 15 Express Lanes Toll Policy Goals and Toll Policies, originally adopted by the Commission in June 2016, and as subsequently amended, provide for implementation of dynamic toll pricing on the 15 Express Lanes.

WHEREAS, the Commission now desires to adopt the 15 Express Lanes toll schedule for dynamic pricing ("Toll Schedule").

WHEREAS, the Commission provided notice of a public hearing regarding adoption of this Resolution in a newspaper of general circulation in accordance with Government Code section 6062a.

NOW, THEREFORE, be it resolved by the Riverside County Transportation Commission as follows:

Section 1. The Riverside County Transportation Commission hereby adopts the Interstate 15 Express Lanes Toll Schedule attached as Exhibit A. The attached Toll Schedule has been approved by the Commission, following the conduct of a public hearing, and shall be communicated to the general public, toll facility users, and the financial community.

APPROVED AND ADOPTED this 10th day of June, 2020.

RESOLUTION NO. 20-008

_____
Ben J. Benoit, Chair
Riverside County Transportation Commission

ATTEST:

_____
Lisa Mobley
Clerk of the Board

EXHIBIT A

INTERSTATE 15 EXPRESS LANES
TOLL SCHEDULE

[attached behind this page]

15 Express Lanes Toll Schedule

Definitions

Abnormal Traffic- when traffic volumes vary from those of a prior period due to a holiday, incident, construction or other atypical occurrence.

Dynamic Pricing – The setting of a toll in real-time based on level of traffic congestion and other factors.

Emergency – A national, state or local declared state of emergency or other emergency situation that impacts toll operations.

Inflation Factor –The US Bureau of Labor Statistic's Consumer Price Index adjuster for the region from January to December of the previous calendar year that will be applied annually to the Minimum Toll Rate.

Minimum Toll Rate – The lowest toll per mile that the Pricing Algorithm can assign.

Pricing Algorithm - The methodology by which tolls are set that aims to manage demand for the express lanes by adjusting tolls using real-time and historic traffic data.

Segment – A portion of the express lanes in which a customer can enter or exit and to which a single toll is assigned and published on the overhead sign. See Figure 1 for Segments.

Segment Minimum Toll Rate – Established by multiplying the Minimum Toll Rate per mile by the number of miles in each segment and rounded up to the nearest $.05.

Dynamic Pricing Principles and Parameters

1. The 15 Express Lanes will use Dynamic Pricing to set toll rates to typically achieve free-flow speeds of 60-65 mph and exceed the federal minimum requirement of 45 mph consistent with the 15 Express Lanes toll policy adopted by the Commission at its June 8, 2016 meeting.
2. A Pricing Algorithm which considers traffic volume, density, travel speed, travel time, flow of traffic, and historical traffic patterns will be used to determine the toll rate.
3. The Pricing Algorithm will establish a toll rate for each Segment making up the 15 Express Lanes.
4. The toll rate will change as frequently as needed to maintain desired traffic conditions, but not more frequently than every three minutes; and
5. The toll rate could change in increments up to $3.00 per Segment.

Minimum Toll Rates

The Minimum Toll Rate will initially be 16.9 cents per mile. This rate was established in consultation with the Commission's Traffic and Revenue consultant and is consistent with the Traffic and Revenue assumptions used as part of the financing of the I-15 Express Lanes Project. The Minimum Toll Rate will be adjusted annually, effective each July 1, by the Inflation Factor and rounded to the nearest 5 cents. When a toll rate is in effect it shall never be less than the Minimum Toll Rate. Initial Minimum Toll Rates for each Segment are provided below:

Figure 1 Minimum Toll Rate Schedule

Southbound	
SR 60 to Sixth St.	$0.30
Limonite Ave. to Second St.	$0.40
Sixth St. to Ontario Ave.	$0.50
Magnolia Ave. to Cajalco Rd.	$0.55
Total	$1.75

Northbound	
Cajalco Rd. to Magnolia Ave.	$0.35
Ontario Ave. to Sixth St.	$0.40
Second St. to Limonite Ave.	$0.50
Sixth St. to SR 60	$0.45
Total	$1.70

Toll Rates

Toll rates will be determined in real-time based on the level of traffic congestion and other factors consistent with Dynamic Pricing. There is no maximum toll rate. The 15 Express Lanes toll pricing objective adopted by the Commission seeks to "optimize person throughput in the corridor while meeting debt obligations". This policy balances throughput and revenue thereby providing the flexibility to better match lane supply with user demand. This flexibility in the maximum toll rate also supports the creditworthiness of the 15 Express Lanes and ensures the Commission's ability to meet its operating and debt obligations.

Displaying Toll Rates

1. Toll rates will be posted on overhead signs in advance of each 15 Express Lanes entrance.
2. Each toll rate sign will include toll rates to each of the posted destinations.
3. The customer will be charged the toll posted at the time they passed the toll rate sign.
4. Should the toll rate sign not be able to display tolls for any reason then the historical rate for the same time period will be posted.

Abnormal Traffic Conditions or Emergencies and Suspension of Tolling

A temporary toll schedule may be implemented, which may include the suspension of tolling, during Abnormal Traffic or Emergencies.

I-15 EXPRESS LANES PROJECT

Toll Policy Report

Adopted March 2019

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Introduction

This report provides a description of the toll policies that form the basis for the Concept of Operations, which serves as the framework for the ultimate design of the I-15 Express Lanes Project. These toll policies will also be used as key assumptions for the I-15 Express Lanes Traffic and Revenue Study prepared separately.

The I-15 Express Lanes Project will generally include two tolled express lanes in each direction on Interstate 15 (I-15) in Riverside County between Cajalco Road in Corona and the State Route 60 (SR-60) interchange, a distance of approximately 15 miles. The Project is being developed by the Riverside County Transportation Commission (RCTC) in partnership with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA). The Express Lanes are intended to improve current and projected future congestion by adding capacity that can be managed and operated in a manner consistent with the policies described in this document.

RCTC developed a set of toll policy goals that provided a foundation for the development of the policies described in this document. These goals are described in the next section, followed by a table summarizing each of the toll policies and how each policy achieves the stated goals.

Toll Policy Goals

Description:

In partnership with federal, state, regional, and local agencies, RCTC develops and oversees transportation plans, policies, funding programs, and both short-term and long-range solutions that address the county's increasing mobility, accessibility, and environmental needs. The establishment of Express Lanes on I-15 within the County has the potential to assist Riverside County in meeting many of its mobility, air quality, and funding challenges. Vital to this effort are toll policies which fulfill RCTC's goals and objectives for transportation system performance and revenue sustainability.

RCTC's toll policy goals and objectives are guidelines for developing specific policies and business rules that inform the toll collection aspects of the design and operation of the I-15 Express Lanes. Given the corridor's adjacency to the SR-91 corridor, and the more recent effort by RCTC in setting policies and goals for Express Lanes in that corridor, the toll policy goals for I-15 are similar to those developed by RCTC for the Riverside 91 Express Lanes to provide for regional consistency.

Background:

RCTC, in cooperation with the Caltrans, is proposing a project to improve traffic flow and reduce congestion on a portion of I-15. The project proposes to construct two tolled Express Lanes generally in each direction between the I-15/Cajalco Road interchange and the I-15/SR-60 interchange. All proposed improvements are anticipated to be constructed within existing Caltrans right of way, with the majority of the improvements occurring within the existing I-I5 median.

According to the I-15 Tolled Express Lane Corridor Improvement Program Draft Forecast Traffic Volume Development Report, the primary purpose of the project is to address current and future (2040) travel demand and improve traffic operations on the I-15 corridor, which has been identified as a corridor that needs capacity improvements to address existing and projected capacity deficiencies from the accelerated growth and development that has taken place in communities along the I-15 corridor and is expected to continue. As a result of the on-going accelerated growth and development, the I-15 corridor will experience increased congestion, longer commute times, increased energy consumption, air pollution, higher accident rates and the degradation of the freeway mainline, local interchanges, and the adjacent local arterials. The operational breakdown of these facilities is expected to have significant adverse impacts on the economic vitality of the region and the transport of goods and services along this corridor.

Recommendation:

RCTC staff recommends the following goals for the I-15 Express Lanes:

1. Provide Express Lane customers with a safe, reliable, and congestion free trip.

2. Deliver exceptional, consistent, and responsive customer service.

3. Enact toll policies that balance commute choice and lane availability for all customers.

4. Provide the infrastructure and an incentive for ridesharing and increased transit use as an alternative to driving alone.

5. Generate sufficient revenue to meet Express Lane financial obligations to pay current and long-term costs.

6. Use surplus revenues for transportation improvements exclusively within the Interstate 15 corridor.

Toll Policy Summary

#	Policy Topic Area	Policy Recommendation	Toll Policy Goal(s) Met	Page
1	Toll Pricing Objectives	Optimize person throughput in the corridor while meeting debt obligations.	1,3,4,5	6
2	Toll Pricing Objectives	Establish toll pricing to routinely achieve free-flow speeds of 60-65 mph, always exceeding the 45 mph federal minimum requirement.	1	6
3	Hours of Operation	Charge tolls 24 hours a day, seven days a week.	3,5	7
4	Carpool Occupancy Requirement	Define carpools as vehicles occupied by 3 or more persons.	3,4	8
5	Toll Interoperability	Adopt the national interoperability standard for automated toll collection systems when adopted by the toll industry.	2	10
6	Toll Interoperability	Adopt the new state interoperability standard for automated toll collection systems when adopted by the California Toll Operators Committee.	2	10
7	Project Development Costs	Fund project development costs by current and future Measure A sales tax, toll revenue, and state and federal grants.	3,5	12
8	Operations and Maintenance Costs	Fund operations, maintenance, and toll enforcement costs by toll revenue.	2,5	14
9	Project Repayment	Repay Measure A sales tax bonds and toll revenue bonds with future Measure A and toll revenue, respectively.	5	16
10	Use of Revenue	Use surplus revenue to fund Interstate 15 corridor transportation investments.	2,3,6	17
11	Enforcement	Enforce I-15 Express Lanes toll violations through agreement with the California Highway Patrol and any future state or federal toll violation laws.	1,2	18
12	Operations and Maintenance Responsibilities	Maintain Express Lanes and toll systems as a responsibility of RCTC.	1,2	20

#	Policy Topic Area	Policy Recommendation	Toll Policy Goal(s) Met	Page
13	Operations and Maintenance Responsibilities	Perform customer service patrol and incident management as a responsibility of RCTC in cooperation with Caltrans and other jurisdictions.	1,2	20
14	Operations and Maintenance Responsibilities	Provide customer service and the account relationships as a responsibility of RCTC.	2,5	20
15	Signage	Provide toll signage meeting the latest California Manual of Uniform Traffic Control Devices Standards.	1,2	22
16	Express Bus Integration	Encourage express bus use through toll policies and Express Lane operations.	3,4,6	23
17	Design – Facility Ingress and Egress	Design the roadway and ingress and egress locations meeting Caltrans design standards where feasible and practical.	1,2	25
18	Design – Number of Lanes	Construct and operate two Express Lanes in each direction where possible.	1,2,5	27
19	Toll Pricing Method	Use Dynamic Pricing to determine the toll price.	1,3,5	28
20	Toll Exemptions and Discounts	Provide toll discounts according to legislation and for operations and maintenance vehicles.	1,2	30
21	Toll Payment Method	Require all vehicles to have a transponder at time of travel.	1,2,4	33
22	Mobile Interface	Implement Mobile Web for FasTrak® customers, but defer the Mobile Toll Payment Application.	1,2,3	35
23	High Occupancy Vehicle Declaration Options	Identify HOV3+ carpool customers via a switchable transponder.	1,2,4	36
24	Express Lane Operations Facility	Locate the call center, customer service center and traffic management center and administration in close proximity to the Express Lanes.	2	38

1 – 2. Toll Pricing Objectives

Description:

Express lane pricing serves as a tool to regulate demand and preserve optimal operating conditions. A primary goal of express lanes is to maintain priority access for high occupancy vehicles (HOVs), buses and vanpools to achieve high person throughput. In addition, federal requirements specify minimum operating conditions for HOV and express lanes and prescribe the use of pricing as a means of meeting those requirements. Express lane pricing also generates revenue that can be used to support project development, operating and maintenance costs, and other improvements.

Recommendation:

1. ***Optimize person throughput in the corridor while meeting debt obligations.***
2. ***Establish toll pricing to routinely achieve free-flow speeds of 60-65 mph, always exceeding the 45 mph federal minimum requirement***

Background:

A common goal of express lane projects around the country is to optimize the performance of the lanes using pricing. The performance of express lanes can be measured in a number of ways, including person throughput. And although not often stated as a primary goal of express lanes, revenue generation is another measure of performance. Optimizing person throughput in express lanes is achieved by maintaining priority service for HOVs, buses and vanpools by offering toll discounts and ensuring that the express lanes maintain free-flow conditions for these vehicles.

Federal requirements define a degraded HOV or express lane facility as one that does not meet a minimum average operating speed of 45 mph for 90 percent of the time over a 180-day monitoring period during weekday peak hours. The requirements specify varying the toll charged to vehicles to bring a degraded facility into compliance. As described in Section 19, dynamic pricing will be used to manage demand in the Express Lanes. The pricing algorithm used to calculate the toll rates can be calibrated to ensure that free-flow speeds of 60-65 mph are routinely achieved in the Express Lanes. Additionally, tolls can be set to ensure that the project generates revenue that will be used to service debt obligations.

Assessment:

Optimizing person throughput is a common goal of express lane projects and is achieved by using pricing as a mechanism to maintain priority access for vehicles carrying multiple occupants. Pricing will also be used to ensure that the federal minimum operating requirements are met and that the Express Lanes generate revenue necessary to service debt obligations.

3. Hours of Operation

Description:

Express lane hours of operation define when toll collection will occur. Toll collection can occur during traditionally defined peak periods or extended peak periods (part time), or can occur 24 hours a day, 7 days a week (full-time). Under part-time operations, all passenger vehicles would be allowed to access the Express Lanes during off-peak hours. Under full-time operations, a minimum toll rate would be charged during off-peak hours.

Recommendation:

Charge tolls 24 hours a day, seven days a week.

Background:

Express lanes hours of operation generally fall into one of the following categories:

1. Part-time operations – Toll collection occurs during defined periods of the day. When toll collection is not in effect, the express lanes are open to all vehicles. Toll collection can occur during defined morning and evening peak periods (e.g., 5am-9am and 3pm-7pm) or during extended daytime hours (e.g., 5am-7pm).

2. Full time operations – Toll collection is in effect 24 hours a day, 7 days a week. During non-peak times, the toll rate is often set to a minimum rate.

All HOV lanes in the Southern California region operate full time, with the exception of SR-14 between Santa Clarita and Palmdale and SR-60 from Day Street to Redlands Boulevard. This is because Southern California freeways experience sustained hours of congestion, with relatively short off-peak hours. Under such conditions, part-time HOV operation would not be viable. Similar to the region's HOV facilities, all current and planned express lane facilities within the SCAG region are operating or will be operating with full-time tolling. The 91 Express Lanes in Orange County and the extension into Riverside County operate 24/7, and the I-15 Express Lanes project planned in San Bernardino County has also adopted a 24/7 policy. Having consistent policy helps enforcement and may contribute to a better understanding and reliance on the express lanes network whenever congestion occurs.

Assessment:

Full-time tolling on the I-15 Express Lanes is recommended to maximize efficient operation of the Express Lanes and general purpose lanes, and to be consistent with adjoining express lane facilities on the SR 91 and the planned I-15 Express Lanes in San Bernardino County.

4. Carpool Occupancy Requirement

Description:

The HOV occupancy definition establishes the minimum occupancy requirements for discounted and/or free travel within express lanes. This is important because there will be different traffic and revenue results if carpools are defined as two or more persons per vehicle (HOV-2+) or three or more persons per vehicle (HOV-3+).

Recommendation:

Define carpools as vehicles occupied by 3 or more persons.

Background:

Under Federal requirement (23 USC § 166), HOV and express lanes facilities must maintain a minimum speed of 45 mph. Caltrans has the responsibility of maintaining operations for the state's HOV lanes, which includes the authority to make operational changes (including occupancy) provided they are compliant with federal and state regulations. Multiple sections of California law pertain to HOV policies on express lanes. The specific legislative authorization given to each facility in the state typically provides that particular entity the authority to set rates and HOV policies on the respective facilities.

RCTC's application for the I-15 Express Lanes Project approved by the California Transportation Commission (CTC) states that vehicles with three or more occupants will be allowed entry into the Express Lanes at no cost initially. The Application acknowledges that it may be necessary to charge for HOV-3+ in the future as demand for the Express Lanes increases.

According to the *2013 CA HOV Lane Degradation Report* published by Caltrans, many HOV facilities in the Southern California region are currently experiencing various degrees of performance degradation with a HOV-2+ minimum occupancy requirement. As the region's express lanes network expands, and demand increases, the need to increase the minimum occupancy requirement becomes more apparent.

Currently, there are three existing and four planned (excluding this Project) express lane facilities in southern California. The current practices for carpool occupancy policy are summarized as follows:

Existing Facilities

- **Metro I-10 ExpressLanes** – HOV-3+ toll-free during peak periods; HOV-2+ toll-free all other times
- **Metro I-110 ExpressLanes** – HOV-2+ toll-free

- **OCTA 91 Express Lanes** – HOV-3+ toll-free, with the exception of eastbound PM peak period operating with discount toll rates for HOV-3+

Planned Facilities

- **OCTA 405 Express Lanes** –Pending results of the Traffic and Revenue Study
- **SANBAG I-10 Express Lanes** – HOV-3+ toll-free
- **SANBAG I-15 Express Lanes** – HOV-3+ toll-free
- **Riverside 91 Express Lanes** – HOV-3+ toll-free, with the exception of eastbound PM peak period operating with discount toll rates for HOV-3+

Assessment:

HOV-3+ is recommended as the minimum occupancy requirement for discounted travel for the I-15 Express Lanes. This is consistent with policy recommendations in the SCAG Regional Express Lanes Concept of Operations and the adjoining SR-91 in Orange/Riverside Counties and future I-15 Express Lanes in San Bernardino County.

5 – 6. Toll Interoperability

Description:

Toll interoperability refers to the ability for customers to use multiple toll facilities with a single toll account. Currently, there are various tolling protocols used across the United States to communicate between the in-vehicle toll transponders and roadside toll readers and only a few of the systems allow a customer to use the same toll transponder at other facilities across state lines. There are national and state initiatives to adopt new interoperability standards.

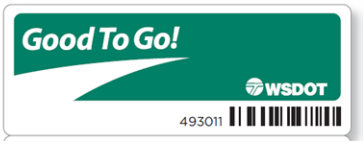
Recommendation:

5. ***Adopt the national interoperability standard for automated toll collection systems when adopted by the toll industry.***
6. ***Adopt the new state interoperability standard for automated toll collection systems when adopted by the California Toll Operators Committee.***

Background:

The protocol for the exchange of transponder information for toll facilities in California is specified by Title 21 of the California Code of Regulations. The transponders used by California toll agencies are commonly referred to as Title 21 transponders. These transponders are branded as FasTrak® and can be used on any of the California toll facilities. California is the only state currently using the Title 21 transponders.

Switchable Title 21



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Legacy Title 21

In 2012, the federal government passed Moving Ahead for Progress in the 21st Century, MAP-21, calling for a national toll interoperability by 2016. The International Bridge, Tunnel, and Turnpike, Authority (IBTTA) is the worldwide association representing toll facility owners and operators and the businesses that that serve them. IBTTA has formed an Interoperability Committee that is working to advance the goal of achieving national interoperability by 2016. They are in the process of selecting the transponder protocols that will undergo further testing and analysis. The Title 21 transponders are not being considered for the national standard.

Concurrent with the efforts of IBTTA, the California Toll Operators Committee (CTOC), which was formed to facilitate interoperability within California, has developed a Transition Plan to replace the legacy California protocol (referred to as "Title 21") with a newer and less expensive protocol (referred to as "6C"). This plan proposes that all toll facilities in the state be able to recognize the 6C protocol by 2018

with full transition by 2020. The 6C protocol is also one of the final protocols being evaluated for the national standard and CTOC is represented in the discussions regarding national interoperability.

Assessment:

The I-15 Express Lanes will be consistent with the interoperability standards currently being assessed at the national and state levels. In doing so, I-15 Express Lanes customers will only have to establish a single toll account to travel on all toll facilities in the state and, depending on the outcome of the national interoperability discussions, may be able to use their account to travel on toll facilities across the country.

7. Project Development Costs

Description:

The I-15 Express Lanes will require funding for project capital costs, necessary for the final design, construction, and initial deployment of the Express Lanes. Capital costs include all items necessary to build new lanes or retrofit existing lanes in order to provide an Express Lane facility, including infrastructure construction, toll collection implementation, and equipment. The funds for capital costs may come from a number of sources, including Riverside County "Measure A" sales tax revenue or state and federal grants. In addition, bonds could be issued or a federal loan obtained for capital costs that are leveraged based on these dedicated tax revenue sources and/or toll revenues from the actual Express Lane facility.

Recommendation:

Fund project development costs by current and future Measure A sales tax, toll revenue, and state and federal grants.

Background:

Riverside County Measure A Sales Tax

Measure A is a Riverside County half-cent sales tax dedicated to transportation. Voters approved the Measure A program in 1988, which has raised over $1 billion for major highway and local road projects throughout Riverside County. Voters extended Measure A in 2002, ensuring that the program will continue to fund transportation improvements through 2039.

Federal Funding

In addition to local funding through Measure A, there are multiple federal programs facilitated through the FHWA that could potentially be used to fund the I-15 Express Lanes. These programs are intended to award funds to projects that upgrade facilities in order to reduce congestion or improve safety. These sources could include, but are not limited to, the Surface Transportation Program, the Highway Safety Improvement Program, Congestion Mitigation and Air Quality funds, or a loan awarded through the Transportation Infrastructure Finance and Innovation Act (TIFIA).

State Funding

California state funding could potentially be available through the State Transportation Improvement Program (STIP). The CTC administers the STIP, which awards funds to eligible highway projects programmed by county transportation agencies.

Bonds

Many express lane projects throughout the country require some level of financing or debt. A limited tax obligation bond is issued by a government entity which is secured by a pledge of a specific tax revenue and can be used to fund certain capital improvements. However, the ability of a priced managed lane to collect toll revenue creates a dedicated funding source, which could be used to issue and repay a bond. These toll revenue bonds are the most popular to be issued by toll facilities. The authorizing statute for the I-15 Express Lanes (Streets & Highways Code Section 149.8) permits RCTC to issue bonds to finance the project.

Assessment:

Financing a project through the issuance of bonds or other means, allows for projects to offer the public more immediate benefits of transportation infrastructure, while spreading the costs of that infrastructure over the life of a project. In this way, the additional interest cost paid by the agency is outweighed by the mobility and economic benefits of having the project available more quickly. Capital costs for the I-15 Express Lanes are to be funded through current and future Riverside County Measure A sales tax revenues and project toll revenues through bond and TIFIA loan financing. Specifically, the recommendation is that sales tax revenue bonds may be issued by RCTC and repaid through Measure A sales tax revenues, while toll revenue bonds may also be issued and a TIFIA loan executed with repayment ensured through toll revenues collected by the I-15 Express Lane facility. In addition, it is recommended that additional State and Federal discretionary grant opportunities are sought to supplement project funding. RCTC's project plan of finance is currently being developed as part of project financing activities and will be brought for Board approval in the future.

8. Operations and Maintenance Costs

Description:

The I-15 Express Lanes will require funding for ongoing operation and maintenance costs associated with the project. Toll collection and dedication to enhanced traveler benefits make express lanes unique when compared to other highway projects, and often require greater resources and funding for the operation and maintenance of these services. The cost of express lane operations includes toll collection, standard operations, enhanced enforcement, incident response services, and toll system and facility maintenance. Operation and maintenance activities require a dedicated funding source in order to be viable, which could include local, state, or federal revenues, in addition to actual toll revenues collected as part of the project.

Recommendation:

Fund operations, maintenance, and toll enforcement costs by toll revenue.

Background:

As with all transportation infrastructure, a dependable and dedicated source of funding is necessary for operations and maintenance. This is especially true for express lanes, where enhanced services can be necessary to offer reliable travel time savings to toll paying customers. Express lanes are also unique in that the revenue collected from tolls is able to be used as a dedicated source of operation and maintenance funding.

The following are general express lanes operations and maintenance costs:

Toll Collection Costs

Toll collection costs include all costs associated with processing tolls payments, including the labor and materials required to manage customer accounts, perform license plate image reviews, process toll violations and provide general customer service. In addition, the cost of distributing and managing transponder inventory is included.

Standard Operation Costs

Standard operation includes costs associated with labor and equipment necessary to manage express lane operations, including personnel to monitor traffic and toll operations, generate reports, public outreach, management and oversight, etc.

Enhanced Enforcement

In order to manage express lanes demand, it is important that the vehicles using express lanes are either paying the posted toll or meeting the HOV requirement. A thorough enforcement program including the presence of the California Highway Patrol (CHP) is necessary to maintain motorist compliance.

Incident Response Services

In order to offer a dependable travel time savings, it is important that incident response resources be available to remove any disabled vehicles or objects which may prevent free-flow conditions.

Toll System and Facility Maintenance

Maintenance costs associated with express lanes include the inspection, upkeep, and replacement of the facility itself and items necessary for toll operation including roadside toll collection equipment and infrastructure, communications infrastructure, and all other hardware and software elements.

Assessment:

It is recommended that operation and maintenance costs for the I-15 Express Lanes be funded through toll revenue. Under this assumption, the resources and services necessary for Express Lanes operations will be funded from the project itself. Funding operations through project revenue will require that Express Lane tolls are set at a rate that ensures mobility and travel time benefits to customers, while also generating sufficient revenue to effectively operate the Express Lanes and meet debt obligations.

9. Project Repayment

Description:

As described in Section 7, sales tax and toll revenue bonds are anticipated to be issued by RCTC and a federal TIFIA loan executed to finance the I-15 Express Lanes development costs. Sales tax revenue bonds are to be backed by future Measure A tax revenues and toll revenue bonds are to be backed by future revenues generated by the Express Lanes. Therefore, funds for the repayment of these bonds will be obtained through revenues to be generated by the Measure A sales tax and operation of the Express Lanes.

Recommendation:

Repay Measure A sales tax bonds and toll revenue bonds with future Measure A and toll revenue, respectively.

Background:

The authorizing statute for the I-15 Express Lanes (Streets & Highways Code Section 149.8) permits RCTC to issue bonds to finance the project. It is RCTC's intent to issue bonds backed by both Measure A sales tax revenues and future toll revenues and to repay the bonds using these revenue sources.

Assessment:

Consistent with the obligations of issuing bonds, RCTC will repay bonds using revenues generated by Measure A sales taxes and Express Lane tolls.

10. Use of Revenue

Description:

Express lanes charge tolls and generate toll revenue as a normal function of operation. The I-15 Express Lanes will require an expenditure plan for all revenue, outlining what activities or functions will be funded from collected toll payments. As stated in Section 9, it is recommended that toll revenues should be used toward repayment of bond debt issued on behalf of the project and also to fund facility operations, maintenance, and enforcement. However, net excess revenue may remain after payments toward operation and maintenance costs and debt service obligations. There are multiple projects and programs which could be funded through the net excess toll revenue from the I-15 Express Lanes.

Recommendation:

Use surplus revenue to fund Interstate 15 corridor transportation investments.

Background:

The goal of most express lane facilities is to generate enough revenue to cover basic operations and maintenance, meet debt obligations (if applicable), as well as to fund replacement and upkeep to the extent that adequate revenue is available. Other facilities dedicate portions of net excess revenue to fund enhanced transit operations within the express lane facility, such as I-15 in San Diego and I-95 in South Florida. Statutes for the Metro I-110 and I-10 ExpressLanes in Los Angeles County state that toll revenue must first cover the costs incurred in connection with implementation/operation of the program. Metro reinvests surplus toll revenue into the corridor through a grant program. In addition, the 91 Express Lanes in Orange County have adopted the policy of directing net excess revenues to capital improvements within the SR-91 corridor.

The authorizing statute for the I-15 Express Lanes (Streets & Highways Code Section 149.8) permits excess toll revenues to be used for the following purposes:

(A) To enhance transit service designed to reduce traffic congestion on I-15 or to expand travel options along I-15. Eligible expenses include transit operating costs, acquisition of transit vehicles and transit capital improvements.
(B) To make operational or capacity improvements designed to reduce congestion or improve the flow of traffic on I-15. Eligible expenses include any phase of project delivery to make capital improvements to onramps, connector roads, roadways, bridges, or other structures on I-15.

Assessment:

The toll revenue collected as part of the I-15 Express Lanes operations will be used primarily to fund operation, maintenance, and enforcement costs of the facility, as well as to meet debt obligations for any revenue bonds issued as part of the project. Any remaining net excess revenue will be used to fund transportation improvements within the I-15 Express Lanes corridor consistent with authorizing statute.

11. Enforcement

Description:

Express lanes require effective enforcement policies and programs to operate successfully. Enforcement of vehicle occupancy requirements and toll payment is critical to protecting eligible vehicles' travel time savings and safety. Visible and effective enforcement promotes fairness and maintains the integrity of the facility to help gain acceptance among users and nonusers.

Recommendation:

Enforce 1-15 Express Lane toll violations through agreement with the California Highway Patrol and any future state or federal toll violation laws.

Background:

Adequate and effective enforcement policies and incident management are integral elements to express lanes operations to ensure that the facilities are operating at the intended level of performance. Enforcement of vehicle occupancy and/or toll payment requirements is critical to protecting eligible users' travel-time savings and safety. Visible and effective enforcement promotes fairness and maintains the integrity of the facility to help gain acceptance among users and non-users.

The enforcement concept for many express lane facilities around the country involves a combination of manual and automated enforcement strategies. Manual enforcement requires CHP officers to be present during the peak hours to serve as a visual deterrent and to monitor vehicles to ensure they are complying with express lane operating policies. Observation areas are provided at strategic locations for officers to park and monitor beacons that illuminate when a vehicle passes through with a switchable transponder (see Section 23 of this report) set to a high-occupancy setting. Beacon lights provide a visual cue for officers to visually inspect the vehicle to verify whether it meets the occupancy requirement. The beacons can also be used to indicate when no transponder or an invalid transponder was detected and can be strategically placed to support stationary enforcement as well as enforcement by officers driving the corridor.

CHP will also be relied upon to enforce all other moving violations, including illegal crossing of the express lanes buffer and the requirement for vehicles to have properly mounted license plates.

In addition to manual enforcement, License Plate Recognition (LPR) cameras will be located at toll points to capture the license plates of vehicles for which no transponder was detected. If the license plate is able

to be matched to an account, then the toll amount will be deducted from the account. Otherwise, the license plate information is sent to the Department of Motor Vehicles (DMV) to determine the address of the registered owner for issuance of a toll violation.

In the Southern California region, HOV and express lanes enforcements are generally conducted by the CHP in conjunction with automatic tolling systems. The four operating express lane facilities in Southern California, Metro I-10 ExpressLanes, Metro I-110 ExpressLanes, OCTA 91 Express Lanes, and SANDAG's I-15 Express Lanes are all under contract with CHP to conduct violation enforcement. These facilities also employ beacon lights and CHP observation areas where possible.

Assessment:

Given national experience, including experience with the four express lanes operated in Southern California, manual enforcement is a proven component of successful express lane operations. The presence of CHP vehicles instills confidence to customers and serves as a deterrent for those that may violate. RCTC will establish an agreement with CHP officers to enforce the I-15 Express Lanes and provide CHP the necessary tools such as enforcement beacon lights and access to transponder information to effectively enforce. In addition, LPR cameras will be used to enforce the requirement for vehicles to carry a transponder.

12 – 14. Operations and Maintenance Responsibilities

Description:

Express lanes operations and maintenance responsibilities can be managed in a number of ways. These responsibilities include the maintenance of all equipment associated with the toll system, providing oversight of operations and incident management, and providing customer service to manage customer accounts. Each of these responsibilities is integral to the overall performance and operation of the express lanes. Express lane implementing agencies can use agency staff, contract staff or share responsibilities with other agencies.

Recommendations:

12. Maintain Express Lanes and toll systems as a responsibility of RCTC.

13. Perform customer service patrol and incident management as a responsibility of RCTC in cooperation with Caltrans and other jurisdictions.

14. Provide customer service and the account relationships as a responsibility of RCTC.

Background:

Express lane operation and maintenance functions require dedicated resources to maintain hardware and software, monitor performance and manage customer accounts. These functions are described in more detail below.

Toll Systems Maintenance

The maintenance of toll systems includes the inspection, upkeep, and replacement of the items necessary for toll operations and the supporting infrastructure. Roadside toll collection equipment, communication network components, servers and workstations are all elements of a working toll system that require routine maintenance. Most express lane operating agencies enter into contracts with toll service providers to not only design and construct the toll systems, but also to operate and maintain them for some period of time. The toll system providers are required to develop maintenance tracking systems that keep track of the maintenance requirements for all elements of the toll system. These systems send alerts when there is an equipment malfunction, track maintenance response times, and keep track of equipment inventory.

Performance Monitoring and Incident Management

An important component of express lane operations is the ability to monitor traffic performance in real-time to ensure that the express lanes are maintaining optimum conditions. This is accomplished using roadside vehicle detection equipment and closed-circuit television cameras that send real time information to a facility where operators can monitor. Operators have the ability to override the toll system (e.g., display a message such as “HOV ONLY”) when conditions warrant and to coordinate with

Caltrans, CHP and other jurisdictions as needed. In addition, operators have the ability to dispatch tow trucks to clear incidents.

Some express lane operators choose to co-locate their express lane monitoring functions within a regional monitoring center and others choose to establish a dedicated monitoring facility. An example of a regional monitoring center is the Inland Empire Transportation Management Center (IETMC), which serves as an intermodal traffic management facility for San Bernardino and Riverside Counties and is staffed by both Caltrans and CHP personnel. The IETMC opened to service in 2011 and is located in the City of Fontana at the interchange of the I-15 and I-210.

Inland Empire Transportation

Customer Service

Customer service includes all of the functions related to account management, payment processing, transponder distribution, violation processing and providing general customer support. Some of these support activities, often referred to as “back office” activities, can take place at offsite facilities. Examples of activities that can be performed offsite include call taking and license plate image review. However, the location(s) of some customer service functions are ideally located in close proximity to the express lanes, including walk-in customer service, customer call center and transponder distribution.

Assessment:

Express lane operating agencies typically procure a contractor to carry out customer service responsibilities due to the amount of specialized systems and labor required. RCTC will contract with a toll services provider to design, implement, operate and maintain all aspects of the I-15 Express Lanes toll system. The RCTC Operations Center (see Section 24) will serve as the hub of all customer, maintenance, and operating activities.

15. Signage

Description:

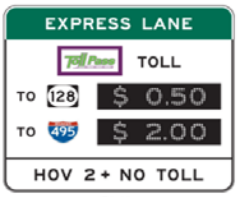
The California Manual of Uniform Traffic Control Devices (California MUTCD) provides uniform standards and specifications for all traffic signage in California. The most recent version of the California MUTCD, published in 2014, includes signing guidelines and requirements for express lane facilities. These requirements are intended to standardize the way that express lanes throughout the state are signed to make it easier for the traveling public to understand express lane operating requirements.

Recommendation:

Provide toll signage meeting the latest California Manual of Uniform Traffic Control Devices standards.

Background:

The general signing requirements for all new highway projects, including express lanes, must comply with the 2014 California MUTCD. The California MUTCD includes requirements for different types of express lane configurations and operating requirements. Of particular relevance to the I-15 Express Lanes, are those signs that depict a restricted access facility where all vehicles in the express lanes are required to have a FasTrak® account.



Example Pricing Sign

Express lane signs included in the California MUTCD generally fall into the following categories:

- Overhead-mounted signs designating the start and end of the express lanes as well as intermediate access points.
- Overhead-mounted pricing signs that display the toll amount to given downstream locations. In accordance with the guidance in the MUTCD, pricing signs display the current toll to no more than two downstream destinations. Changeable message elements will be used to indicate the toll rate to travel to the destination shown. These signs will also specify the HOV occupancy requirement and that a FasTrak® account is required for vehicles to use the facility.
- Median mounted and overhead signs that display the carpool occupancy requirement, the FasTrak® account requirement and hours of operation.

Assessment:

The I-15 Express Lanes signage will conform to the standards in the California MUTCD. The design and implementation of the signage will be the result of several sign workshops and plan reviews that will include Caltrans and the FHWA.

16. Express Bus Integration

Description:

Transit is an important component in express lanes. If managed through variable pricing to maintain a minimum level of service, express lanes create efficient and reliable transit corridors compared to previously congested freeways. Of the existing HOV and express lanes facilities in the southern California region, most are already served by express bus services. Operating express bus service on express lanes offers several key benefits:

- Shortens Travel Times
- Improves Travel Time Reliability
- Lowers Operating Costs
- Increases Person Throughput
- Encourages Carpooling and Transit Use
- Addresses Equity Concerns
- Builds Public Support

Recommendations:

Encourage express bus use through toll policies and Express Lane operations.

Background:

Currently, the Riverside Transit Agency (RTA) provides eight express bus services throughout Riverside County, with one route (CommuterLink Express 206) providing service along I-15 between Temecula and Corona. The CommuterLink Express – Route 206 (Temecula-Murrieta-Lake Elsinore-North Main Corona Metrolink Station) runs daily during weekdays on approximately 30-minute headways, and the general fare costs $3.00 each way (free with valid Metrolink Pass). Route 206 provides connections for commuters travelling from Riverside County to other regions via the North Main Corona Metrolink station.

RTA CommuterLink Express services
Nicholas Ventrone / The Transit Coalition

In anticipation of the 91 Express Lanes extension in Riverside County, the RTA already has two new RapidLink express bus routes programmed for deployment in 2017. These two routes, RapidLink 200 and 205, will provide connections between Riverside and Anaheim as well as Temecula and Anaheim via the 91 Express Lanes. The proposed I-15 Express Lanes will provide the opportunity for further expansion of express bus services along the corridor.

Similar to express bus benefits, the I-15 Express Lanes can provide opportunities for enhancing and promoting carpooling/vanpooling by commuters. Currently, there are eight Caltrans Park and Ride lots along the I-15 corridor within Riverside County. Of the eight existing lots, three are located within the I-15 Express Lanes Project corridor:

- Canyon Community Church Park And Ride (1504 Taber Street, Corona) – 75 spaces
- Norco @ 6th Street Park And Ride (3945 Old Hamner Road, Norco) – 100 spaces
- Mira Loma Park and Ride (12105 Limonite Avenue, Mira Loma) – 76 spaces

Specialized Transit Services

It should be noted that not only will the fixed route bus service discussed benefit from the I-15 Express Lanes, but also the Specialized Transportation Program funded by RCTC via Measure A funding along with federal funding from the Job Access Reverse Commute (JARC) and New Freedom (NF) programs. These specialized transit services (Dial-A-Ride paratransit) will most likely use the I-15 Express Lanes. In addition, a handful of non-profit and special criteria providers that operate specialized transportation will also benefit from using the I-15 Express Lanes.

Physical and Policy Considerations

Many of the physical design considerations for integrating bus service are similar to express lanes and HOV lanes, which have well-established design criteria. Besides the physical design, each express lane project has a unique set of policies in place that influences how well transit is integrated in a particular corridor. Establishing a set of policies that improves transit service and capacity is also often essential in building public support for often controversial toll lane projects and helps to neutralize the perception that Express Lanes are “Lexus Lanes” that primarily benefit those with higher incomes.

Assessment:

Encouraging transit and offering benefits for express bus service is a key component of the I-15 Express Lanes project. Coordination with RTA will take place during the design of the Express Lanes to ensure that transit needs are taken into consideration.

17. Design – Facility Ingress and Egress

Description:

This policy is related to the design of access locations, where vehicles can enter and exit the I-15 Express Lanes. Regulating access is one of the fundamental tools to manage traffic flow in the express lanes, and therefore, it is important to select the access points and design treatment early in the planning phase along with the separation type to help minimize weaving conditions.

Recommendation:

Design the roadway and ingress and egress locations meeting Caltrans design standards where feasible and practical.

Background:

Access treatments for express lane facilities fall into the following three categories:

Grade-separated direct access drop ramps Grade-separated drop ramps provide access to and from the express lanes using dedicated grade direct access ramps. These types of ramps generally provide access from adjacent freeways/arterials and park and ride facilities for express bus operations, and are desirable where sufficient right-of-way and high traffic volumes in both the express lanes and general purpose lanes warrant the need for such exclusive access. An example of a grade-separated drop ramp is the SR-91 eastbound direct connector to the southbound I-15 and vice versa being constructed as part of RCTC's SR-91 Corridor Improvement Project.

At-grade limited access

At-grade limited access provides access to and from the express lanes at designated locations, typically through at-grade access openings that serve as ingress, egress or combined ingress and egress. Physical barriers or painted striping separates the express lanes from the adjacent general purpose lanes between access locations. Three different approaches for providing at-grade limited access include:

At-grade limited access configuration on LA Metro ExpressLanes

- Weave zones – provides combined ingress and egress by short breaks to the physical barriers or striping at designated locations.
- Weave lanes – similar to weave zones, except movement is facilitated by a change lane, which isolates the weaving from both the express lanes and the general purpose lanes, thereby minimizing the potential for unstable flow.
- Merge lanes – provide dedicated and separated ingress and egress (acceleration and deceleration) lanes. The merge lanes allow drivers the opportunity to adjust their speeds to match

the lane they are merging into. This design treatment further reduces the potential for unstable flow, as conflicts are avoided in the access lane.

Continuous access

Continuous access allows vehicles to enter and exit the express lanes for the entire stretch without any specific ingress/egress treatments. The striping that separates the express lanes from the general purpose lanes are generally skip striped.

Assessment:

A limited access configuration is recommended for the I-15 Express Lanes because it can reduce toll evasion, ensure greater access control, and is consistent with the access configuration of existing Southern California HOV and express lanes. Further, a limited access configuration is less complicated to design and has a far lower construction cost than direct access ramps and does not require as much toll equipment as may be required for continuous access. Vehicles will be able to access the express lanes at intermediate access points that provide access to local exits and interchanges. Between these points, access will be restricted to prevent weaving and improve overall mobility. A map of proposed access locations is accessible at http://i15project.info/express_lanes_access.php.

18. Design – Number of Lanes

Description:

The number of express lanes to be implemented for a particular project is dependent upon several variables, including traffic congestion, occupancy requirements and availability of existing right of way. The Project Approval Document for the I-15 Express Lanes generally includes a two lane configuration in each direction based on traffic and engineering analysis. This configuration is intended to add capacity, improve operations and fits within existing right of way.

Recommendation:

Construct and operate two Express Lanes in each direction where possible.

Background:

A number of criteria must be considered when evaluating the capacity needs of an express lanes project. These include existing and projected traffic congestion, toll discount policies, and the cost and availability of right of way. Some express lane projects simply convert an existing HOV lane to an express lane, others convert an existing lane and construct an additional lane (e.g., LA Metro I-10 ExpressLanes), and others construct an entirely new lane or lanes (e.g., I-680SB Express Lane in the Bay Area).

Two lane configuration on LA Metro I-10 ExpressLanes

There are currently no existing HOV lanes within the I-15 project limits. The preliminary engineering performed as part of the project identified a need for a two lane configuration in each direction to serve future traffic demand. This configuration fits within the existing right of way and helps to ensure that the facility will be able to sustain a high level of service.

Assessment:

The recommendation for a two lane configuration in each direction where possible is consistent with the project schematics and serves projected traffic demand while fitting within existing right of way.

19. Toll Pricing Method

Description:

Express lanes use pricing to manage the number of toll paying customers using the facility. Managing the number of users allows the express lanes to meet performance goals such as those described in Section 1 and Section 2. Variable pricing is to be used to manage traffic, whereby the cost to use the express lanes is directly related to the level of demand for the express lanes. As demand increases, raising the tolls will help manage demand in order to maintain federal performance requirements. Conversely, the price decreases as demand decreases to incentivize more vehicles to utilize the available capacity. Two variable pricing methods are currently in use on facilities across the country: time-of-day pricing and dynamic pricing.

Recommendation:

Use Dynamic Pricing to determine the toll price.

Background:

Time-of-Day Pricing

Time-of-day pricing employs a fixed toll rate schedule with different toll rates by travel direction, time of day and day of the week. Time-of-day pricing is actively used on the 91 Express Lanes and on express lanes in Denver and Houston. Time-of-day pricing is effective when traffic patterns remain relatively consistent over time. For instance, if congestion reaches the same level at the same time every Monday, then a static price that is capable of maintaining the desired level of traffic volume can be used for that time period.

With time-of-day pricing, tolls vary according to a fixed schedule, with different prices charged based on direction of travel, day of the week, and hour of the day. The toll rates are determined based on historical travel conditions in the corridor, and vary according to demand and congestion. The performance of express lane facilities using time-of-day pricing requires evaluation on a regular basis to ensure that free flow conditions are being maintained in the express lanes. If travel conditions on the express lanes deteriorate over time, the rates should be increased. Similarly, rates can also be lowered when the express lanes are found to have excess capacity that is not being used effectively. On the 91 Express Lanes, performance is monitored daily and evaluated every three months.

Dynamic Pricing

Dynamic pricing employs toll rates that vary in real time based on actual travel conditions detected in the corridor. Dynamic pricing is actively used on most California express lanes, including I-10 and I-110 (Los Angeles), I-15 (San Diego), I-680 (Alameda County), and I-880 / SR-237 (San Jose). Dynamic pricing is effective on facilities that have a high level of variability in congestion throughout each day and from day to day. For instance, if a facility does not have a peak period that is consistent from one day to the next or has a high rate of incidents that impact traffic, dynamic pricing allows for the adjustment of the price to match the actual real-time traffic conditions.

Dynamic pricing provides a real-time monitoring and response capability for express lane operations. Dynamic pricing requires capital investment for both the algorithm and the traffic detection system and also requires ongoing monitoring and maintenance of the pricing algorithm and traffic detection system. Like the time-of-day pricing, dynamic pricing requires variable message signs to communicate price to customers.

Assessment:

In order to be responsive to real-time traffic conditions that may vary from day to day, it is recommended that the I-15 Express Lanes use dynamic pricing. Despite the higher capital costs of deployment as compared to time-of-day pricing, dynamic pricing will be valuable to manage traffic and ensure the facility provides reliable travel at all times. The ability to readily adjust pricing and manage demand through dynamic pricing will allow for flexibility, particular in the critical area of overlap with the 91 Express Lanes that use time-of-day pricing.

20. Toll Exemptions and Discounts

Description:

Toll discounts and exemptions are required by legislation, law and by agreement with project partners. Discounts have an impact on revenue, operations, customer service center systems and enforcement. It is important to establish toll discounts or exemptions at an early stage to allow for the evaluation of operational impacts and for inclusion in system design.

Recommendation:

Provide toll discounts according to legislation and for operations and maintenance vehicles.

Background:

A review of project agreements and legislation suggested that the following vehicle types require evaluation for toll discounts.

Transit

One of the primary goals of express lane facilities is to offer enhanced transit service. California Vehicle Code defines qualifying mass transit, paratransit and vanpool vehicles, including those that are publically or privately funded. These vehicles will be allowed to travel toll-free in the I-15 Express Lanes at all times. With the passage of the Fixing America's Surface Transportation Act (the FAST Act) on December 4, 2015, U.S. Code was amended to enable privately-owned buses servicing the public to utilize toll facilities under the same rates, terms and conditions as other public transportation vehicles. RCTC will establish agreements with operators to facilitate toll-free travel at all times.

High-Occupancy Vehicles

The application for the I-15 Express Lanes project approved by the CTC and the Federal Agreement between RCTC, FHWA and Caltrans provide direction with regard to the tolling of HOVs. In both instances, HOVs are defined as vehicles with three or more occupants (HOV-3+). The authorizing statute for the Express Lanes (Streets & Highways Code Section 149.8) also specifies free travel for HOV-3+ vehicles initially upon opening.

There is no mechanism to regulate the demand of HOV-3+ vehicles when there is a 100% toll discount. As the HOV-3+ volume becomes an increasingly larger percentage of the total I-15 Express Lanes traffic, it will become increasingly difficult for the dynamic pricing algorithm to effectively manage demand and preserve free flow operations in the I-15 Express Lanes. Therefore, it is recommended that the speeds in the I-15 Express Lanes be monitored to determine when the lanes are being degraded. If the average speed in the Express Lanes drops to 60 mph three or more times in a thirty day period after three months of operation, the HOV-3+ discount will be reduced to 50%. The 100% discount will be in place for at least

the first three months of operation to allow for customers to adjust to the new facility and to incentivize use of the I-15 Express Lanes by carpoolers.

Motorcycles

California Vehicle Code 21655.5(b) provides for free passage on preferential lanes for motorcycles. Motorcycle toll transactions will be processed either through a transponder or by reading their license plate.

Zero Emission Vehicles (ZEVs)

Legislation (AB 1721), enacted as California Vehicle Code Section 5205.5, allows motorists driving ZEVs displaying a DMV-issued Clean Air Vehicle decal to travel in express lanes with a toll-free or reduced rate toll. The statute does not mandate the rate of reduction. The existing legislation is set to expire January 1, 2019 ahead of the I-15 Express Lanes planned opening.

White and Green Clean Air Vehicle Decals for HOV Lane Use
State of California / Dept. of Motor Vehicles

~~Similar to the treatment of HOV-3+ vehicles,~~ Tthe toll discount for ZEVs will be 15% upon opening of the Express Lanes.~~reduced to 50% if average speeds drop below 60 mph more than three times in a thirty day period after three months of operation.~~

Emergency Vehicles

California Vehicle Code 23301.5 provides for toll exemption for specifically identifiable emergency vehicles being driven while responding to or returning from an urgent or emergency call, engaged in an urgent or emergency response, or engaging in a fire station coverage assignment directly related to an emergency response. The common method of processing these tolls is through a “non-revenue” account where the transaction is processed by the back office and posted to the account in order to provide a method of monitoring usage. RCTC will establish agreements with the local emergency providers that will outline the specific rules for these non-revenue accounts.

Maintenance and Operation Vehicles

In order to facilitate access to express lanes for the purposes of performing various maintenance tasks or performing operational checks and testing, it is common for tolling authorities to grant toll-exemption for vehicles being driven for these maintenance purposes. The common method of processing these tolls is through a “non-revenue” account where the transaction is processed by the back office and posted to the account in order to provide a method of monitoring usage.

Assessment:

In general, vehicles that are eligible to utilize HOV lanes in accordance with applicable federal or state law will be allowed discounted access to the I-15 Express Lanes. This includes buses (public transit and

privately operated tour buses), vanpools, motorcycles, HOV 3+ vehicles, ZEVs, emergency vehicles, law enforcement vehicles, and operation and maintenance vehicles. The following discount policies are recommended for each of these vehicle types:

- In-service public transit vehicles, private buses, vanpools, and motorcycles will be 100% discounted (toll free) at all times.
- All HOV-3+ and zero-emission vehicles (ZEVs) will be 100% discounted (toll free) for the first three months of operation. The discount will be reduced to 50% if the average speed in the Express Lanes drops below 60 mph three or more times in a thirty day period after three months of operation.
- Emergency, law enforcement and Express Lanes maintenance vehicles will be 100% discounted (toll free) at all times.

21. Toll Payment Method

Description:

Electronic toll collection systems use automatic vehicle identification (AVI) technology to toll vehicles. These AVI systems use in-vehicle transponders and/or LPR cameras to identify vehicles for toll payment. Some facilities require that all vehicles have a transponder as the primary means of toll collection and use LPR cameras as a backup to capture vehicles that don't have a transponder or that have a transponder that fails to be detected. Other facilities allow vehicles to travel without a transponder and use LPR cameras as the primary means of toll collection; this system is known as pay by plate tolling.

License-plate tolling equipment
Craig F. Walker / The Denver Post

Recommendation:

Require all vehicles to have a transponder at time of travel.

Background:

Transponder-Based Toll Collection

Electronic toll collection using transponders is a proven technology with high accuracy. The cost associated with the systems needed to process transponder transactions is lower than systems which allow for toll payment by license plate. In addition, as California transitions from the legacy battery-operated transponders to the new, less expensive 6C transponders, the cost for a transponder based toll collection system will decrease even further making transponder based toll collection a far more efficient method of collecting tolls.

Most toll facilities that rely on transponders for toll collection also include LPR cameras to capture vehicles without a transponder to minimize revenue leakage. The license plate images are used to associate the transaction with a toll account when a transponder is not read or to look up the registered owner's address for collection of the toll through a toll violation process.

As described in Section 23, HOVs are able to use switchable transponders to indicate their vehicle occupancy status and receive the appropriate toll discount.

Pay by Plate

Pay by plate utilizes LPR cameras and Optical Character Recognition technology to identify a vehicle's license plate number. The automatically generated plate number is independently verified and validated by toll operators in the customer service center, thereby increasing operational costs per toll transaction. This technology is currently being used on Transportation Corridor Agencies (TCA) toll facilities in Orange County, on all toll facilities in the Denver Metro Area (including express lanes), all Dallas / Ft. Worth area toll facilities (including express lanes), Loop 375 express lanes in El Paso, and on the SR-520 and I-405

express lanes in the Seattle area. The license plate numbers are collected and the name and addresses of the registered users are requested from the state DMV, from which bills for all the tolls incurred during a specific period are aggregated and sent out to collect payment. Pay by plate tolling not only requires more processing costs, but it results in more revenue loss due to unidentifiable plates and registered owners and lengthens the amount of time to collect toll revenue.

In a pay by plate scenario, HOVs are required to register their license plate in advance of making a trip so the toll system can apply the appropriate toll discount.

Assessment:

Because toll payment by transponder is a proven, accurate solution with a lower transaction cost as compared to pay by plate, it is recommended that RCTC open the I-15 Express Lanes with a requirement that all vehicles have a transponder. Opening with a transponder requirement will encourage motorists to open an account and obtain a transponder. LPR cameras will be used to enforce this requirement and identify vehicles that don't carry a transponder. This policy also allows HOVs to declare their status using a switchable transponder as described in Section 23.

22. Mobile Interface

Description:

Easy access to express lanes information is important to gain customer understanding and compliance. Most toll facilities across the country maintain a website where users can find information about the toll policies and access account information and many of these websites are accessible in a mobile format. In addition, some facilities provide mobile applications that allow users to review recent toll activity and pay tolls without a transponder.

Recommendation:

Implement Mobile Web for FasTrak® customers, but defer the Mobile Toll Payment Application.

Background:

Toll facilities across the country provide different mobile interfaces for customers as described below.

Mobile Website

Many websites currently include desktop and mobile versions. The mobile versions are intended to be viewed from a mobile device such as a smartphone or tablet and typically include the same functionality as the desktop site. A mobile website for express lanes could allow customers to access general express lane information (operating policies, requirements for use, etc.) and to access account information.

Mobile Toll Payment Application

Depending upon business rules, some toll facilities allow users to user mobile devices to pay tolls without the use of a transponder. For example, the TCA facilities in Southern California allow users to pay tolls from a mobile application within five days before or after a trip is made.

Transportation Corridor Agency Mobile Application Interface

Assessment:

RCTC will require all users to carry a transponder (see Section 21), which is inconsistent with the idea of allowing users to pay tolls using a mobile application. Therefore, a Mobile Payment Application will not be deployed. However, users will have access to a mobile website to access Express Lanes information and to make changes or payments to their account.

23. High Occupancy Vehicle Declaration Options

Description:

The primary function of HOV declaration is two-fold: 1) provide a mechanism to easily separate toll payers from those eligible to receive toll discounts, and 2) enable the efficient and effective enforcement of occupancy violations. Two methods of occupancy declaration were considered: the use of self-declaration lanes and switchable transponders.

Recommendation:

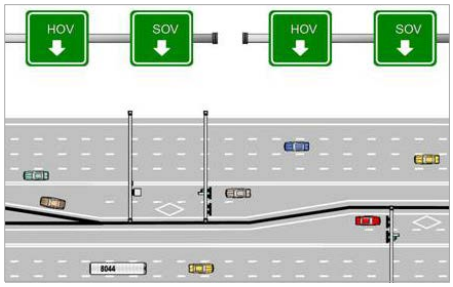
Identify HOV-3+ carpool customers via a switchable transponder.

Background:

There are different ways that express lanes can require toll-paying and toll-free vehicles to use the express lanes. In Southern California, the carpool declaration options generally fall under the "declaration lane" method (as used by the OCTA 91 Express Lanes and the Riverside 91 Express Lanes currently under construction), and the switchable transponder method (as deployed on the I-110 and I-10 ExpressLanes in Los Angeles County).

Self-Declaration Lanes

Many first generation express lanes involved conversion of pre-existing, barrier-separated HOV lanes with adequate right-of-way for positive separation between toll payers and carpoolers. Known as the "declaration lane" option, this was the mechanism designed and implemented on SR-91 in Orange County, the first express lanes facility which opened in 1995. It will also be utilized on the 91 Express Lanes that are under construction in Riverside County. Declaration lane solutions require eligible carpools to diverge from the main travel lanes to a separated lane at toll zones. These vehicles are charged an appropriate discounted or zero-value toll, and (if present) occupancy is validated by enforcement personnel via visual scan. Vehicles without a transponder are considered violators – the same as if they traveled through the main toll lanes without a transponder.



Single occupancy vehicles (SOV) lane tolling zone with separate declaration lane
FHWA Office of Operation/ Proposed I-95 Managed Lanes

Switchable Transponders

This method provides a technological method for declaring carpool status on the express lanes through a "switchable" transponder, as implemented on I-10 and I-110 in Los Angeles. Switchable transponders allow the customer to self-declare their occupancy status on the transponder itself. The Los Angeles transponder transmits multiple identifications (IDs), in order to associate the correct toll for a vehicle

based upon its occupancy status. These IDs can be associated with a single occupancy vehicle, HOV-2, and HOV-3+ setting directly on the transponder. For compliant HOVs, the user declares the vehicle's status on the transponder (e.g., sliding the switch to "HOV2" or "HOV3+"), and the appropriate toll rate would be collected. If the same vehicle is being operated without the required occupancy, it would be required to declare appropriately on the transponder and the correct toll would be collected. If no transponder is present (or if it is malfunctioning), LPR (mounted on gantries or median poles) would be used to collect full toll payment from the user (regardless of occupancy status).

Example Switchable Transponder

Assessment:

It is recommended that the I-15 Express Lanes use switchable transponders for declaring occupancy. Switchable transponders have been successfully deployed on other toll facilities in the state and nationally. Also, as compared to declaration lanes, switchable transponders are more inexpensive to deploy and do not require drivers to make weaving maneuvers while in the Express Lanes, which may improve operational efficiency. With the enforcement strategy described in Section 11, CHP will have the tools necessary to enforce the proper use of the switchable transponder so that violation rates can be kept to a minimum.

24. Express Lane Operations Facility

Description:

The I-15 Express Lanes will require a facility to house various components of the operations, including a walk-in customer service center, customer call center, back office operations, image processing, finance and administration, system administration and maintenance and traffic management center. RCTC will provide the facility and the toll systems provider will supply the equipment, systems and staff to perform the services.

Recommendation:

Locate the call center, customer service center and traffic management center and administration in close proximity to the Express Lanes.

Background:

As described in Sections 12-14, RCTC will have the responsibility for I-15 Express Lanes maintenance, traffic management and customer service functions. These functions would ideally be located in a single facility to centralize I-15 Express Lanes operations and create synergies associated with co-located services.

Four toll agencies operate in Southern California and each of them has a facility or facilities which house the toll operations functions. Toll programs across the nation have experimented with remote staff working from a contractor owned or sub-contracted facility. While this model has been successful for some, it has the potential to degrade service, complicate supervisory functions and prohibit the synergy gained from co-location of services.

The 91 Express Lanes toll operations staff is being provided under a joint agreement with OCTA. The 91 Express Lanes call center and walk in staff are located at a leased facility near SR-91 and McKinley Street in the city of Corona. The other toll operation services are located in a leased facility near SR-91 and Weir Canyon Road in the city of Anaheim. RCTC's agreement with OCTA to share toll operation services expires in June of 2021. RCTC is currently procuring a toll operator for the I-15 Express Lanes which will require a facility to house the toll operator and RCTC toll operations staff, equipment and walk-in customer service location.

Assessment:

I-15 Express Lanes operations and maintenance are the responsibility of RCTC. To ensure that the goals for the I-15 Express Lanes are met, RCTC will be best served by co-locating the required services in a facility in close proximity to the I-15 Express Lanes. The 91 Express Lanes have set the precedent for local operations and customer service. Therefore, it is recommended that the customer service, traffic management and other administrative functions be located in the local area adjacent to the I-15 corridor, with a specific site to be determined. This facility will be referred to as the RCTC Operations Center, or ROC.

AGENDA ITEM 7A

MINUTES

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

MEETING MINUTES

Wednesday, May 13, 2020

1. CALL TO ORDER

The Riverside County Transportation Commission was called to order by Chair Ben J. Benoit at 9:35 a.m. Pursuant to Governor Newsom's Executive Order N-29-20, (March 18, 2020), the Governing Board meeting was conducted via video conferencing and by telephone.

2. ROLL CALL

Commissioners/Alternates Present		Commissioners Absent
Rusty Bailey	Lisa Middleton	Jeff Hewitt
Ben J. Benoit	Michael Naggar	
Brian Berkson	V. Manuel Perez*	
Randall Bonner	Dana Reed	
Joseph DeConinck	Wes Speake*	
Waymond Fermon	Karen Spiegel	
Kathleen Fitzpatrick	Larry Smith	
Raymond Gregory	Michael M. Vargas	
Rebecca Guirado	Chuck Washington	
Yxstain Gutierrez	Ted Weill	
Berwin Hanna	Lloyd White	
Jan Harnik	Art Welch	
Steven Hernandez	Russ Utz	
Kevin Jeffries	Scott Vinton	
Linda Krupa	Bill Zimmerman	
Clint Lorimore		
Bob Magee		
Scott Matas		

*Arrived after the meeting was called to order

3. PUBLIC COMMENTS

There were no requests to speak from the public.

4. ADDITIONS / REVISIONS

There were no additions or revisions to the agenda.

At this time, Commissioner Karen Spiegel joined the meeting.

5. CONSENT CALENDAR

M/S/C (Berkson/Lorimore) to approve the following Consent Calendar items.

5A. APPROVAL OF MINUTES – APRIL 8, 2020

5B. QUARTERLY SALES TAX ANALYSIS

Receive and file the sales tax analysis for Quarter 3, 2019 (3Q 2019).

5C. SINGLE SIGNATURE AUTHORITY REPORT

Receive and file the Single Signature Authority report for the third quarter ended March 31, 2020.

5D. STATE AND FEDERAL LEGISLATIVE UPDATE

Receive and file an update on state and federal legislation.

5E. FEDERAL TRANSIT ADMINISTRATION'S SECTION 5310 ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM FEDERAL FISCAL YEARS 2017/18 AND 2018/19

1) Adopt Resolution No. 20-007, "*Resolution of the Riverside County Transportation Commission Certifying Project Consistency with the Public Transit-Human Services Transportation Coordinated Plan*"; and
2) Direct staff to program the projects in the Federal Transportation Improvement Program (FTIP).

5F. LOW CARBON TRANSIT OPERATIONS PROGRAM

Adopt Resolution No. 20-006 "*Resolution of the Riverside County Transportation Commission Regarding Authorization for the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program for Expanded Perris Valley Line Operations FY 21 Project in the Amount of $1,081,302*".

5G. CITIZENS AND SPECIALIZED TRANSIT ADVISORY COUNCIL MEMBERSHIP APPOINTMENTS

Approve the appointments of 15 members to the Citizens and Specialized Transit Advisory Council (CSTAC) effective May 13, 2020.

At this time, Commissioners V. Manuel Perez and Wes Speake joined the meeting.

6. APPROVAL OF AGREEMENT FOR CONSTRUCTION MANAGEMENT SERVICES, MATERIALS TESTING, AND CONSTRUCTION SURVEYING AND AUTHORIZATION TO USE 91 EXPRESS LANES SURPLUS TOLL REVENUE FOR CONSTRUCTION SUPPORT EXPENDITURES FOR THE STATE ROUTE 91 CORRIDOR OPERATIONS PROJECT IN ORANGE AND RIVERSIDE COUNTIES

David Thomas, Toll Project Manager, presented the award of the construction management agreement for the 91 Corridor Operations Project, highlighting the following areas:

- Project overview and background
- Construction management procurement:
  - Qualification based selection
  - Procurement process
  - Evaluation committee shortlisted three firms to interview
  - Interviews conducted on February 27, 2020
  - Scope of work, cost and schedule
- Project update:
  - Project acceleration techniques -
  - PA&ED and PS&E Completed
  - Funding sources
  - Utility work authorized
  - Recent milestones
  - Construction schedule
  - Team effort

In response to Commissioner Spiegel's inquiry if the Commission is unable to receive any State or Federal Grants for this project, Anne Mayer, Executive Director, replied there are federal formula dollars being processed through Caltrans and Federal Highway Administration (FHWA), which have already been designated for RCTC. She discussed the processing of the package, which currently rests with FHWA and stated this is for administrative approval, which will be approved in about one to two weeks.

M/S/C (Spiegel/Berkson) to:

1) **Award Agreement No. 20-31-033-00 to Falcon Engineering Services, Inc. to perform construction management services, materials testing, and construction surveying for the State Route 91 Corridor Operations Project (91 COP) in Orange and Riverside Counties in the amount of $4,456,957, plus a contingency amount of $445,695 for a total amount not to exceed $4,902,652;**
2) **Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreement on behalf of the Commission;**
3) **Authorize the Executive Director, or designee, to approve the use of the contingency amount as may be required for the 91 COP; and**
4) **Authorize the expenditure of 91 Express Lanes toll revenue designated as surplus in accordance with the 2013 Toll Revenue Bonds Indenture to fund the 91 COP construction support expenditures in the amount of $2 million.**

Abstain: Speake

7. REVISED FISCAL YEAR 2020 AND FISCAL YEAR 2021 REVENUE PROJECTIONS FOR MEASURE A, LOCAL TRANSPORTATION FUND, AND TRANSPORTATION UNIFORM MITIGATION FEE

Theresia Trevino, Chief Financial Officer, presented the revised Fiscal Year 2020 and Fiscal Year 2021 Revenue Projections for Measure A, Local Transportation Fund (LTF), and Transportation Uniform Mitigation Fee (TUMF), highlighting the following:

- COVID-19 Impact
- Measure A Sales Tax:
  - Estimated COVID-19 impact on economic segments in each category
  - Determined one-month impact = $6.4 million decrease
  - Projected adjustment for 12-month period
- Economic category impacts: Comparison of monthly revenue - Before and after COVID-19
- Revised Measure A, LTF, and TUMF Revenues
- Future considerations
- Preliminary FY 2020/21 Budget

In response to Commission Scott Vinton's request for a copy of this presentation, Theresia Trevino replied staff will send it to the Commissioners.

Commissioner Steven Hernandez stated this is obviously a result of COVID-19 and since the Commission approved not moving forward with the sales tax measure he suggested it may be the right time to look at where RCTC's projects stand in Riverside County, what projects are being funded and which projects are not, and what will the projects look like over the next four years in order to understand what the economic reality is.

Anne Mayer replied staff has begun going through every project in Riverside County where RCTC has a direct contribution and based on the information received, most of those key projects will be able to continue. She stated it is uncertain at the state level, the California Transportation Commission is currently meeting to discuss Fund Estimates, and the Governor comes out tomorrow with the May Revise. Staff is anticipating the state will likely start deprogramming projects and once there is an understanding of what their process is staff can identify what projects will be impacted. She stated the projects in construction will be the highest priority and projects in the final stages will be next, and she highlighted the French Valley Parkway Phase II as well as the 71/91 projects could be affected by the state. There will probably be more of an impact seen in about six months or so and staff will come back to the Commission with an update.

M/S/C (Spiegel/Smith) to:

1) **Approve the revised mid-year Fiscal Year 2019/20 revenue projections of $178 million for 2009 Measure A (Measure A) revenues, $91 million for Local Transportation Fund (LTF) revenues and $16 million for Transportation Uniform Mitigation Fee (TUMF) revenues;**
2) **Approve the revised FY 2020/21 revenue projections of $160 million for Measure A revenues, $82 million for LTF revenues, and $11 million for TUMF revenues;**
3) **Approve the budget decrease adjustments to Measure A revenues of $24 million and expenditures of $9.91 million to reflect the revised FY 2019/20 Measure A projection;**
4) **Approve the budget decrease adjustments to LTF revenues of $12 million, transfers in of $360,000, and expenditures and transfers out of $450,000 to reflect the revised FY 2019/20 LTF projection; and**
5) **Approve the budget decrease adjustments to TUMF revenues of $11 million to reflect the revised FY 2019/20 TUMF projection.**

8. ADOPTION OF TRAFFIC RELIEF PLAN FOR RIVERSIDE COUNTY

Aaron Hake, External Affairs Director, presented an overview of the Traffic Relief Plan for Riverside County.

Demi Espinoza, Policy Manager for Safe Routes Partnership, stated there are several things they support within the Traffic Relief Plan, but expressed concern for the plan's emphasis on highway expansion, lack of walking, biking, and Safe Routes to School

improvements and therefore oppose its adoption. She suggested to request a delay in its adoption and offered two recommendations to move forward: 1) re-examine priorities and identify best practices for reducing congestion using local transit walking and biking investments; and 2) conduct emergency transportation needs assessments to better understand the travel demands for essential workers during COVID-19. She expressed concern about the framework of this plan in particular if the plan's target is to reduce congestion for residents it should not look to add projects to add more highway lanes. Ms. Espinoza suggested to expand transit and Metrolink as a way to combat traffic woes, and consider health and economic impacts due to COVID-19.

At this time, Lisa Mobley, Clerk of Board, asked if Marvin Norman was available to speak on this item as he requested to speak at this meeting. Marvin Norman was not available for comment.

In response to Commissioner Hernandez's inquiry about the adopted Traffic Relief Plan not being final and if the Commissioners will have an opportunity to consider whatever gets decided in the future if the Commission goes out for a measure, Aaron Hake concurred and stated if the Commission in the future decides to place a measure on the ballot it will have to adopt an expenditure plan. He explained this document does meet the requirements under state law as an expenditure plan and the Commission could amend it, change it or start over, but this is the planning document of the work that has been done over the last year.

At this time, Commissioner Chuck Washington left the meeting.

M/S/C (Zimmerman/Speake) to adopt the Traffic Relief Plan for Riverside County.

9. CONSTRUCTION ZONE SAFETY CAMPAIGN

Cheryl Donahue, Public Affairs Manager, presented a construction zone safety campaign, highlighting the following:

- Less traffic: No license to speed: Fewer drivers = large increase in 100+ citations; motorist entered I-15 construction site at more than 100 mph, placed crews in danger, caused major damage; RCTC added CHP enforcement to I-15 corridor; and launching safety campaign – reminding drivers to slow down, keep crews safe – I-15, Route 60, Pachappa, Railroad Canyon construction zones
- News media and social media, and safety messages on billboards
- I-15 enforcement
- At this time, a safety video played in partnership with Caltrans, CHP, and RCTC

M/S/C to receive and file an update about a construction zone safety campaign for the Interstate 15 Express Lanes and State Route 60 Truck Lanes project areas.

10. ITEM(S) PULLED FROM CONSENT CALENDAR FOR DISCUSSION

There were no items pulled from the Consent Calendar.

11. COMMISSIONERS/EXECUTIVE DIRECTOR'S REPORT

11A. Anne Mayer announced due to the COVID-19 impacts, staff is actively in conversation with member agencies, community groups, and economists sharing RCTC's data for making projections and developing strategies to help support the economy and get the Inland Empire and Riverside County back on track.

11B. Chair Benoit announced:

- Having a hybrid June Commission meeting where there will be the ability for Commissioners to join by phone or some other means remotely and to have a presence at the County Building in the Board Room.
- The May Committees are dark due to the Memorial Day Holiday.

12. CLOSED SESSION

12A. CONFERENCE WITH REAL PROPERTY NEGOTIATORS
Pursuant to Government Code Section 54956.8
Agency Negotiator: Executive Director or Designee

Item	APN(s)	Property Owner	Buyer(s)
1	206-132-036 and 206-132-037	RCTC	Greens Investment Group

There were no announcements from the Closed Session Item.

13. ADJOURNMENT

There being no further business for consideration by the Riverside County Transportation Commission, Chair Benoit adjourned the meeting at 11:02 a.m. The next Commission meeting is scheduled to be held at 9:30 a.m., Wednesday, June 10, 2020, Board Chambers, First Floor, County Administrative Center, 4080 Lemon Street, Riverside.

Respectfully submitted,

Lisa Mobley
Clerk of the Board

AGENDA ITEM 7B

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 10, 2020
TO:	Riverside County Transportation Commission
FROM:	Theresia Trevino, Chief Financial Officer Michele Cisneros, Deputy Director of Finance
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Appropriations Limit for FY 2020/21

STAFF RECOMMENDATION:

This item is for the Commission to adopt Resolution No. 20-009 *"Resolution of the Riverside County Transportation Commission Establishing the Annual Appropriations Limit",* for Fiscal Year 2020/21.

BACKGROUND INFORMATION:

Section 7910 of the California Government Code implements Article XIIIB of the California Constitution by requiring each local jurisdiction to establish, by resolution, its appropriations limit for each fiscal year and to make documentation used to determine the appropriations limit available to the public 15 days prior to adoption of the resolution establishing the appropriations limit.

Staff performed the calculations necessary to determine the limit. The resolution and documents supporting the calculation are attached. The Commission chose to use the percentage change in the California per capita personal income and population change within Riverside County as the factors in determining the appropriations limit. As required, the adoption of the Commission's FY 2020/21 Appropriations Limit was posted in the *Press Enterprise* and the *Desert Sun*.

Attachments:
1) Resolution No. 20-009
2) California Per Capita Income and Population, Riverside County – California Department of Finance

RESOLUTION NO. 20-009

"RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION ESTABLISHING THE ANNUAL APPROPRIATIONS LIMIT"

WHEREAS, Article XIIIB of the California Constitution places an annual limitation upon appropriations from proceeds of taxes by each local government of the State of California; and

WHEREAS, in 1988, pursuant to Article XIIIB, section 4 of the California Constitution, the Riverside County Transportation Commission established its appropriations limit at $75 million for fiscal year 1988-1989 under ordinance No. 88-1; and

WHEREAS, Section 7910 of the California Government Code implements Article XIIIB of the California Constitution by requiring each local jurisdiction to establish, by resolution, its appropriations limit for each fiscal year and to make the documentation used in determining the appropriations limit available to the public fifteen days prior to adoption of the resolution establishing the appropriations limit; and

WHEREAS, in accordance with Senate Constitutional Amendment No. 1 approved by the voters of the State effective June 6, 1990, beginning with fiscal year 1990-1991 and for each fiscal year thereafter, the Commission's Board of Commissioners is required to select either the percentage change in California per capita personal income or the percentage change in the local assessment roll due to the addition of local non-residential construction, and either the population change within the Commission or the population change within Riverside County, as the two factors to be applied in calculating the appropriations limit for each fiscal year; and

WHEREAS, this Board wishes to select, as factors in determining the Commission's appropriation limit for fiscal year 2020-2021 the percentage change in California per capita personal income and also the population change within Riverside County; and

WHEREAS, this Commission has documented its calculations of the Commission's appropriations limit for fiscal year 2020-2021 and said calculations have been made available to the public at least fifteen days prior to the adoption of this resolution.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Riverside County Transportation Commission as follows:

1. For fiscal year 2020-2021, the factors selected for calculating the appropriations limit are (a) the percentage change in California per capita personal income, and (b) the population change within the County of Riverside.

2. The appropriations limit applicable to this Agency pursuant to Article XIIIB of the California Constitution for fiscal year 2020-2021 are hereby established and determined to be $509,885,755.

3. A copy of the documentation used in the determination of the appropriations limit for fiscal year 2020-2021 shall be affixed hereto and shall be available for public inspection.

4. Pursuant to Section 7910 of the California Government Code, any judicial action or proceeding to attack, review, set aside, void, or annul the establishment of the appropriations limit as set forth herein must be commenced within forty-five days of the adoption of this resolution.

ADOPTED this 10th day of June, 2020.

_____

Ben J. Benoit, Chair
Riverside County Transportation Commission

ATTEST:

_____

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

2020/21 APPROPRIATIONS LIMIT

2019/20	Appropriations Limit	.....	$	487,698,077
	2020/21 adjustment			
	Change in California per capita personal income			3.73%
		Per capita cost of living converted to a ratio:		1.0373
	Change in population, Riverside County			0.79%
		Population converted to a ratio:		1.0079
	Calculation of factor for FY 2020/21:			
		Per capita cost of living ratio		1.0373
		Population ratio	⊠	1.0079
		FY 2020/21 factor		1.0454947
		2019/20 Appropriations Limit	$	487,698,077
		FY 2020/21 factor	⊠	1.0454947
2020/21	**Appropriations Limit**	**.....**	**$**	**509,885,755**

Source: California per capita income - California Department of Finance
Population, Riverside County - California Department of Finance

DEPARTMENT OF FINANCE
OFFICE OF THE DIRECTOR

GAVIN NEWSOM - GOVERNOR
STATE CAPITOL ■ ROOM 1145 ■ SACRAMENTO CA ■ 95814-4998 ■ WWW.DOF.CA.GOV

May 2020

Dear Fiscal Officer:

Subject: Price Factor and Population Information

Appropriations Limit
California Revenue and Taxation Code section 2227 requires the Department of Finance to transmit an estimate of the percentage change in population to local governments. Each local jurisdiction must use their percentage change in population factor for January 1, 2020, in conjunction with a change in the cost of living, or price factor, to calculate their appropriations limit for fiscal year 2020-21. Attachment A provides the change in California's per capita personal income and an example for utilizing the price factor and population percentage change factor to calculate the 2020-21 appropriations limit. Attachment B provides the city and unincorporated county population percentage change. Attachment C provides the population percentage change for counties and their summed incorporated areas. The population percentage change data excludes federal and state institutionalized populations and military populations.

Population Percent Change for Special Districts
Some special districts must establish an annual appropriations limit. California Revenue and Taxation Code section 2228 provides additional information regarding the appropriations limit. Article XIII B, section 9(C) of the California Constitution exempts certain special districts from the appropriations limit calculation mandate. The code section and the California Constitution can be accessed at the following website: http://leginfo.legislature.ca.gov/faces/codes.xhtml.

Special districts required by law to calculate their appropriations limit must present the calculation as part of their annual audit. Any questions special districts have on this requirement should be directed to their county, district legal counsel, or the law itself. No state agency reviews the local appropriations limits.

Population Certification
The population certification program applies only to cities and counties. California Revenue and Taxation Code section 11005.6 mandates Finance to automatically certify any population estimate that exceeds the current certified population with the State Controller's Office. **Finance will certify the higher estimate to the State Controller by June 1, 2020**.

Please Note: The prior year's city population estimates may be revised. The per capita personal income change is based on historical data. Given the stay-at-home orders due to COVID-19, growth in the coming years may be substantially lower than recent trends.

If you have any questions regarding this data, please contact the Demographic Research Unit at (916) 323-4086.

/s/ Keely Martin Bosler

KEELY MARTIN BOSLER
Director

Attachment

A. **Price Factor**: Article XIII B specifies that local jurisdictions select their cost of living factor to compute their appropriation limit by a vote of their governing body. The cost of living factor provided here is per capita personal income. If the percentage change in per capita personal income is selected, the percentage change to be used in setting the fiscal year 2020-21 appropriation limit is:

Per Capita Personal Income

Fiscal Year (FY)	Percentage change over prior year
2020-21	3.73

B. Following is an example using sample population change and the change in California per capita personal income as growth factors in computing a 2020-21 appropriation limit.

2020-21:

Per Capita Cost of Living Change = 3.73 percent
Population Change = 0.22 percent

Per Capita Cost of Living converted to a ratio: $\frac{3.73 + 100}{100} = 1.0373$

Population converted to a ratio: $\frac{0.22 + 100}{100} = 1.0022$

Calculation of factor for FY 2020-21: 1.0373 x 1.0022 = 1.0396

Attachment B
Annual Percent Change in Population Minus Exclusions*
January 1, 2019 to January 1, 2020 and Total Population, January 1, 2019

County City	Percent Change 2019-2020	--- Population Minus Exclusions --- 1-1-19	 1-1-20	Total Population 1-1-2020
Riverside				
Banning	-0.05	31,142	31,125	31,125
Beaumont	3.72	49,630	51,475	51,475
Blythe	-0.37	13,710	13,659	19,255
Calimesa	5.65	8,830	9,329	9,329
Canyon Lake	0.05	10,995	11,000	11,000
Cathedral City	0.49	53,272	53,531	53,580
Coachella	0.64	46,885	47,186	47,186
Corona	0.91	166,723	168,248	168,248
Desert Hot Springs	-0.08	29,683	29,660	29,660
Eastvale	1.22	65,611	66,413	66,413
Hemet	0.02	85,159	85,175	85,175
Indian Wells	0.45	5,379	5,403	5,403
Indio	0.74	90,087	90,751	90,751
Jurupa Valley	0.91	106,115	107,083	107,083
Lake Elsinore	0.47	63,009	63,308	63,453
La Quinta	0.67	40,389	40,660	40,660
Menifee	2.49	94,732	97,093	97,093
Moreno Valley	0.80	207,181	208,838	208,838
Murrieta	1.20	114,193	115,561	115,561
Norco	-0.06	24,006	23,991	27,564
Palm Desert	0.14	52,911	52,986	52,986
Palm Springs	0.28	47,296	47,427	47,427
Perris	0.43	79,856	80,201	80,201
Rancho Mirage	1.21	18,886	19,114	19,114
Riverside	0.53	326,368	328,096	328,155
San Jacinto	1.18	50,431	51,028	51,028
Temecula	0.08	111,879	111,970	111,970
Wildomar	0.15	37,126	37,183	37,183
Unincorporated	0.79	382,077	385,084	385,388
County Total	0.79	2,413,561	2,432,578	2,442,304

*Exclusions include residents on federal military installations and group quarters residents in state mental institutions, state and federal correctional institutions and veteran homes.

AGENDA ITEM 7C

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	June 10, 2020
TO:	Riverside County Transportation Commission
FROM:	Megan Kavand, Senior Financial Analyst Theresia Trevino, Chief Financial Officer
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Quarterly Investment Report

STAFF RECOMMENDATION:

This item is for the Commission to receive and file the Quarterly Investment Report for the quarter ended March 31, 2020.

BACKGROUND INFORMATION:

Prior to Fiscal Year 2013/14, the Commission's quarterly investment reports reflected investments primarily concentrated in the Riverside County Pooled Investment Fund. Other investments included the state Local Agency Investment Fund and mutual funds. As a result of significant project financings such as the State Route 91 Corridor Improvement Project (91 Project or 91 CIP) and the Interstate 15 Express Lanes Project (I-15 ELP), the Commission determined it would be prudent to engage an investment manager for the bond proceeds and other required funds. Additionally, the Commission desired to engage an investment manager to provide investment advisory and management services related to the Commission's operating funds.

In May 2013, following a competitive procurement, the Commission awarded two investment management services agreements to Logan Circle Partners, L.P. (Logan) for the 91 Project's proceeds generated from the issuance of sales tax revenue bonds and toll revenue bonds and to Payden & Rygel Investment Management (Payden & Rygel) for Commission operating funds. At its April 2017 meeting and based on a competitive procurement, the Commission awarded an investment management services agreement to Logan related to the issuance of the sales tax revenue bonds for the I-15 ELP.

Commencing in July 2013, Logan invested the 91 Project debt proceeds and subsequent 91 Project equity contributions in separate accounts of the Short-Term Actively Managed Program (STAMP). Consistent with financing expectations, the Commission expended substantially all of the 91 Project debt proceeds and equity contributions, except for the toll revenue bonds debt service reserve, and subsequent to commencement of operations, established other required accounts. The Commission authorized Payden & Rygel to make specific investments for the Commission's operating funds beginning with the third quarter of

FY 2014/15. In July 2017, the I-15 ELP project and 91 Project completion financing (2017 Financing) was completed and sales tax bond proceeds were in accounts of a separate STAMP portfolio during the first quarter of FY 2017/18. In July 2017, MetLife, Inc. acquired Logan.

The quarterly investment report for the second quarter of FY 2019/20, as required by state law and Commission policy, reflects the investment activities resulting from the 91 Project, 2017 Financing, and available operating cash. The quarterly investment report includes the following information:

- Investment Portfolio Report;
- 91 CIP STAMP Portfolio by Investment Category;
- 91 CIP STAMP Portfolio by Account;
- 91 CIP STAMP Portfolio Transaction Report by Account;
- 91 CIP STAMP Portfolio Summary of investments by credit rating, industry group, asset class, security type, and market sector;
- 91 CIP STAMP Portfolio Toll Revenue Series A & Series B Reserve Fund Summary of investments by credit rating, industry group, asset class, security type, and market sector;
- 91 CIP STAMP Portfolio Residual Fund Required Retained Balance Summary of investments by credit rating, industry group, asset class, security type, and market sector;
- 91 CIP STAMP Portfolio TIFIA Reserve Fund Summary of investments by credit rating, industry group, asset class, security type, and market sector;
- 2017 Financing STAMP Portfolio by Investment Category;
- 2017 Financing STAMP Portfolio by Account;
- 2017 Financing STAMP Portfolio Transaction Report by Account;
- 2017 Financing STAMP Portfolio Summary of investments by credit rating, industry group, asset class, security type, and market sector;
- 2017 Financing STAMP Portfolio I-15 ELP Sales Tax Senior Lien TIFIA Project Fund Summary of investments by credit rating, industry group, asset class, security type, and market sector;
- 2017 Financing STAMP Portfolio Ramp Up Fund Summary of investments by credit rating, industry group, asset class, security type, and market sector;
- MetLife Short Duration First Quarter 2020 Review;
- Payden & Rygel Operating Portfolio by Investment Category;
- Payden & Rygel Operating Portfolio Transaction Report;
- Payden & Rygel Operating Portfolio First Quarter 2020 Review; and
- County of Riverside Investment Report for the Quarter Ended March 31, 2020.

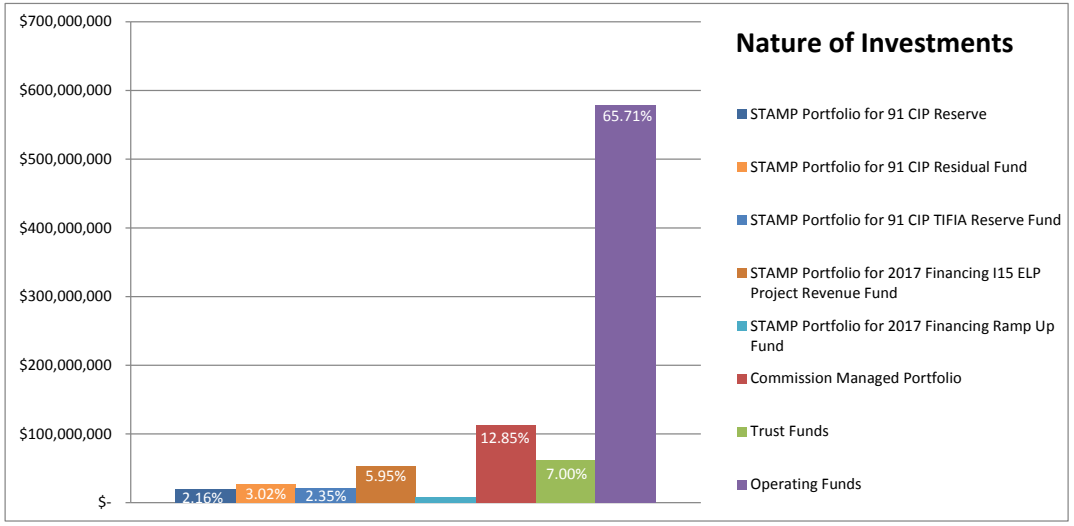
The Commission's investments were in full compliance with the Commission's investment policy adopted on March 13, 2019, and investments securities permitted under the indenture for the Commission's sales tax revenue bonds and the master indentures for the Commission's toll revenue bonds. Additionally, the Commission has adequate cash flows for the next six months.

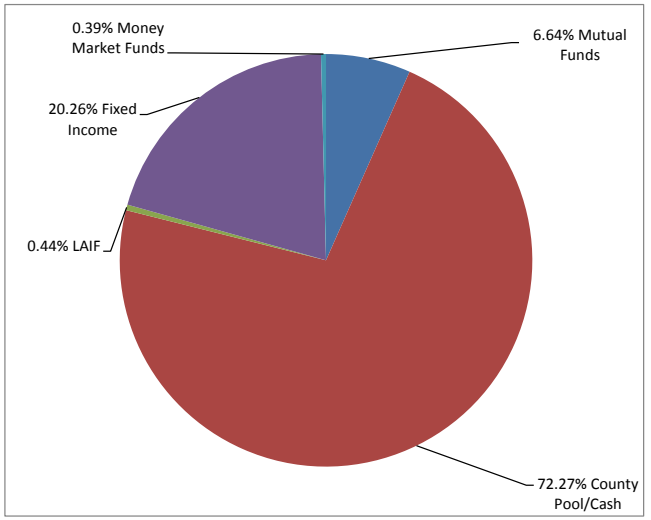
Attachments:

1) Investment Portfolio Report
2) 91 CIP STAMP Portfolio by Investment Category
3) 91 CIP STAMP Portfolio by Account
4) 91 CIP STAMP Portfolio Transaction Report by Account
5) 91 CIP STAMP Portfolio Summary of Investments
6) 91 CIP STAMP Portfolio Toll Revenue Series A & Series B Reserve Fund Summary of Investments
7) 91 CIP STAMP Portfolio Residual Fund Required Retained Balance Summary of Investments
8) 91 CIP STAMP Portfolio TIFIA Reserve Fund Summary of Investments
9) 2017 Financing STAMP Portfolio by Investment Category
10) 2017 Financing STAMP Portfolio by Account
11) 2017 Financing STAMP Portfolio Transaction Report by Account
12) 2017 Financing STAMP Portfolio Summary of Investments
13) 2017 Financing STAMP Portfolio I-15 ELP Sales Tax Senior Lien TIFIA Project Fund Summary of Investments
14) 2017 Financing STAMP Portfolio Ramp Up Fund Summary of Investments
15) Payden & Rygel Operating Portfolio by Investment Category
16) Payden & Rygel Operating Portfolio Transaction Report
17) MetLife Short Duration Quarterly Review
18) Payden & Rygel Operating Portfolio Quarterly Review
19) County of Riverside Investment Report

Riverside County Transportation Commission
Investment Portfolio Report
Period Ended: March 31, 2020

	FAIR VALUE	RATING MOODYS / S&P	COUPON RATE	PAR VALUE	PURCHASE DATE	MATURITY DATE	YIELD TO MATURITY	PURCHASE COST	MARKET VALUE	UNREALIZED GAIN (LOSS)
OPERATING FUNDS										
City National Bank Deposits	40,698,177	A3/BBB+	N/A				N/A			
County Treasurer's Pooled Investment Fund	534,712,087	Aaa-bf/AAA-V1	N/A				1.69%			
Local Agency Investment Fund (LAIF)	3,870,628	N/A	N/A				N/A			
Subtotal Operating Funds	579,280,892									
FUNDS HELD IN TRUST										
County Treasurer's Pooled Investment Fund:										
Local Transportation Fund	61,714,825	Aaa-bf/AAA-V1	N/A				1.69%			
Subtotal Funds Held in Trust	61,714,825									
COMMISSION MANAGED PORTFOLIO										
US Bank Payden & Rygel Operating	54,707,919				See attached report for details					
First American Government Obligation Fund	58,532,207	N/A	N/A				N/A			
Subtotal Commission Managed Portfolio	113,240,126									
STAMP PORTFOLIO for 91 CIP										
Series A & Series B Reserve Fund	19,080,313				See attached report for details					
Residual Fund Required Retained Balance	26,621,856				See attached report for details					
TIFIA Reserve Fund	20,732,372				See attached report for details					
Subtotal STAMP Portfolio - 91 CIP	66,434,541									
STAMP PORTFOLIO for 2017 Financing										
Sales Tax I15 ELP Project Revenue Fund	52,475,982				See attached report for details					
Ramp Up Fund	8,436,457				See attached report for details					
Subtotal STAMP Portfolio - 2017 Financing	60,912,438									
TOTAL All Cash and Investments	**$ 881,582,821**									





RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio by Investment Category for quarter ended March 31, 2020

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350023	MIM-Sr Lien Reserve Fund-1	3137EADB2	Agency	Freddie Mac	01/13/2022	---	950,000.00	942,921.50	---	983,316.50	33,531.97	2.375	0.399	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137EADR7	Agency	Freddie Mac	05/01/2020	05/15/2015	150,000.00	148,903.50	---	150,136.50	155.37	1.375	0.281	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3135G0D75	Agency	Federal National Mortgage Association	06/22/2020	05/06/2015	600,000.00	593,490.00	---	601,686.00	1,982.15	1.500	0.249	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3130AFFX0	Agency	Federal Home Loan Banks	11/16/2028	09/11/2019	185,000.00	205,766.25	---	218,660.75	14,046.03	3.250	1.039	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137EADB2	Agency	Freddie Mac	01/13/2022	06/06/2019	500,000.00	505,766.50	---	517,535.00	13,548.00	2.375	0.399	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137EADR7	Agency	Freddie Mac	05/01/2020	06/07/2019	175,000.00	173,909.75	---	175,159.25	260.33	1.375	0.281	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3135G0D75	Agency	Federal National Mortgage Association	06/22/2020	06/07/2019	650,000.00	646,269.00	---	651,826.50	2,639.53	1.500	0.249	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3130AFFX0	Agency	Federal Home Loan Banks	11/16/2028	09/11/2019	200,000.00	222,450.00	---	236,390.00	15,184.90	3.250	1.039	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136A72D3	Agency CMO	Federal National Mortgage Association	04/25/2022	07/03/2013	214,016.23	203,315.42	---	217,543.22	5,334.25	2.482	1.373	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137AUPE3	Agency CMO	Freddie Mac	06/25/2022	---	150,000.00	151,611.80	---	153,297.00	2,749.05	2.396	1.262	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377RSZ9	Agency CMO	Government National Mortgage Association	06/16/2039	---	10,305.56	10,629.04	---	10,353.89	20.59	4.500	0.146	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377JZ89	Agency CMO	Government National Mortgage Association	10/20/2039	---	56,766.92	58,313.00	---	59,398.63	1,566.00	3.500	0.788	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38376T5Z1	Agency CMO	Government National Mortgage Association	01/16/2039	01/26/2015	57,783.68	60,369.50	---	60,706.96	1,362.88	3.000	0.734	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378TAF7	Agency CMO	Government National Mortgage Association	07/20/2041	07/05/2013	95,617.05	95,631.46	---	99,325.08	3,767.77	2.500	0.747	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38380AZ34	Agency CMO	Government National Mortgage Association	04/20/2046	11/28/2016	120,581.71	123,958.94	---	128,496.69	4,978.40	3.000	1.797	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378CRT6	Agency CMO	Government National Mortgage Association	10/20/2040	05/22/2014	38,738.70	37,407.05	---	40,017.85	2,216.93	2.000	0.708	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38376WA62	Agency CMO	Government National Mortgage Association	10/20/2039	---	160,762.90	164,807.05	---	171,606.36	6,299.81	4.000	1.846	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377RVK8	Agency CMO	Government National Mortgage Association	04/20/2039	---	82,892.62	84,546.40	---	85,898.30	2,182.80	3.000	1.204	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137AXHP1	Agency CMO	Freddie Mac	09/25/2022	09/29/2017	140,000.00	142,089.06	---	144,048.80	3,118.34	2.573	1.270	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137ATRW4	Agency CMO	Freddie Mac	05/25/2022	---	282,110.00	278,085.13	---	287,859.40	8,111.34	2.373	1.263	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378B7F0	Agency CMO	Government National Mortgage Association	12/16/2042	---	450,000.00	427,324.22	---	451,728.00	13,660.70	2.273	2.170	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378CDK0	Agency CMO	Government National Mortgage Association	03/20/2035	03/16/2018	4,943.62	4,966.79	---	4,959.19	17.21	3.000	0.508	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378AWX5	Agency CMO	Government National Mortgage Association	01/20/2036	03/28/2018	38,833.61	39,042.94	---	39,256.50	379.44	3.000	0.595	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378DDC6	Agency CMO	Government National Mortgage Association	04/20/2038	06/20/2018	25,736.60	25,910.52	---	25,820.50	85.16	3.500	0.557	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31398QTP2	Agency CMO	Freddie Mac	05/15/2038	06/26/2018	11,249.04	11,469.19	---	11,277.17	17.30	4.500	0.641	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38379HLE3	Agency CMO	Government National Mortgage Association	05/20/2043	10/18/2018	63,167.17	63,078.34	---	65,227.05	2,157.84	3.500	0.158	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378VC45	Agency CMO	Government National Mortgage Association	12/16/2041	11/23/2018	125,495.83	120,966.22	---	128,881.71	7,296.53	2.250	1.222	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377JM59	Agency CMO	Government National Mortgage Association	10/20/2039	11/21/2018	62,036.66	60,485.74	---	63,416.97	2,649.97	2.500	1.174	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136A5KR6	Agency CMO	Federal National Mortgage Association	10/25/2022	01/25/2019	41,139.41	40,573.75	---	41,301.92	504.91	1.750	0.893	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378HXH4	Agency CMO	Government National Mortgage Association	09/16/2027	03/08/2019	13,661.46	13,249.33	---	13,784.96	486.35	1.250	0.807	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B5A60	Agency CMO	Freddie Mac	10/15/2028	03/20/2019	20,448.54	20,218.49	---	21,002.89	744.20	2.500	1.146	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B4HD1	Agency CMO	Freddie Mac	12/15/2042	03/20/2019	32,818.02	33,894.86	---	34,847.81	1,023.27	4.500	1.115	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38375XCM4	Agency CMO	Government National Mortgage Association	11/16/2037	05/14/2019	51,617.65	53,079.48	---	53,984.84	1,216.77	5.000	1.156	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136ADFF1	Agency CMO	Federal National Mortgage Association	04/25/2023	06/10/2019	102,585.24	101,110.58	---	103,237.68	1,882.53	1.500	0.885	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137ABFH9	Agency CMO	Freddie Mac	06/25/2021	07/22/2019	100,000.00	102,574.22	---	102,544.00	924.18	3.989	1.203	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377REV3	Agency CMO	Government National Mortgage Association	10/20/2039	07/01/2019	66,398.13	67,715.72	---	69,024.18	1,490.34	3.500	0.915	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377QKH9	Agency CMO	Government National Mortgage Association	08/20/2040	08/20/2019	43,825.94	44,622.00	---	46,022.50	1,430.14	3.000	0.894	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38376GY53	Agency CMO	Government National Mortgage Association	01/16/2040	08/06/2019	59,409.95	59,597.92	---	59,792.55	319.70	3.526	2.173	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38379JM99	Agency CMO	Government National Mortgage Association	02/16/2041	08/28/2019	45,823.55	46,118.91	---	47,496.57	1,412.44	2.500	0.385	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38374C4J7	Agency CMO	Government National Mortgage Association	07/20/2020	10/21/2019	10,497.95	10,583.25	---	10,547.60	17.90	5.500	0.617	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378JZD7	Agency CMO	Government National Mortgage Association	12/20/2040	10/16/2019	36,902.10	36,440.82	---	37,357.47	887.25	1.500	0.733	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137BDKF2	Agency CMO	Freddie Mac	09/15/2040	11/13/2019	56,032.25	57,323.62	---	58,144.67	923.03	3.500	1.077	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137A5FP4	Agency CMO	Freddie Mac	01/15/2021	---	60,177.31	60,184.12	---	60,805.56	663.57	2.500	0.697	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378FRB8	Agency CMO	Government National Mortgage Association	07/20/2042	12/30/2019	185,575.11	182,849.47	---	189,993.65	7,113.07	2.000	1.430	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378CNY9	Agency CMO	Government National Mortgage Association	11/20/2038	02/04/2020	110,000.00	110,721.88	---	111,607.10	1,023.17	3.500	0.773	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38376TTT9	Agency CMO	Government National Mortgage Association	11/20/2039	01/29/2020	46,261.98	47,346.24	---	48,412.23	1,087.19	3.000	0.832	AAA
256350021	MIM-RCTC 2013 Residual Fund	38378CDK0	Agency CMO	Government National Mortgage Association	03/20/2035	01/30/2018	8,898.51	8,980.54	---	8,926.54	24.34	3.000	0.508	AAA
256350021	MIM-RCTC 2013 Residual Fund	38378AWX5	Agency CMO	Government National Mortgage Association	01/20/2036	01/30/2018	12,944.54	13,069.93	---	13,085.50	107.69	3.000	0.595	AAA
256350021	MIM-RCTC 2013 Residual Fund	31397LUK3	Agency CMO	Federal National Mortgage Association	06/25/2023	10/10/2018	98,253.76	100,234.19	---	101,259.34	2,085.39	4.500	0.800	AAA
256350021	MIM-RCTC 2013 Residual Fund	3136A5KR6	Agency CMO	Federal National Mortgage Association	10/25/2022	01/25/2019	63,196.09	62,327.14	---	63,445.71	775.62	1.750	0.893	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137ABFH9	Agency CMO	Freddie Mac	06/25/2021	03/15/2019	206,000.00	209,846.41	---	211,240.64	3,202.62	3.989	1.203	AAA
256350021	MIM-RCTC 2013 Residual Fund	38378BXQ7	Agency CMO	Government National Mortgage Association	01/16/2036	06/17/2019	61,446.05	60,831.59	---	61,215.01	(0.61)	1.537	3.263	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137A2PV7	Agency CMO	Freddie Mac	09/15/2022	06/03/2019	25,972.36	25,517.84	---	26,230.53	625.17	1.500	0.789	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137A1N90	Agency CMO	Freddie Mac	06/25/2020	06/26/2018	35,471.41	35,795.64	---	35,478.15	52.64	3.531	1.559	AAA
256350021	MIM-RCTC 2013 Residual Fund	31394GUX9	Agency CMO	Freddie Mac	08/15/2023	07/02/2019	25,556.66	26,642.82	---	26,989.37	519.46	5.500	1.159	AAA
256350021	MIM-RCTC 2013 Residual Fund	3136A72D3	Agency CMO	Federal National Mortgage Association	04/25/2022	07/26/2019	29,799.72	29,974.13	---	30,290.82	313.92	2.482	1.373	AAA
256350021	MIM-RCTC 2013 Residual Fund	38377REV3	Agency CMO	Government National Mortgage Association	10/20/2039	07/01/2019	142,281.71	145,105.10	---	147,908.95	3,193.59	3.500	0.915	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137AYCE9	Agency CMO	Freddie Mac	10/25/2022	08/13/2019	360,000.00	367,790.63	---	371,710.80	5,585.81	2.682	1.269	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137GAUY1	Agency CMO	Freddie Mac	10/15/2022	08/15/2019	133,983.80	132,602.09	---	135,004.75	2,200.79	1.500	0.892	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137A1LC5	Agency CMO	Freddie Mac	08/15/2020	01/17/2018	304.42	303.42	---	304.39	0.32	2.000	1.111	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137ATRW4	Agency CMO	Freddie Mac	05/25/2022	08/19/2019	100,000.00	101,109.38	---	102,038.00	1,218.40	2.373	1.263	AAA
256350021	MIM-RCTC 2013 Residual Fund	3136A1HC2	Agency CMO	Federal National Mortgage Association	01/25/2023	01/02/2020	19,395.28	19,536.96	---	19,590.79	92.21	3.500	0.744	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137A5FP4	Agency CMO	Freddie Mac	01/15/2021	01/30/2018	21,512.21	21,565.99	---	21,736.80	217.85	2.500	0.697	AAA
256350021	MIM-RCTC 2013 Residual Fund	38378PPK8	Agency CMO	Government National Mortgage Association	12/20/2038	01/08/2020	97,231.95	97,919.41	---	100,514.50	2,624.72	2.500	0.530	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137AH6C7	Agency CMO	Freddie Mac	07/25/2021	03/11/2020	38,107.20	38,845.53	---	39,037.01	216.51	3.230	0.994	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137ADTJ6	Agency CMO	Freddie Mac	04/25/2021	03/11/2020	480,742.86	490,583.07	---	491,223.05	1,102.10	3.871	1.182	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AH6C7	Agency CMO	Freddie Mac	07/25/2021	06/07/2019	333,437.97	339,338.26	---	341,573.86	4,548.51	3.230	0.994	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137ABFH9	Agency CMO	Freddie Mac	06/25/2021	---	149,000.00	152,765.01	---	152,790.56	1,550.28	3.989	1.203	AAA

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio by Investment Category for quarter ended March 31, 2020

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350018	MIM-RCTC 91 TIFIA Reserve	3136ADFF1	Agency CMO	Federal National Mortgage Association	04/25/2023	06/10/2019	108,619.66	107,058.26	---	109,310.48	1,993.27	1.500	0.885	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136A5KR6	Agency CMO	Federal National Mortgage Association	10/25/2022	06/10/2019	123,913.90	122,984.55	---	124,403.36	1,147.76	1.750	0.893	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AS7D0	Agency CMO	Freddie Mac	04/15/2039	06/14/2019	151,938.09	150,798.55	---	153,989.25	3,023.76	2.000	0.790	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38376PRM4	Agency CMO	Government National Mortgage Association	05/20/2038	06/18/2019	11,713.60	11,772.17	---	11,763.27	44.12	4.000	-0.264	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B6DF5	Agency CMO	Freddie Mac	11/15/2026	06/18/2019	161,399.87	159,722.82	---	164,618.18	4,716.65	2.000	0.917	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31397ALN1	Agency CMO	Freddie Mac	04/15/2032	06/18/2019	141,168.82	141,080.60	---	141,085.53	430.95	1.055	1.464	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378BXQ7	Agency CMO	Government National Mortgage Association	01/16/2036	06/17/2019	82,952.17	82,122.65	---	82,640.27	(0.83)	1.537	3.263	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136AGFQ0	Agency CMO	Federal National Mortgage Association	12/25/2038	06/18/2019	146,501.74	148,350.18	---	150,107.15	2,098.03	3.500	1.253	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B3HX9	Agency CMO	Freddie Mac	07/15/2038	06/20/2019	77,738.06	77,495.13	---	77,829.01	752.76	1.155	1.304	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377YTL4	Agency CMO	Government National Mortgage Association	05/20/2040	06/17/2019	186,247.60	183,977.71	---	189,965.10	5,847.88	2.000	1.052	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378WUY7	Agency CMO	Government National Mortgage Association	06/20/2041	06/12/2019	145,961.28	146,189.35	---	149,321.31	3,195.16	2.500	0.694	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378BSZ3	Agency CMO	Government National Mortgage Association	04/16/2040	06/25/2019	184,641.26	183,602.66	---	184,726.20	947.12	2.141	2.034	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1UG5	Agency CMO	Freddie Mac	01/25/2023	06/25/2019	200,000.00	204,101.56	---	206,780.00	3,638.72	2.637	1.277	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BDKF2	Agency CMO	Freddie Mac	09/15/2040	---	64,884.06	66,243.77	---	67,330.19	1,288.23	3.500	1.077	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136AGZA3	Agency CMO	Federal National Mortgage Association	09/25/2030	06/25/2019	25,483.97	25,654.20	---	26,076.47	456.63	3.000	1.174	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378CNY9	Agency CMO	Government National Mortgage Association	11/20/2038	06/25/2019	200,000.00	202,593.75	---	202,922.00	1,874.50	3.500	0.773	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AUPE3	Agency CMO	Freddie Mac	06/25/2022	06/28/2019	200,000.00	201,773.44	---	204,396.00	3,157.58	2.396	1.262	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137ATRW4	Agency CMO	Freddie Mac	05/25/2022	06/28/2019	300,000.00	302,496.09	---	306,114.00	4,407.08	2.373	1.263	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AXHP1	Agency CMO	Freddie Mac	09/25/2022	06/28/2019	150,000.00	152,232.42	---	154,338.00	2,683.61	2.573	1.270	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38374C4J7	Agency CMO	Government National Mortgage Association	07/20/2020	06/14/2019	23,804.10	24,086.77	---	23,916.69	50.80	5.500	0.617	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377REV3	Agency CMO	Government National Mortgage Association	10/20/2039	07/01/2019	71,140.85	72,552.56	---	73,954.47	1,596.79	3.500	0.915	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378TAF7	Agency CMO	Government National Mortgage Association	07/20/2041	07/05/2019	103,585.13	103,779.36	---	107,602.17	3,853.35	2.500	0.747	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377QKH9	Agency CMO	Government National Mortgage Association	08/20/2040	08/20/2019	47,285.88	48,144.79	---	49,655.85	1,543.04	3.000	0.894	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137A2B26	Agency CMO	Freddie Mac	08/25/2020	06/13/2019	167,343.55	169,330.75	---	168,123.37	526.07	3.808	1.435	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38376V2E6	Agency CMO	Government National Mortgage Association	07/16/2039	08/06/2019	106,316.96	110,636.09	---	113,279.66	2,987.53	4.000	0.768	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38376GY53	Agency CMO	Government National Mortgage Association	01/16/2040	08/06/2019	65,832.65	66,040.95	---	66,256.61	354.26	3.526	2.173	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38379JM99	Agency CMO	Government National Mortgage Association	02/16/2041	08/28/2019	49,348.44	49,666.51	---	51,150.15	1,521.09	2.500	0.385	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378JZD7	Agency CMO	Government National Mortgage Association	12/20/2040	10/16/2019	39,208.47	38,718.37	---	39,692.31	942.70	1.500	0.733	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137A6B27	Agency CMO	Freddie Mac	10/25/2020	06/27/2019	244,310.56	249,693.01	---	245,893.69	(572.21)	4.333	2.184	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377RED3	Agency CMO	Government National Mortgage Association	12/16/2025	12/11/2019	191,725.99	193,253.81	---	197,339.73	4,144.99	2.500	0.875	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38376WA62	Agency CMO	Government National Mortgage Association	10/20/2039	12/17/2019	89,395.50	93,781.46	---	95,425.23	1,691.83	4.000	1.846	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378FRB8	Agency CMO	Government National Mortgage Association	07/20/2042	12/30/2019	195,884.84	193,007.78	---	200,548.85	7,508.23	2.000	1.430	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377JZ89	Agency CMO	Government National Mortgage Association	10/20/2039	01/28/2020	65,500.30	66,933.12	---	68,536.89	1,615.28	3.500	0.788	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B5A60	Agency CMO	Freddie Mac	10/15/2028	02/07/2020	18,670.40	18,845.44	---	19,176.55	334.10	2.500	1.146	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38376TTT9	Agency CMO	Government National Mortgage Association	11/20/2039	01/29/2020	50,284.76	51,463.30	---	52,622.00	1,181.74	3.000	0.832	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38379KDN5	Agency MBS	Government National Mortgage Association	09/16/2055	08/05/2015	101,124.95	98,541.52	---	102,523.51	2,056.22	2.185	2.258	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36202F2H8	Agency MBS	Government National Mortgage Association	01/20/2027	---	125,166.78	129,010.95	---	130,447.57	2,470.32	3.000	1.259	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378XP62	Agency MBS	Government National Mortgage Association	05/16/2055	05/14/2015	241,068.83	244,044.52	---	245,504.50	2,123.50	2.500	2.045	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378KWU9	Agency MBS	Government National Mortgage Association	11/16/2041	---	155,147.47	147,425.63	---	153,139.86	2,795.47	1.400	2.010	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138EJPZ5	Agency MBS	Federal National Mortgage Association	07/01/2022	08/29/2016	195,801.84	207,970.62	---	203,665.25	1,978.96	3.022	0.763	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31381T4E7	Agency MBS	Federal National Mortgage Association	03/01/2022	10/25/2016	252,999.23	264,334.79	---	258,962.42	1,574.97	2.670	1.347	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136A7MN9	Agency MBS	Federal National Mortgage Association	05/25/2022	08/29/2016	259,151.19	266,561.30	---	263,870.33	2,057.99	2.349	1.208	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31417YKF3	Agency MBS	Federal National Mortgage Association	01/01/2030	---	109,998.39	115,273.19	---	119,803.65	6,238.36	4.500	0.536	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378KRS0	Agency MBS	Government National Mortgage Association	07/16/2043	05/08/2015	450,000.00	434,460.94	---	454,320.00	11,311.66	2.389	2.052	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378KXW4	Agency MBS	Government National Mortgage Association	02/16/2037	12/11/2014	93,240.57	92,788.94	---	92,935.67	(139.60)	1.705	1.936	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138EKXL4	Agency MBS	Federal National Mortgage Association	03/01/2023	---	218,108.92	215,008.61	---	225,533.35	8,244.20	2.332	0.943	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378KSL4	Agency MBS	Government National Mortgage Association	12/16/2046	---	425,000.00	415,829.11	---	433,644.50	14,540.77	2.820	2.484	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136AHAE0	Agency MBS	Federal National Mortgage Association	04/25/2023	10/28/2016	52,181.09	53,306.25	---	53,543.02	662.18	2.623	0.850	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378B6A2	Agency MBS	Government National Mortgage Association	11/16/2052	01/22/2015	109,708.05	106,249.67	---	109,001.53	1,018.39	1.826	2.025	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B1U75	Agency MBS	Freddie Mac	01/25/2023	08/29/2016	364,745.90	379,065.02	---	376,217.15	6,275.80	2.522	0.932	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31381Q6B7	Agency MBS	Federal National Mortgage Association	06/01/2021	07/15/2016	179,308.07	198,863.86	---	184,622.76	610.70	4.295	1.577	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136AC7J4	Agency MBS	Federal National Mortgage Association	03/25/2023	02/21/2018	38,958.65	38,317.96	---	40,118.84	1,532.90	2.535	1.582	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31381R5T7	Agency MBS	Federal National Mortgage Association	09/01/2021	08/29/2018	130,000.00	132,747.27	---	134,056.00	2,911.22	3.770	1.455	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31381SVJ8	Agency MBS	Federal National Mortgage Association	11/01/2021	02/22/2019	104,843.84	105,368.07	---	107,407.27	2,356.15	3.330	1.640	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138L1W62	Agency MBS	Federal National Mortgage Association	12/01/2022	02/21/2019	163,059.66	162,091.49	---	162,629.18	371.39	2.500	2.557	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137F4D41	Agency MBS	Freddie Mac	01/25/2028	04/01/2019	35,000.00	36,714.84	---	40,335.05	3,801.22	3.600	1.495	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	06/10/2019	94,763.45	98,213.43	---	99,637.13	2,107.32	4.000	0.609	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137FBAJ5	Agency MBS	Freddie Mac	08/25/2027	06/26/2019	200,000.00	211,593.75	---	225,738.00	15,155.23	3.281	1.417	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B1BS0	Agency MBS	Freddie Mac	11/25/2022	07/31/2019	360,000.00	363,360.94	---	370,490.40	7,920.33	2.510	1.278	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137FNAD2	Agency MBS	Freddie Mac	11/25/2028	08/01/2019	132,966.14	135,619.88	---	142,659.37	7,274.66	2.631	1.274	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138LFGP7	Agency MBS	Federal National Mortgage Association	10/01/2028	08/07/2019	275,000.00	284,356.45	---	296,392.25	12,497.02	2.550	1.603	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36178NB99	Agency MBS	Government National Mortgage Association	08/15/2027	10/11/2019	35,156.90	35,546.93	---	36,584.97	1,050.35	2.500	0.979	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36202FA30	Agency MBS	Government National Mortgage Association	09/20/2024	10/23/2019	35,692.62	37,187.25	---	37,945.90	908.43	4.500	0.579	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31381PEB0	Agency MBS	Federal National Mortgage Association	11/01/2020	09/26/2014	244,714.48	257,676.70	---	244,983.67	(451.21)	3.370	2.740	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179M4J6	Agency MBS	Government National Mortgage Association	03/20/2028	11/20/2019	43,828.42	44,355.73	---	45,485.57	1,142.20	2.500	1.143	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138NJAE8	Agency MBS	Federal National Mortgage Association	12/01/2020	---	18,897.97	19,110.57	---	18,886.25	(123.61)	3.630	3.484	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137FPJF3	Agency MBS	Freddie Mac	06/25/2029	01/08/2020	183,797.35	184,630.19	---	193,705.87	9,108.95	2.258	1.267	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137FQ3Y7	Agency MBS	Freddie Mac	07/25/2029	01/08/2020	184,010.53	184,075.23	---	193,223.94	9,158.15	2.190	1.295	AAA

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio by Investment Category for quarter ended March 31, 2020

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350023	MIM-Sr Lien Reserve Fund-1	3132CJAJ2	Agency MBS	Freddie Mac	09/01/2029	01/28/2020	97,596.24	100,364.02	---	102,275.98	1,876.83	3.000	1.134	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31381QB54	Agency MBS	Federal National Mortgage Association	03/01/2021	11/07/2018	127,940.81	130,589.58	---	129,701.27	888.47	4.410	2.262	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179NHK7	Agency MBS	Government National Mortgage Association	07/20/2028	03/31/2020	198,992.19	207,573.73	---	207,916.99	343.26	3.000	1.409	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137AXHN6	Agency MBS	Freddie Mac	02/25/2022	01/25/2018	19,505.74	19,237.54	---	19,662.17	301.07	1.749	0.819	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137B1UF7	Agency MBS	Freddie Mac	09/25/2022	01/25/2018	11,812.08	11,638.59	---	11,914.49	201.83	1.785	0.939	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137AWQG3	Agency MBS	Freddie Mac	04/25/2022	---	39,347.55	38,615.92	---	39,608.42	702.37	1.583	0.868	AAA
256350021	MIM-RCTC 2013 Residual Fund	31381RZ23	Agency MBS	Federal National Mortgage Association	08/01/2021	11/02/2018	59,814.60	60,702.47	---	61,174.78	879.29	3.840	1.803	AAA
256350021	MIM-RCTC 2013 Residual Fund	31381RLL6	Agency MBS	Federal National Mortgage Association	07/01/2021	11/02/2018	51,910.15	52,680.70	---	52,983.13	687.68	3.840	1.808	AAA
256350021	MIM-RCTC 2013 Residual Fund	3138L2GH4	Agency MBS	Federal National Mortgage Association	07/01/2021	---	123,621.96	121,004.32	---	124,817.38	2,420.45	1.870	0.909	AAA
256350021	MIM-RCTC 2013 Residual Fund	3138L1W62	Agency MBS	Federal National Mortgage Association	12/01/2022	02/21/2019	124,692.68	123,952.31	---	124,363.49	284.00	2.500	2.557	AAA
256350021	MIM-RCTC 2013 Residual Fund	31381SVJ8	Agency MBS	Federal National Mortgage Association	11/01/2021	02/22/2019	83,875.07	84,294.45	---	85,925.82	1,884.93	3.330	1.640	AAA
256350021	MIM-RCTC 2013 Residual Fund	31397UPF0	Agency MBS	Federal National Mortgage Association	06/25/2021	03/15/2019	118,001.24	119,697.50	---	119,883.35	993.21	3.763	1.372	AAA
256350021	MIM-RCTC 2013 Residual Fund	3138L8H23	Agency MBS	Federal National Mortgage Association	12/01/2021	05/02/2019	67,518.90	67,307.98	---	67,433.16	108.33	2.730	2.711	AAA
256350021	MIM-RCTC 2013 Residual Fund	3128MMPY3	Agency MBS	Freddie Mac	06/01/2027	05/10/2019	186,223.77	185,409.04	---	193,346.83	7,889.34	2.500	1.037	AAA
256350021	MIM-RCTC 2013 Residual Fund	3128MMPP2	Agency MBS	Freddie Mac	03/01/2027	05/10/2019	202,670.31	201,783.63	---	210,414.34	8,588.93	2.500	1.010	AAA
256350021	MIM-RCTC 2013 Residual Fund	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	06/10/2019	62,070.06	64,329.80	---	65,262.32	1,380.29	4.000	0.609	AAA
256350021	MIM-RCTC 2013 Residual Fund	38378KW47	Agency MBS	Government National Mortgage Association	08/16/2035	06/13/2019	83,838.43	83,366.84	---	83,835.91	303.87	2.150	1.998	AAA
256350021	MIM-RCTC 2013 Residual Fund	3140J6DU8	Agency MBS	Federal National Mortgage Association	08/01/2031	07/26/2019	189,198.48	190,469.66	---	196,406.95	6,010.54	2.500	1.151	AAA
256350021	MIM-RCTC 2013 Residual Fund	3138EKXL4	Agency MBS	Federal National Mortgage Association	03/01/2023	08/21/2019	47,158.69	47,689.22	---	48,763.97	1,067.37	2.332	0.943	AAA
256350021	MIM-RCTC 2013 Residual Fund	3136AMM48	Agency MBS	Federal National Mortgage Association	07/25/2022	08/01/2019	338,657.77	340,562.72	---	344,055.97	3,915.90	2.509	1.441	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137APP61	Agency MBS	Freddie Mac	01/25/2022	09/06/2019	14,844.20	15,086.57	---	15,254.34	235.17	2.789	0.896	AAA
256350021	MIM-RCTC 2013 Residual Fund	31418CQM9	Agency MBS	Federal National Mortgage Association	10/01/2027	09/11/2019	52,209.96	53,539.69	---	54,667.48	1,206.93	3.000	1.148	AAA
256350021	MIM-RCTC 2013 Residual Fund	36178NB99	Agency MBS	Government National Mortgage Association	08/15/2027	10/11/2019	117,189.68	118,489.75	---	121,949.92	3,501.17	2.500	0.979	AAA
256350021	MIM-RCTC 2013 Residual Fund	3132G5AV1	Agency MBS	Freddie Mac	07/01/2028	10/11/2019	69,122.44	70,418.49	---	72,348.38	1,991.79	3.000	1.228	AAA
256350021	MIM-RCTC 2013 Residual Fund	36179M4J6	Agency MBS	Government National Mortgage Association	03/20/2028	11/20/2019	146,094.74	147,852.44	---	151,618.58	3,807.33	2.500	1.143	AAA
256350021	MIM-RCTC 2013 Residual Fund	31416BVR6	Agency MBS	Federal National Mortgage Association	12/01/2020	01/17/2018	0.00	0.00	---	0.00	0.00	5.000	0.028	AAA
256350021	MIM-RCTC 2013 Residual Fund	36202F2H8	Agency MBS	Government National Mortgage Association	01/20/2027	12/12/2019	85,517.67	87,628.90	---	89,125.66	1,562.79	3.000	1.259	AAA
256350021	MIM-RCTC 2013 Residual Fund	31381QB54	Agency MBS	Federal National Mortgage Association	03/01/2021	11/07/2018	98,087.96	100,118.68	---	99,437.65	681.16	4.410	2.262	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	06/10/2019	189,526.90	196,426.87	---	199,274.27	4,214.63	4.000	0.609	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620AFYR2	Agency MBS	Government National Mortgage Association	12/15/2024	06/12/2019	89,601.74	92,517.30	---	94,171.43	2,190.18	4.000	0.512	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31397UPF0	Agency MBS	Federal National Mortgage Association	06/25/2021	06/10/2019	236,002.47	239,874.39	---	239,766.70	1,494.44	3.763	1.372	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36297GCD0	Agency MBS	Government National Mortgage Association	02/15/2025	06/12/2019	92,548.55	96,442.11	---	96,879.83	1,319.08	4.500	1.373	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620A9T35	Agency MBS	Government National Mortgage Association	11/15/2024	06/13/2019	149,001.76	153,855.95	---	156,590.42	3,529.21	4.000	0.472	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620C4SU5	Agency MBS	Government National Mortgage Association	09/15/2025	06/12/2019	83,583.46	86,675.39	---	87,881.32	1,672.37	4.000	0.880	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378KW47	Agency MBS	Government National Mortgage Association	08/16/2035	06/13/2019	216,931.93	215,711.69	---	216,925.42	786.26	2.150	1.998	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FGZN8	Agency MBS	Freddie Mac	02/25/2023	06/18/2019	159,611.24	159,536.42	---	156,672.79	(2,002.95)	1.862	3.640	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31381R5T7	Agency MBS	Federal National Mortgage Association	09/01/2021	06/20/2019	101,000.00	103,840.63	---	104,151.20	1,373.91	3.770	1.455	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138EJRP5	Agency MBS	Federal National Mortgage Association	06/01/2021	06/18/2019	146,949.65	151,382.60	---	152,242.78	2,798.68	4.355	0.196	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AWQG3	Agency MBS	Freddie Mac	04/25/2022	06/07/2019	251,824.29	249,030.61	---	253,493.88	3,810.07	1.583	0.868	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1BS0	Agency MBS	Freddie Mac	11/25/2022	---	645,000.00	652,086.14	---	663,795.30	13,422.40	2.510	1.278	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137F4D41	Agency MBS	Freddie Mac	01/25/2028	06/27/2019	150,000.00	163,248.05	---	172,864.50	10,700.33	3.600	1.495	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1U75	Agency MBS	Freddie Mac	01/25/2023	06/27/2019	359,946.61	363,419.53	---	371,266.93	8,778.85	2.522	0.932	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BM6P6	Agency MBS	Freddie Mac	08/25/2022	06/28/2019	200,000.00	205,437.50	---	206,254.00	2,260.83	3.090	1.552	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137F4CY6	Agency MBS	Freddie Mac	09/25/2024	06/28/2019	190,000.00	195,907.81	---	205,247.50	10,211.65	2.920	0.994	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FBAJ5	Agency MBS	Freddie Mac	08/25/2027	06/26/2019	200,000.00	211,593.75	---	225,738.00	15,155.23	3.281	1.417	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31419AM53	Agency MBS	Federal National Mortgage Association	08/01/2024	06/28/2019	90,752.01	94,098.49	---	94,657.07	1,499.87	5.500	0.456	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31381Q6B7	Agency MBS	Federal National Mortgage Association	06/01/2021	07/01/2019	179,308.07	184,834.40	---	184,622.76	2,043.36	4.295	1.577	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136AHAE0	Agency MBS	Federal National Mortgage Association	04/25/2023	06/28/2019	62,412.68	62,988.75	---	64,041.65	860.01	2.623	0.850	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138EJPZ5	Agency MBS	Federal National Mortgage Association	07/01/2022	07/22/2019	220,277.07	224,295.41	---	229,123.40	4,584.14	3.022	0.763	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31381SVJ8	Agency MBS	Federal National Mortgage Association	11/01/2021	07/22/2019	83,875.08	85,303.58	---	85,925.83	1,093.42	3.330	1.640	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378KWU9	Agency MBS	Government National Mortgage Association	11/16/2041	---	95,204.13	91,028.49	---	93,972.19	2,142.99	1.400	2.010	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BSRZ8	Agency MBS	Freddie Mac	09/25/2022	06/28/2019	150,364.19	153,330.36	---	156,521.60	3,260.51	2.838	0.921	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378NWU3	Agency MBS	Government National Mortgage Association	06/16/2048	06/27/2019	141,365.35	143,353.30	---	145,846.63	1,860.86	2.570	2.049	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FNAD2	Agency MBS	Freddie Mac	11/25/2028	08/01/2019	147,740.16	150,688.75	---	158,510.41	8,082.95	2.631	1.274	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138LFGP7	Agency MBS	Federal National Mortgage Association	10/01/2028	08/07/2019	300,000.00	310,207.03	---	323,337.00	13,633.12	2.550	1.603	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138EKXL4	Agency MBS	Federal National Mortgage Association	03/01/2023	08/21/2019	44,211.27	44,708.65	---	45,716.22	1,000.66	2.332	0.943	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136A7MN9	Agency MBS	Federal National Mortgage Association	05/25/2022	08/22/2019	142,533.15	143,685.66	---	145,128.67	1,608.95	2.349	1.208	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FL6P4	Agency MBS	Freddie Mac	01/25/2029	09/09/2019	275,000.00	307,108.40	---	320,185.25	14,841.36	3.563	1.535	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BP4K2	Agency MBS	Freddie Mac	03/25/2026	09/09/2019	200,000.00	210,125.00	---	221,280.00	11,991.66	2.849	0.985	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138L2QG5	Agency MBS	Federal National Mortgage Association	01/01/2028	09/09/2019	260,122.36	276,024.38	---	286,686.05	11,091.81	3.010	1.681	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138LFP51	Agency MBS	Federal National Mortgage Association	10/01/2028	09/09/2019	198,602.48	206,150.93	---	214,999.11	9,142.82	2.570	1.534	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36178NB99	Agency MBS	Government National Mortgage Association	08/15/2027	10/11/2019	46,875.87	47,395.90	---	48,779.96	1,400.47	2.500	0.979	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36202FA30	Agency MBS	Government National Mortgage Association	09/20/2024	10/23/2019	38,796.32	40,420.92	---	41,245.54	987.43	4.500	0.579	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BJQ71	Agency MBS	Freddie Mac	05/25/2025	10/30/2019	200,000.00	206,296.88	---	214,506.00	8,672.50	2.770	1.279	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BLAC2	Agency MBS	Freddie Mac	06/25/2025	---	150,000.00	159,648.05	---	163,705.50	4,681.17	3.284	1.377	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179M4J6	Agency MBS	Government National Mortgage Association	03/20/2028	11/20/2019	175,313.68	177,422.93	---	181,942.29	4,568.80	2.500	1.143	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138NJAE8	Agency MBS	Federal National Mortgage Association	12/01/2020	10/07/2019	18,897.98	19,101.72	---	18,886.26	(162.63)	3.630	3.484	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36202F2H8	Agency MBS	Government National Mortgage Association	01/20/2027	12/12/2019	194,358.35	199,156.59	---	202,558.33	3,551.80	3.000	1.259	AAA

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio by Investment Category for quarter ended March 31, 2020

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350018	MIM-RCTC 91 TIFIA Reserve	3137FPJF3	Agency MBS	Freddie Mac	06/25/2029	01/08/2020	198,699.84	199,600.19	---	209,411.75	9,847.53	2.258	1.267	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FQ3Y7	Agency MBS	Freddie Mac	07/25/2029	01/08/2020	198,930.31	199,000.24	---	208,890.75	9,900.70	2.190	1.295	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3132CJAJ2	Agency MBS	Freddie Mac	09/01/2029	01/28/2020	106,082.87	109,091.32	---	111,169.55	2,040.04	3.000	1.134	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31417YKF3	Agency MBS	Federal National Mortgage Association	01/01/2030	02/04/2020	25,882.99	27,848.48	---	28,190.20	358.91	4.500	0.536	AAA
256350021	MIM-RCTC 2013 Residual Fund	65478DAD9	Asset Backed	Nissan Auto Receivables 2018-A Owner Trust	05/16/2022	06/29/2018	65,530.88	65,192.99	---	65,751.72	316.04	2.650	2.050	AAA
256350021	MIM-RCTC 2013 Residual Fund	65478HAD0	Asset Backed	Nissan Auto Receivables 2017-C Owner Trust	04/18/2022	09/25/2018	45,788.34	45,074.69	---	45,808.95	246.54	2.120	2.028	AAA
256350021	MIM-RCTC 2013 Residual Fund	47789JAB2	Asset Backed	John Deere Owner Trust 2019	10/15/2021	03/05/2019	60,454.91	60,452.15	---	60,615.11	161.18	2.850	2.152	AAA
256350021	MIM-RCTC 2013 Residual Fund	31680YAB3	Asset Backed	Fifth Third Auto Trust 2019-1	05/16/2022	04/30/2019	94,643.59	94,638.37	---	94,898.18	256.55	2.660	1.917	AAA
256350021	MIM-RCTC 2013 Residual Fund	477870AB5	Asset Backed	John Deere Owner Trust 2019-B	05/16/2022	07/16/2019	89,451.36	89,451.02	---	89,576.59	125.30	2.280	1.996	AAA
256350021	MIM-RCTC 2013 Residual Fund	65478LAB5	Asset Backed	Nissan Auto Lease Trust 2019-B	10/15/2021	07/16/2019	73,870.21	73,863.75	---	73,835.49	(32.03)	2.270	2.378	AAA
256350021	MIM-RCTC 2013 Residual Fund	38013FAD3	Asset Backed	GM Financial Consumer Automobile Receivables Trust 2018-4	10/16/2023	07/24/2019	75,000.00	76,374.02	---	75,973.50	176.53	3.210	1.821	AAA
256350021	MIM-RCTC 2013 Residual Fund	14315PAB1	Asset Backed	Carmax Auto Owner Trust 2019-3	12/15/2022	07/24/2019	112,360.63	112,355.58	---	112,686.48	328.52	2.210	1.747	AAA
256350021	MIM-RCTC 2013 Residual Fund	87165LBB6	Asset Backed	Synchrony Credit Card Master Note Trust 2016-2	05/17/2021	08/02/2019	160,000.00	160,387.50	---	159,568.00	(678.83)	2.210	2.459	AAA
256350021	MIM-RCTC 2013 Residual Fund	26209AAE1	Asset Backed	Drive Auto Receivables Trust 2019-4	01/16/2024	09/09/2019	80,000.00	79,989.10	---	78,628.00	(1,363.72)	2.230	3.317	AA
256350021	MIM-RCTC 2013 Residual Fund	12596EAC8	Asset Backed	CNH Equipment Trust 2018-B	11/15/2023	12/05/2019	190,000.00	193,102.34	---	189,232.40	(3,211.97)	3.190	3.560	AAA
256350021	MIM-RCTC 2013 Residual Fund	26208RAD7	Asset Backed	Drive Auto Receivables Trust 2019-2	03/15/2023	12/05/2019	150,000.00	150,738.28	---	150,405.00	120.88	3.040	1.245	AAA
256350021	MIM-RCTC 2013 Residual Fund	02582JHJ2	Asset Backed	American Express Credit Account Master Trust, Series 2017-6	10/15/2020	12/05/2019	200,000.00	200,375.00	---	200,260.00	43.59	2.040	1.795	AAA
256350021	MIM-RCTC 2013 Residual Fund	17305EFM2	Asset Backed	Citibank Credit Card Issuance Trust - 2014-A1	01/23/2023	12/11/2019	200,000.00	202,210.16	---	201,738.00	123.79	2.880	1.781	AAA
256350021	MIM-RCTC 2013 Residual Fund	14315XAC2	Asset Backed	Carmax Auto Owner Trust 2020-1	12/16/2024	01/14/2020	60,000.00	59,988.23	---	60,184.80	195.84	1.890	1.781	AAA
256350021	MIM-RCTC 2013 Residual Fund	17305EGK5	Asset Backed	Citibank Credit Card Issuance Trust	01/20/2021	07/19/2019	100,000.00	100,625.00	---	100,730.00	391.71	2.490	1.564	AAA
256350021	MIM-RCTC 2013 Residual Fund	14041NFU0	Asset Backed	Capital One Multi-Asset Execution Trust, Series 2019-2	09/15/2022	03/13/2020	100,000.00	100,312.50	---	100,964.00	656.44	1.720	1.323	AAA
256350023	MIM-Sr Lien Reserve Fund-1	62888VAA6	CMO	NCUA Guaranteed Notes Trust 2010-R1	10/07/2020	01/22/2019	68,179.86	68,203.83	---	68,136.90	(50.16)	2.116	1.390	AAA
256350021	MIM-RCTC 2013 Residual Fund	62888VAA6	CMO	NCUA Guaranteed Notes Trust 2010-R1	10/07/2020	05/10/2019	0.01	0.01	---	0.01	0.00	2.116	1.822	AAA
256350021	MIM-RCTC 2013 Residual Fund	62888UAB6	CMO	NCUA Guaranteed Notes Trust 2010-R2	11/05/2020	03/15/2019	137,452.67	137,656.70	---	137,467.79	(59.39)	2.136	1.008	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	62888VAA6	CMO	NCUA Guaranteed Notes Trust 2010-R1	10/07/2020	06/24/2019	16,811.47	16,803.59	---	16,800.88	(7.41)	2.116	1.390	AAA
256350021	MIM-RCTC 2013 Residual Fund	02581RDD2	CP	American Express Credit Corporation	04/13/2020	03/10/2020	350,000.00	349,534.79	---	349,860.00	29.17	0.000	1.108	AAA
256350021	MIM-RCTC 2013 Residual Fund	50000DDD5	CP	KOCH INDUSTRIES INC	04/13/2020	03/26/2020	650,000.00	649,317.50	---	649,740.00	195.00	0.000	1.108	AAA
256350021	MIM-RCTC 2013 Residual Fund	23336GD65	CP	DTE Electric Company	04/06/2020	03/26/2020	600,000.00	599,422.50	---	599,898.00	160.50	0.000	1.020	AAA
256350021	MIM-RCTC 2013 Residual Fund	14918ED16	CP	CommonSpirit Health	04/01/2020	03/30/2020	550,000.00	549,880.83	---	550,000.00	0.00	0.000	0.000	NA
256350021	MIM-RCTC 2013 Residual Fund	40248CDL2	CP	Gulf Power Company	04/20/2020	03/31/2020	200,000.00	199,650.00	---	199,872.00	204.50	0.000	1.152	AAA
256350021	MIM-RCTC 2013 Residual Fund	06416CAC2	Corporate	The Bank of Nova Scotia	04/26/2021	---	200,000.00	194,126.00	---	200,104.00	2,406.23	1.875	1.825	AAA
256350021	MIM-RCTC 2013 Residual Fund	90331HNP4	Corporate	U.S. Bank National Association	04/26/2021	10/11/2018	250,000.00	249,395.00	03/26/2021	252,107.50	2,368.04	3.150	2.281	AA
256350021	MIM-RCTC 2013 Residual Fund	06406FAB9	Corporate	The Bank of New York Mellon Corporation	05/03/2021	10/11/2018	200,000.00	193,708.00	04/03/2021	200,928.00	3,675.48	2.050	1.583	A
256350021	MIM-RCTC 2013 Residual Fund	172967LC3	Corporate	Citigroup Inc.	12/08/2021	---	450,000.00	449,617.50	11/08/2021	453,460.50	3,702.86	2.900	2.407	A
256350021	MIM-RCTC 2013 Residual Fund	06051GFN4	Corporate	Bank of America Corporation	04/21/2020	01/25/2018	100,000.00	99,537.00	---	99,984.00	(4.44)	2.250	2.513	A
256350021	MIM-RCTC 2013 Residual Fund	69371RP34	Corporate	PACCAR Financial Corp.	05/10/2021	04/30/2019	200,000.00	200,250.00	---	191,850.00	(8,286.67)	1.994	5.523	A
256350021	MIM-RCTC 2013 Residual Fund	86787EBD8	Corporate	SunTrust Bank	05/17/2022	05/14/2019	50,000.00	50,000.00	04/17/2022	48,758.00	(1,242.00)	2.282	3.268	A
256350021	MIM-RCTC 2013 Residual Fund	14913Q2X6	Corporate	Caterpillar Financial Services Corporation	05/17/2021	05/14/2019	120,000.00	120,000.00	---	117,571.20	(2,428.80)	2.082	3.712	A
256350021	MIM-RCTC 2013 Residual Fund	025816CE7	Corporate	American Express Company	05/20/2022	05/15/2019	100,000.00	100,000.00	04/19/2022	95,909.00	(4,091.00)	2.315	4.085	A
256350021	MIM-RCTC 2013 Residual Fund	05531FAU7	Corporate	Truist Financial Corporation	06/29/2020	04/15/2019	250,000.00	249,642.50	05/29/2020	249,537.50	(390.46)	2.625	3.365	A
256350021	MIM-RCTC 2013 Residual Fund	06051GEC9	Corporate	Bank of America Corporation	07/01/2020	---	200,000.00	207,806.00	---	201,254.00	92.16	5.625	3.055	A
256350021	MIM-RCTC 2013 Residual Fund	94974BGM6	Corporate	Wells Fargo & Company	07/22/2020	04/15/2019	200,000.00	199,590.00	---	200,038.00	137.77	2.600	2.525	A
256350021	MIM-RCTC 2013 Residual Fund	55279HAN0	Corporate	Manufacturers & Traders Trust Company	08/17/2020	10/11/2018	250,000.00	244,707.50	07/17/2020	249,370.00	483.81	2.050	2.717	A
256350021	MIM-RCTC 2013 Residual Fund	375558BB8	Corporate	Gilead Sciences, Inc.	09/01/2020	---	135,000.00	133,439.10	---	135,402.30	742.03	2.550	1.825	A
256350021	MIM-RCTC 2013 Residual Fund	05531FBJ1	Corporate	Truist Financial Corporation	03/16/2023	09/09/2019	165,000.00	164,877.90	02/13/2023	165,100.65	204.40	2.200	2.178	A
256350021	MIM-RCTC 2013 Residual Fund	780082AC7	Corporate	Royal Bank of Canada	10/14/2020	---	200,000.00	196,622.00	---	199,558.00	400.90	2.100	2.517	AAA
256350021	MIM-RCTC 2013 Residual Fund	17308CC46	Corporate	Citigroup Inc.	11/04/2022	10/28/2019	195,000.00	195,000.00	11/04/2021	194,257.05	(742.95)	2.312	1.864	A
256350021	MIM-RCTC 2013 Residual Fund	17401QAN1	Corporate	Citizens Bank, National Association	10/30/2020	04/15/2019	250,000.00	247,950.00	---	250,590.00	1,372.19	2.250	1.774	A
256350021	MIM-RCTC 2013 Residual Fund	31677QBK4	Corporate	Fifth Third Bank	10/30/2020	06/21/2019	200,000.00	199,810.00	09/30/2020	199,358.00	(560.80)	2.200	2.757	A
256350021	MIM-RCTC 2013 Residual Fund	61747WAF6	Corporate	Morgan Stanley	01/25/2021	---	200,000.00	213,237.00	---	205,284.00	655.41	5.750	2.457	A
256350021	MIM-RCTC 2013 Residual Fund	95000U2B8	Corporate	Wells Fargo & Company	07/22/2022	02/19/2020	235,000.00	239,479.10	---	235,761.40	(3,517.44)	2.625	2.479	A
256350021	MIM-RCTC 2013 Residual Fund	69353RFU7	Corporate	PNC Bank, National Association	02/24/2023	02/20/2020	250,000.00	250,000.00	02/24/2022	235,625.00	(14,375.00)	2.004	3.874	A
256350021	MIM-RCTC 2013 Residual Fund	74456QBP0	Corporate	Public Service Electric and Gas Company	03/15/2021	03/25/2020	125,000.00	122,811.25	02/15/2021	123,762.50	920.81	1.900	2.958	AA
256350023	MIM-Sr Lien Reserve Fund-1	CCYUSD	Currency	UNITED STATES OF AMERICA	03/31/2020	---	0.00	64.70	---	64.70	0.00	0.000	0.000	AAA
256350023	MIM-Sr Lien Reserve Fund-1	CCYUSD	Currency	UNITED STATES OF AMERICA	03/31/2020	---	0.00	(207,982.38)	---	(207,982.38)	0.00	0.000	0.000	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31846V401	MM Fund	First American Funds, Inc. - Government Obligations Fund	03/31/2020	---	0.00	428,674.95	---	428,674.95	0.00	0.010	0.010	AAA
256350021	MIM-RCTC 2013 Residual Fund	31846V401	MM Fund	First American Funds, Inc. - Government Obligations Fund	03/31/2020	---	0.00	182,187.22	---	182,187.22	0.00	0.010	0.010	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31846V401	MM Fund	First American Funds, Inc. - Government Obligations Fund	03/31/2020	---	0.00	324,154.22	---	324,154.22	0.00	0.010	0.010	AAA
256350021	MIM-RCTC 2013 Residual Fund	072024WW8	Muni	Bay Area Toll Authority	04/01/2022	09/20/2019	95,000.00	95,000.00	---	95,512.05	512.05	2.128	1.852	AA
256350021	MIM-RCTC 2013 Residual Fund	783186TZ2	Muni	Rutgers, The State University of New Jersey	05/01/2022	10/18/2019	105,000.00	105,000.00	---	103,963.65	(1,036.35)	2.057	2.546	AA
256350021	MIM-RCTC 2013 Residual Fund	459058GK3	Non-US Gov	International Bank for Reconstruction and Development	08/21/2020	---	315,000.00	315,116.40	---	315,094.50	68.25	0.230	0.157	AAA
256350021	MIM-RCTC 2013 Residual Fund	4581X0CZ9	Non-US Gov	Inter-American Development Bank	09/14/2022	09/30/2019	650,000.00	652,067.00	---	669,454.50	17,728.51	1.750	0.520	AAA
256350023	MIM-Sr Lien Reserve Fund-1	912828V49	TIPS	United States Department of The Treasury	01/15/2027	---	298,986.80	297,643.95	---	305,950.20	7,912.62	0.375	0.032	AAA
256350023	MIM-Sr Lien Reserve Fund-1	9128285W6	TIPS	United States Department of The Treasury	01/15/2029	---	255,382.50	270,641.99	---	277,404.13	7,799.25	0.875	-0.101	AAA
256350023	MIM-Sr Lien Reserve Fund-1	9128286N5	TIPS	United States Department of The Treasury	04/15/2024	---	271,020.80	275,385.58	---	274,937.05	139.18	0.500	0.142	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828UH1	TIPS	United States Department of The Treasury	01/15/2023	---	100,573.20	98,702.88	---	99,361.29	(79.34)	0.125	0.560	AAA
256350021	MIM-RCTC 2013 Residual Fund	9128286N5	TIPS	United States Department of The Treasury	04/15/2024	---	419,315.20	426,690.91	---	425,374.30	(337.97)	0.500	0.142	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	9128285W6	TIPS	United States Department of The Treasury	01/15/2029	---	265,597.80	280,460.80	---	288,500.30	9,124.27	0.875	-0.101	AAA

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio by Investment Category for quarter ended March 31, 2020

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350018	MIM-RCTC 91 TIFIA Reserve	912828V49	TIPS	United States Department of The Treasury	01/15/2027	06/25/2019	309,664.90	312,060.05	---	316,877.00	5,056.24	0.375	0.032	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	9128286N5	TIPS	United States Department of The Treasury	04/15/2024	08/01/2019	296,588.80	300,810.33	---	300,874.51	651.56	0.500	0.142	AAA
256350023	MIM-Sr Lien Reserve Fund-1	912828L57	US Gov	United States Department of The Treasury	09/30/2022	---	1,400,000.00	1,386,564.45	---	1,452,122.00	58,581.72	1.750	0.255	AAA
256350023	MIM-Sr Lien Reserve Fund-1	912828G38	US Gov	United States Department of The Treasury	11/15/2024	04/18/2017	1,350,000.00	1,369,037.11	---	1,465,911.00	103,941.21	2.250	0.375	AAA
256350023	MIM-Sr Lien Reserve Fund-1	912828XB1	US Gov	United States Department of The Treasury	05/15/2025	---	1,125,000.00	1,143,342.78	---	1,222,335.00	87,588.96	2.125	0.416	AAA
256350023	MIM-Sr Lien Reserve Fund-1	912828J43	US Gov	United States Department of The Treasury	02/28/2022	11/26/2019	150,000.00	150,544.92	---	154,383.00	3,919.09	1.750	0.221	AAA
256350023	MIM-Sr Lien Reserve Fund-1	912828YK0	US Gov	United States Department of The Treasury	10/15/2022	---	670,000.00	664,428.32	---	688,894.00	23,887.83	1.375	0.261	AAA
256350023	MIM-Sr Lien Reserve Fund-1	912828B58	US Gov	United States Department of The Treasury	01/31/2021	---	1,375,000.00	1,405,890.24	---	1,398,746.25	18,578.10	2.125	0.056	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828L57	US Gov	United States Department of The Treasury	09/30/2022	---	2,150,000.00	2,158,926.57	---	2,230,044.50	71,816.97	1.750	0.255	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828Y53	US Gov	United States Department of The Treasury	07/31/2020	---	1,775,000.00	1,774,332.62	---	1,774,964.50	220.83	0.128	0.136	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828VV9	US Gov	United States Department of The Treasury	08/31/2020	---	2,260,000.00	2,251,428.13	---	2,278,803.20	18,935.81	2.125	0.123	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828YK0	US Gov	United States Department of The Treasury	10/15/2022	---	1,030,000.00	1,021,835.16	---	1,059,046.00	36,111.99	1.375	0.261	AAA
256350021	MIM-RCTC 2013 Residual Fund	9128285H9	US Gov	United States Department of The Treasury	10/31/2020	---	700,000.00	699,678.39	---	699,895.00	4.49	0.130	0.158	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828T67	US Gov	United States Department of The Treasury	10/31/2021	12/09/2019	480,000.00	476,306.25	---	488,025.60	11,118.84	1.250	0.191	AAA
256350021	MIM-RCTC 2013 Residual Fund	9128286U9	US Gov	United States Department of The Treasury	05/15/2022	---	420,000.00	425,850.01	---	436,850.40	11,389.90	2.125	0.230	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828J43	US Gov	United States Department of The Treasury	02/28/2022	12/30/2019	125,000.00	125,463.87	---	128,652.50	3,241.00	1.750	0.221	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828B58	US Gov	United States Department of The Treasury	01/31/2021	---	1,730,000.00	1,727,976.96	---	1,759,877.10	28,272.95	2.125	0.056	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828L57	US Gov	United States Department of The Treasury	09/30/2022	09/10/2019	1,000,000.00	1,006,210.94	---	1,037,230.00	32,119.40	1.750	0.255	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828XB1	US Gov	United States Department of The Treasury	05/15/2025	09/11/2019	450,000.00	462,076.17	---	488,934.00	27,978.44	2.125	0.416	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828L99	US Gov	United States Department of The Treasury	10/31/2020	06/25/2019	1,050,000.00	1,043,683.60	---	1,057,549.50	10,291.49	1.375	0.140	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828YK0	US Gov	United States Department of The Treasury	10/15/2022	12/05/2019	225,000.00	223,549.80	---	231,345.00	7,635.23	1.375	0.261	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828Y53	US Gov	United States Department of The Treasury	07/31/2020	---	985,000.00	984,986.26	---	984,980.30	(9.73)	0.128	0.136	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828B58	US Gov	United States Department of The Treasury	01/31/2021	06/26/2019	1,500,000.00	1,506,269.53	---	1,525,905.00	22,603.85	2.125	0.056	AAA
256350021	MIM-RCTC 2013 Residual Fund	658886DZ6	VRDN	North Dakota Housing Finance Agency	07/01/2038	06/29/2018	100,000.00	100,000.00	---	100,000.00	0.00	3.000	3.000	AA
256350021	MIM-RCTC 2013 Residual Fund	196480CW5	VRDN	Colorado Housing and Finance Authority, Inc.	10/01/2051	03/19/2020	460,000.00	460,000.00	04/20/2020	460,000.00	0.00	4.750	4.750	AAA
							64,005,314.77	**65,228,832.64**		**66,434,541.19**	**1,289,883.49**			

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio by Account for quarter ended March 31, 2020

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350018	MIM-RCTC 91 TIFIA Reserve	3137EADB2	Agency	Freddie Mac	01/13/2022	06/06/2019	500,000.00	505,766.50	---	517,535.00	13,548.00	2.375	0.399	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137EADR7	Agency	Freddie Mac	05/01/2020	06/07/2019	175,000.00	173,909.75	---	175,159.25	260.33	1.375	0.281	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3135G0D75	Agency	Federal National Mortgage Association	06/22/2020	06/07/2019	650,000.00	646,269.00	---	651,826.50	2,639.53	1.500	0.249	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3130AFFX0	Agency	Federal Home Loan Banks	11/16/2028	09/11/2019	200,000.00	222,450.00	---	236,390.00	15,184.90	3.250	1.039	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AH6C7	Agency CMO	Freddie Mac	07/25/2021	06/07/2019	333,437.97	339,338.26	---	341,573.86	4,548.51	3.230	0.994	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137ABFH9	Agency CMO	Freddie Mac	06/25/2021	---	149,000.00	152,765.01	---	152,790.56	1,550.28	3.989	1.203	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136ADFF1	Agency CMO	Federal National Mortgage Association	04/25/2023	06/10/2019	108,619.66	107,058.26	---	109,310.48	1,993.27	1.500	0.885	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136A5KR6	Agency CMO	Federal National Mortgage Association	10/25/2022	06/10/2019	123,913.90	122,984.55	---	124,403.36	1,147.76	1.750	0.893	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AS7D0	Agency CMO	Freddie Mac	04/15/2039	06/14/2019	151,938.09	150,798.55	---	153,989.25	3,023.76	2.000	0.790	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38376PRM4	Agency CMO	Government National Mortgage Association	05/20/2038	06/18/2019	11,713.60	11,772.17	---	11,763.27	44.12	4.000	-0.264	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B6DF5	Agency CMO	Freddie Mac	11/15/2026	06/18/2019	161,399.87	159,722.82	---	164,618.18	4,716.65	2.000	0.917	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31397ALN1	Agency CMO	Freddie Mac	04/15/2032	06/18/2019	141,168.82	141,080.60	---	141,085.53	430.95	1.055	1.464	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378BXQ7	Agency CMO	Government National Mortgage Association	01/16/2036	06/17/2019	82,952.17	82,122.65	---	82,640.27	(0.83)	1.537	3.263	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136AGFQ0	Agency CMO	Federal National Mortgage Association	12/25/2038	06/18/2019	146,501.74	148,350.18	---	150,107.15	2,098.03	3.500	1.253	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B3HX9	Agency CMO	Freddie Mac	07/15/2038	06/20/2019	77,738.06	77,495.13	---	77,829.01	752.76	1.155	1.304	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377YTL4	Agency CMO	Government National Mortgage Association	05/20/2040	06/17/2019	186,247.60	183,977.71	---	189,965.10	5,847.88	2.000	1.052	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378WUY7	Agency CMO	Government National Mortgage Association	06/20/2041	06/12/2019	145,961.28	146,189.35	---	149,321.31	3,195.16	2.500	0.694	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378BSZ3	Agency CMO	Government National Mortgage Association	04/16/2040	06/25/2019	184,641.26	183,602.66	---	184,726.20	947.12	2.141	2.034	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1UG5	Agency CMO	Freddie Mac	01/25/2023	06/25/2019	200,000.00	204,101.56	---	206,780.00	3,638.72	2.637	1.277	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BDKF2	Agency CMO	Freddie Mac	09/15/2040	---	64,884.06	66,243.77	---	67,330.19	1,288.23	3.500	1.077	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136AGZA3	Agency CMO	Federal National Mortgage Association	09/25/2030	06/25/2019	25,483.97	25,654.20	---	26,076.47	456.63	3.000	1.174	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378CNY9	Agency CMO	Government National Mortgage Association	11/20/2038	06/25/2019	200,000.00	202,593.75	---	202,922.00	1,874.50	3.500	0.773	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AUPE3	Agency CMO	Freddie Mac	06/25/2022	06/28/2019	200,000.00	201,773.44	---	204,396.00	3,157.58	2.396	1.262	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137ATRW4	Agency CMO	Freddie Mac	05/25/2022	06/28/2019	300,000.00	302,496.09	---	306,114.00	4,407.08	2.373	1.263	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AXHP1	Agency CMO	Freddie Mac	09/25/2022	06/28/2019	150,000.00	152,232.42	---	154,338.00	2,683.61	2.573	1.270	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38374C4J7	Agency CMO	Government National Mortgage Association	07/20/2020	06/14/2019	23,804.10	24,086.77	---	23,916.69	50.80	5.500	0.617	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377REV3	Agency CMO	Government National Mortgage Association	10/20/2039	07/01/2019	71,140.85	72,552.56	---	73,954.47	1,596.79	3.500	0.915	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378TAF7	Agency CMO	Government National Mortgage Association	07/20/2041	07/05/2019	103,585.13	103,779.36	---	107,602.17	3,853.35	2.500	0.747	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377QKH9	Agency CMO	Government National Mortgage Association	08/20/2040	08/20/2019	47,285.88	48,144.79	---	49,655.85	1,543.04	3.000	0.894	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137A2B26	Agency CMO	Freddie Mac	08/25/2020	06/13/2019	167,343.55	169,330.75	---	168,123.37	526.07	3.808	1.435	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38376V2E6	Agency CMO	Government National Mortgage Association	07/16/2039	08/06/2019	106,316.96	110,636.09	---	113,279.66	2,987.53	4.000	0.768	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38376GY53	Agency CMO	Government National Mortgage Association	01/16/2040	08/06/2019	65,832.65	66,040.95	---	66,256.61	354.26	3.526	2.173	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38379JM99	Agency CMO	Government National Mortgage Association	02/16/2041	08/28/2019	49,348.44	49,666.51	---	51,150.15	1,521.09	2.500	0.385	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378JZD7	Agency CMO	Government National Mortgage Association	12/20/2040	10/16/2019	39,208.47	38,718.37	---	39,692.31	942.70	1.500	0.733	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137A6B27	Agency CMO	Freddie Mac	10/25/2020	06/27/2019	244,310.56	249,693.01	---	245,893.69	(572.21)	4.333	2.184	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377RED3	Agency CMO	Government National Mortgage Association	12/16/2025	12/11/2019	191,725.99	193,253.81	---	197,339.73	4,144.99	2.500	0.875	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38376WA62	Agency CMO	Government National Mortgage Association	10/20/2039	12/17/2019	89,395.50	93,781.46	---	95,425.23	1,691.83	4.000	1.846	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378FRB8	Agency CMO	Government National Mortgage Association	07/20/2042	12/30/2019	195,884.84	193,007.78	---	200,548.85	7,508.23	2.000	1.430	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38377JZ89	Agency CMO	Government National Mortgage Association	10/20/2039	01/28/2020	65,500.30	66,933.12	---	68,536.89	1,615.28	3.500	0.788	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B5A60	Agency CMO	Freddie Mac	10/15/2028	02/07/2020	18,670.40	18,845.44	---	19,176.55	334.10	2.500	1.146	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38376TTT9	Agency CMO	Government National Mortgage Association	11/20/2039	01/29/2020	50,284.76	51,463.30	---	52,622.00	1,181.74	3.000	0.832	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	06/10/2019	189,526.90	196,426.87	---	199,274.27	4,214.63	4.000	0.609	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620AFYR2	Agency MBS	Government National Mortgage Association	12/15/2024	06/12/2019	89,601.74	92,517.30	---	94,171.43	2,190.18	4.000	0.512	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31397UPF0	Agency MBS	Federal National Mortgage Association	06/25/2021	06/10/2019	236,002.47	239,874.39	---	239,766.70	1,494.44	3.763	1.372	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36297GCD0	Agency MBS	Government National Mortgage Association	02/15/2025	06/12/2019	92,548.55	96,442.11	---	96,879.83	1,319.08	4.500	1.373	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620A9T35	Agency MBS	Government National Mortgage Association	11/15/2024	06/13/2019	149,001.76	153,855.95	---	156,590.42	3,529.21	4.000	0.472	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3620C4SU5	Agency MBS	Government National Mortgage Association	09/15/2025	06/12/2019	83,583.46	86,675.39	---	87,881.32	1,672.37	4.000	0.880	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378KW47	Agency MBS	Government National Mortgage Association	08/16/2035	06/13/2019	216,931.93	215,711.69	---	216,925.42	786.26	2.150	1.998	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FGZN8	Agency MBS	Freddie Mac	02/25/2023	06/18/2019	159,611.24	159,536.42	---	156,672.79	(2,002.95)	1.862	3.640	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31381R5T7	Agency MBS	Federal National Mortgage Association	09/01/2021	06/20/2019	101,000.00	103,840.63	---	104,151.20	1,373.91	3.770	1.455	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138EJRP5	Agency MBS	Federal National Mortgage Association	06/01/2021	06/18/2019	146,949.65	151,382.60	---	152,242.78	2,798.68	4.355	0.196	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137AWQG3	Agency MBS	Freddie Mac	04/25/2022	06/07/2019	251,824.29	249,030.61	---	253,493.88	3,810.07	1.583	0.868	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1BS0	Agency MBS	Freddie Mac	11/25/2022	---	645,000.00	652,086.14	---	663,795.30	13,422.40	2.510	1.278	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137F4D41	Agency MBS	Freddie Mac	01/25/2028	06/27/2019	150,000.00	163,248.05	---	172,864.50	10,700.33	3.600	1.495	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1U75	Agency MBS	Freddie Mac	01/25/2023	06/27/2019	359,946.61	363,419.53	---	371,266.93	8,778.85	2.522	0.932	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BM6P6	Agency MBS	Freddie Mac	08/25/2022	06/28/2019	200,000.00	205,437.50	---	206,254.00	2,260.83	3.090	1.552	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137F4CY6	Agency MBS	Freddie Mac	09/25/2024	06/28/2019	190,000.00	195,907.81	---	205,247.50	10,211.65	2.920	0.994	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FBAJ5	Agency MBS	Freddie Mac	08/25/2027	06/26/2019	200,000.00	211,593.75	---	225,738.00	15,155.23	3.281	1.417	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31419AM53	Agency MBS	Federal National Mortgage Association	08/01/2024	06/28/2019	90,752.01	94,098.49	---	94,657.07	1,499.87	5.500	0.456	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31381Q6B7	Agency MBS	Federal National Mortgage Association	06/01/2021	07/01/2019	179,308.07	184,834.40	---	184,622.76	2,043.36	4.295	1.577	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136AHAE0	Agency MBS	Federal National Mortgage Association	04/25/2023	06/28/2019	62,412.68	62,988.75	---	64,041.65	860.01	2.623	0.850	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138EJPZ5	Agency MBS	Federal National Mortgage Association	07/01/2022	07/22/2019	220,277.07	224,295.41	---	229,123.40	4,584.14	3.022	0.763	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31381SVJ8	Agency MBS	Federal National Mortgage Association	11/01/2021	07/22/2019	83,875.08	85,303.58	---	85,925.83	1,093.42	3.330	1.640	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378KWU9	Agency MBS	Government National Mortgage Association	11/16/2041	---	95,204.13	91,028.49	---	93,972.19	2,142.99	1.400	2.010	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BSRZ8	Agency MBS	Freddie Mac	09/25/2022	06/28/2019	150,364.19	153,330.36	---	156,521.60	3,260.51	2.838	0.921	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	38378NWU3	Agency MBS	Government National Mortgage Association	06/16/2048	06/27/2019	141,365.35	143,353.30	---	145,846.63	1,860.86	2.570	2.049	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FNAD2	Agency MBS	Freddie Mac	11/25/2028	08/01/2019	147,740.16	150,688.75	---	158,510.41	8,082.95	2.631	1.274	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138LFGP7	Agency MBS	Federal National Mortgage Association	10/01/2028	08/07/2019	300,000.00	310,207.03	---	323,337.00	13,633.12	2.550	1.603	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138EKXL4	Agency MBS	Federal National Mortgage Association	03/01/2023	08/21/2019	44,211.27	44,708.65	---	45,716.22	1,000.66	2.332	0.943	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3136A7MN9	Agency MBS	Federal National Mortgage Association	05/25/2022	08/22/2019	142,533.15	143,685.66	---	145,128.67	1,608.95	2.349	1.208	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FL6P4	Agency MBS	Freddie Mac	01/25/2029	09/09/2019	275,000.00	307,108.40	---	320,185.25	14,841.36	3.563	1.535	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BP4K2	Agency MBS	Freddie Mac	03/25/2026	09/09/2019	200,000.00	210,125.00	---	221,280.00	11,991.66	2.849	0.985	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138L2QG5	Agency MBS	Federal National Mortgage Association	01/01/2028	09/09/2019	260,122.36	276,024.38	---	286,686.05	11,091.81	3.010	1.681	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138LFP51	Agency MBS	Federal National Mortgage Association	10/01/2028	09/09/2019	198,602.48	206,150.93	---	214,999.11	9,142.82	2.570	1.534	AAA

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio by Account for quarter ended March 31, 2020

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350018	MIM-RCTC 91 TIFIA Reserve	36178NB99	Agency MBS	Government National Mortgage Association	08/15/2027	10/11/2019	46,875.87	47,395.90	---	48,779.96	1,400.47	2.500	0.979	AAA

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio by Account for quarter ended March 31, 2020

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350018	MIM-RCTC 91 TIFIA Reserve	36202FA30	Agency MBS	Government National Mortgage Association	09/20/2024	10/23/2019	38,796.32	40,420.92	---	41,245.54	987.43	4.500	0.579	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BJQ71	Agency MBS	Freddie Mac	05/25/2025	10/30/2019	200,000.00	206,296.88	---	214,506.00	8,672.50	2.770	1.279	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137BLAC2	Agency MBS	Freddie Mac	06/25/2025	---	150,000.00	159,648.05	---	163,705.50	4,681.17	3.284	1.377	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36179M4J6	Agency MBS	Government National Mortgage Association	03/20/2028	11/20/2019	175,313.68	177,422.93	---	181,942.29	4,568.80	2.500	1.143	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3138NJAE8	Agency MBS	Federal National Mortgage Association	12/01/2020	10/07/2019	18,897.98	19,101.72	---	18,886.26	(162.63)	3.630	3.484	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	36202F2H8	Agency MBS	Government National Mortgage Association	01/20/2027	12/12/2019	194,358.35	199,156.59	---	202,558.33	3,551.80	3.000	1.259	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FPJF3	Agency MBS	Freddie Mac	06/25/2029	01/08/2020	198,699.84	199,600.19	---	209,411.75	9,847.53	2.258	1.267	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3137FQ3Y7	Agency MBS	Freddie Mac	07/25/2029	01/08/2020	198,930.31	199,000.24	---	208,890.75	9,900.70	2.190	1.295	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	3132CJAJ2	Agency MBS	Freddie Mac	09/01/2029	01/28/2020	106,082.87	109,091.32	---	111,169.55	2,040.04	3.000	1.134	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31417YKF3	Agency MBS	Federal National Mortgage Association	01/01/2030	02/04/2020	25,882.99	27,848.48	---	28,190.20	358.91	4.500	0.536	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	62888VAA6	CMO	NCUA Guaranteed Notes Trust 2010-R1	10/07/2020	06/24/2019	16,811.47	16,803.59	---	16,800.88	(7.41)	2.116	1.390	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	31846V401	MM Fund	First American Funds, Inc. - Government Obligations Fund	03/31/2020	---	0.00	324,154.22	---	324,154.22	0.00	0.010	0.010	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	9128285W6	TIPS	United States Department of The Treasury	01/15/2029	---	265,597.80	280,460.80	---	288,500.30	9,124.27	0.875	-0.101	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828V49	TIPS	United States Department of The Treasury	01/15/2027	06/25/2019	309,664.90	312,060.05	---	316,877.00	5,056.24	0.375	0.032	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	9128286N5	TIPS	United States Department of The Treasury	04/15/2024	08/01/2019	296,588.80	300,810.33	---	300,874.51	651.56	0.500	0.142	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828L57	US Gov	United States Department of The Treasury	09/30/2022	09/10/2019	1,000,000.00	1,006,210.94	---	1,037,230.00	32,119.40	1.750	0.255	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828XB1	US Gov	United States Department of The Treasury	05/15/2025	09/11/2019	450,000.00	462,076.17	---	488,934.00	27,978.44	2.125	0.416	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828L99	US Gov	United States Department of The Treasury	10/31/2020	06/25/2019	1,050,000.00	1,043,683.60	---	1,057,549.50	10,291.49	1.375	0.140	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828YK0	US Gov	United States Department of The Treasury	10/15/2022	12/05/2019	225,000.00	223,549.80	---	231,345.00	7,635.23	1.375	0.261	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828Y53	US Gov	United States Department of The Treasury	07/31/2020	---	985,000.00	984,986.26	---	984,980.30	(9.73)	0.128	0.136	AAA
256350018	MIM-RCTC 91 TIFIA Reserve	912828B58	US Gov	United States Department of The Treasury	01/31/2021	06/26/2019	1,500,000.00	1,506,269.53	---	1,525,905.00	22,603.85	2.125	0.056	AAA
							19,706,038.20	**20,331,649.25**		**20,732,372.11**	**440,457.86**			
256350021	MIM-RCTC 2013 Residual Fund	38378CDK0	Agency CMO	Government National Mortgage Association	03/20/2035	01/30/2018	8,898.51	8,980.54	---	8,926.54	24.34	3.000	0.508	AAA
256350021	MIM-RCTC 2013 Residual Fund	38378AWX5	Agency CMO	Government National Mortgage Association	01/20/2036	01/30/2018	12,944.54	13,069.93	---	13,085.50	107.69	3.000	0.595	AAA
256350021	MIM-RCTC 2013 Residual Fund	31397LUK3	Agency CMO	Federal National Mortgage Association	06/25/2023	10/10/2018	98,253.76	100,234.19	---	101,259.34	2,085.39	4.500	0.800	AAA
256350021	MIM-RCTC 2013 Residual Fund	3136A5KR6	Agency CMO	Federal National Mortgage Association	10/25/2022	01/25/2019	63,196.09	62,327.14	---	63,445.71	775.62	1.750	0.893	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137ABFH9	Agency CMO	Freddie Mac	06/25/2021	03/15/2019	206,000.00	209,846.41	---	211,240.64	3,202.62	3.989	1.203	AAA
256350021	MIM-RCTC 2013 Residual Fund	38378BXQ7	Agency CMO	Government National Mortgage Association	01/16/2036	06/17/2019	61,446.05	60,831.59	---	61,215.01	(0.61)	1.537	3.263	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137A2PV7	Agency CMO	Freddie Mac	09/15/2022	06/03/2019	25,972.36	25,517.84	---	26,230.53	625.17	1.500	0.789	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137A1N90	Agency CMO	Freddie Mac	06/25/2020	06/26/2018	35,471.41	35,795.64	---	35,478.15	52.64	3.531	1.559	AAA
256350021	MIM-RCTC 2013 Residual Fund	31394GUX9	Agency CMO	Freddie Mac	08/15/2023	07/02/2019	25,556.66	26,642.82	---	26,989.37	519.46	5.500	1.159	AAA
256350021	MIM-RCTC 2013 Residual Fund	3136A72D3	Agency CMO	Federal National Mortgage Association	04/25/2022	07/26/2019	29,799.72	29,974.13	---	30,290.82	313.92	2.482	1.373	AAA
256350021	MIM-RCTC 2013 Residual Fund	38377REV3	Agency CMO	Government National Mortgage Association	10/20/2039	07/01/2019	142,281.71	145,105.10	---	147,908.95	3,193.59	3.500	0.915	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137AYCE9	Agency CMO	Freddie Mac	10/25/2022	08/13/2019	360,000.00	367,790.63	---	371,710.80	5,585.81	2.682	1.269	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137GAUY1	Agency CMO	Freddie Mac	10/15/2022	08/15/2019	133,983.80	132,602.09	---	135,004.75	2,200.79	1.500	0.892	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137A1LC5	Agency CMO	Freddie Mac	08/15/2020	01/17/2018	304.42	303.42	---	304.39	0.32	2.000	1.111	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137ATRW4	Agency CMO	Freddie Mac	05/25/2022	08/19/2019	100,000.00	101,109.38	---	102,038.00	1,218.40	2.373	1.263	AAA
256350021	MIM-RCTC 2013 Residual Fund	3136A1HC2	Agency CMO	Federal National Mortgage Association	01/25/2023	01/02/2020	19,395.28	19,536.96	---	19,590.79	92.21	3.500	0.744	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137A5FP4	Agency CMO	Freddie Mac	01/15/2021	01/30/2018	21,512.21	21,565.99	---	21,736.80	217.85	2.500	0.697	AAA
256350021	MIM-RCTC 2013 Residual Fund	38378PPK8	Agency CMO	Government National Mortgage Association	12/20/2038	01/08/2020	97,231.95	97,919.41	---	100,514.50	2,624.72	2.500	0.530	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137AH6C7	Agency CMO	Freddie Mac	07/25/2021	03/11/2020	38,107.20	38,845.53	---	39,037.01	216.51	3.230	0.994	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137ADTJ6	Agency CMO	Freddie Mac	04/25/2021	03/11/2020	480,742.86	490,583.07	---	491,223.05	1,102.10	3.871	1.182	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137AXHN6	Agency MBS	Freddie Mac	02/25/2022	01/25/2018	19,505.74	19,237.54	---	19,662.17	301.07	1.749	0.819	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137B1UF7	Agency MBS	Freddie Mac	09/25/2022	01/25/2018	11,812.08	11,638.59	---	11,914.49	201.83	1.785	0.939	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137AWQG3	Agency MBS	Freddie Mac	04/25/2022	---	39,347.55	38,615.92	---	39,608.42	702.37	1.583	0.868	AAA
256350021	MIM-RCTC 2013 Residual Fund	31381RZ23	Agency MBS	Federal National Mortgage Association	08/01/2021	11/02/2018	59,814.60	60,702.47	---	61,174.78	879.29	3.840	1.803	AAA
256350021	MIM-RCTC 2013 Residual Fund	31381RLL6	Agency MBS	Federal National Mortgage Association	07/01/2021	11/02/2018	51,910.15	52,680.70	---	52,983.13	687.68	3.840	1.808	AAA
256350021	MIM-RCTC 2013 Residual Fund	3138L2GH4	Agency MBS	Federal National Mortgage Association	07/01/2021	---	123,621.96	121,004.32	---	124,817.38	2,420.45	1.870	0.909	AAA
256350021	MIM-RCTC 2013 Residual Fund	3138L1W62	Agency MBS	Federal National Mortgage Association	12/01/2022	02/21/2019	124,692.68	123,952.31	---	124,363.49	284.00	2.500	2.557	AAA
256350021	MIM-RCTC 2013 Residual Fund	31381SVJ8	Agency MBS	Federal National Mortgage Association	11/01/2021	02/22/2019	83,875.07	84,294.45	---	85,925.82	1,884.93	3.330	1.640	AAA
256350021	MIM-RCTC 2013 Residual Fund	31397UPF0	Agency MBS	Federal National Mortgage Association	06/25/2021	03/15/2019	118,001.24	119,697.50	---	119,883.35	993.21	3.763	1.372	AAA
256350021	MIM-RCTC 2013 Residual Fund	3138L8H23	Agency MBS	Federal National Mortgage Association	12/01/2021	05/02/2019	67,518.90	67,307.98	---	67,433.16	108.33	2.730	2.711	AAA
256350021	MIM-RCTC 2013 Residual Fund	3128MMPY3	Agency MBS	Freddie Mac	06/01/2027	05/10/2019	186,223.77	185,409.04	---	193,346.83	7,889.34	2.500	1.037	AAA
256350021	MIM-RCTC 2013 Residual Fund	3128MMPP2	Agency MBS	Freddie Mac	03/01/2027	05/10/2019	202,670.31	201,783.63	---	210,414.34	8,588.93	2.500	1.010	AAA
256350021	MIM-RCTC 2013 Residual Fund	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	06/10/2019	62,070.06	64,329.80	---	65,262.32	1,380.29	4.000	0.609	AAA
256350021	MIM-RCTC 2013 Residual Fund	38378KW47	Agency MBS	Government National Mortgage Association	08/16/2035	06/13/2019	83,838.43	83,366.84	---	83,835.91	303.87	2.150	1.998	AAA
256350021	MIM-RCTC 2013 Residual Fund	3140J6DU8	Agency MBS	Federal National Mortgage Association	08/01/2031	07/26/2019	189,198.48	190,469.66	---	196,406.95	6,010.54	2.500	1.151	AAA
256350021	MIM-RCTC 2013 Residual Fund	3138EKXL4	Agency MBS	Federal National Mortgage Association	03/01/2023	08/21/2019	47,158.69	47,689.22	---	48,763.97	1,067.37	2.332	0.943	AAA
256350021	MIM-RCTC 2013 Residual Fund	3136AMM48	Agency MBS	Federal National Mortgage Association	07/25/2022	08/01/2019	338,657.77	340,562.72	---	344,055.97	3,915.90	2.509	1.441	AAA
256350021	MIM-RCTC 2013 Residual Fund	3137APP61	Agency MBS	Freddie Mac	01/25/2022	09/06/2019	14,844.20	15,086.57	---	15,254.34	235.17	2.789	0.896	AAA
256350021	MIM-RCTC 2013 Residual Fund	31418CQM9	Agency MBS	Federal National Mortgage Association	10/01/2027	09/11/2019	52,209.96	53,539.69	---	54,667.48	1,206.93	3.000	1.148	AAA
256350021	MIM-RCTC 2013 Residual Fund	36178NB99	Agency MBS	Government National Mortgage Association	08/15/2027	10/11/2019	117,189.68	118,489.75	---	121,949.92	3,501.17	2.500	0.979	AAA
256350021	MIM-RCTC 2013 Residual Fund	3132G5AV1	Agency MBS	Freddie Mac	07/01/2028	10/11/2019	69,122.44	70,418.49	---	72,348.38	1,991.79	3.000	1.228	AAA
256350021	MIM-RCTC 2013 Residual Fund	36179M4J6	Agency MBS	Government National Mortgage Association	03/20/2028	11/20/2019	146,094.74	147,852.44	---	151,618.58	3,807.33	2.500	1.143	AAA
256350021	MIM-RCTC 2013 Residual Fund	31416BVR6	Agency MBS	Federal National Mortgage Association	12/01/2020	01/17/2018	0.00	0.00	---	0.00	0.00	5.000	0.028	AAA
256350021	MIM-RCTC 2013 Residual Fund	36202F2H8	Agency MBS	Government National Mortgage Association	01/20/2027	12/12/2019	85,517.67	87,628.90	---	89,125.66	1,562.79	3.000	1.259	AAA
256350021	MIM-RCTC 2013 Residual Fund	31381QB54	Agency MBS	Federal National Mortgage Association	03/01/2021	11/07/2018	98,087.96	100,118.68	---	99,437.65	681.16	4.410	2.262	AAA
256350021	MIM-RCTC 2013 Residual Fund	65478DAD9	Asset Backed	Nissan Auto Receivables 2018-A Owner Trust	05/16/2022	06/29/2018	65,530.88	65,192.99	---	65,751.72	316.04	2.650	2.050	AAA
256350021	MIM-RCTC 2013 Residual Fund	65478HAD0	Asset Backed	Nissan Auto Receivables 2017-C Owner Trust	04/18/2022	09/25/2018	45,788.34	45,074.69	---	45,808.95	246.54	2.120	2.028	AAA
256350021	MIM-RCTC 2013 Residual Fund	47789JAB2	Asset Backed	John Deere Owner Trust 2019	10/15/2021	03/05/2019	60,454.91	60,452.15	---	60,615.11	161.18	2.850	2.152	AAA
256350021	MIM-RCTC 2013 Residual Fund	31680YAB3	Asset Backed	Fifth Third Auto Trust 2019-1	05/16/2022	04/30/2019	94,643.59	94,638.37	---	94,898.18	256.55	2.660	1.917	AAA
256350021	MIM-RCTC 2013 Residual Fund	477870AB5	Asset Backed	John Deere Owner Trust 2019-B	05/16/2022	07/16/2019	89,451.36	89,451.02	---	89,576.59	125.30	2.280	1.996	AAA
256350021	MIM-RCTC 2013 Residual Fund	65478LAB5	Asset Backed	Nissan Auto Lease Trust 2019-B	10/15/2021	07/16/2019	73,870.21	73,863.75	---	73,835.49	(32.03)	2.270	2.378	AAA

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio by Account for quarter ended March 31, 2020

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350021	MIM-RCTC 2013 Residual Fund	38013FAD3	Asset Backed	GM Financial Consumer Automobile Receivables Trust 2018-4	10/16/2023	07/24/2019	75,000.00	76,374.02	---	75,973.50	176.53	3.210	1.821	AAA

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio by Account for quarter ended March 31, 2020

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350021	MIM-RCTC 2013 Residual Fund	14315PAB1	Asset Backed	Carmax Auto Owner Trust 2019-3	12/15/2022	07/24/2019	112,360.63	112,355.58	---	112,686.48	328.52	2.210	1.747	AAA
256350021	MIM-RCTC 2013 Residual Fund	87165LBB6	Asset Backed	Synchrony Credit Card Master Note Trust 2016-2	05/17/2021	08/02/2019	160,000.00	160,387.50	---	159,568.00	(678.83)	2.210	2.459	AAA
256350021	MIM-RCTC 2013 Residual Fund	26209AAE1	Asset Backed	Drive Auto Receivables Trust 2019-4	01/16/2024	09/09/2019	80,000.00	79,989.10	---	78,628.00	(1,363.72)	2.230	3.317	AA
256350021	MIM-RCTC 2013 Residual Fund	12596EAC8	Asset Backed	CNH Equipment Trust 2018-B	11/15/2023	12/05/2019	190,000.00	193,102.34	---	189,232.40	(3,211.97)	3.190	3.560	AAA
256350021	MIM-RCTC 2013 Residual Fund	26208RAD7	Asset Backed	Drive Auto Receivables Trust 2019-2	03/15/2023	12/05/2019	150,000.00	150,738.28	---	150,405.00	120.88	3.040	1.245	AAA
256350021	MIM-RCTC 2013 Residual Fund	02582JHJ2	Asset Backed	American Express Credit Account Master Trust, Series 2017-6	10/15/2020	12/05/2019	200,000.00	200,375.00	---	200,260.00	43.59	2.040	1.795	AAA
256350021	MIM-RCTC 2013 Residual Fund	17305EFM2	Asset Backed	Citibank Credit Card Issuance Trust - 2014-A1	01/23/2023	12/11/2019	200,000.00	202,210.16	---	201,738.00	123.79	2.880	1.781	AAA
256350021	MIM-RCTC 2013 Residual Fund	14315XAC2	Asset Backed	Carmax Auto Owner Trust 2020-1	12/16/2024	01/14/2020	60,000.00	59,988.23	---	60,184.80	195.84	1.890	1.781	AAA
256350021	MIM-RCTC 2013 Residual Fund	17305EGK5	Asset Backed	Citibank Credit Card Issuance Trust	01/20/2021	07/19/2019	100,000.00	100,625.00	---	100,730.00	391.71	2.490	1.564	AAA
256350021	MIM-RCTC 2013 Residual Fund	14041NFU0	Asset Backed	Capital One Multi-Asset Execution Trust, Series 2019-2	09/15/2022	03/13/2020	100,000.00	100,312.50	---	100,964.00	656.44	1.720	1.323	AAA
256350021	MIM-RCTC 2013 Residual Fund	62888VAA6	CMO	NCUA Guaranteed Notes Trust 2010-R1	10/07/2020	05/10/2019	0.01	0.01	---	0.01	0.00	2.116	1.822	AAA
256350021	MIM-RCTC 2013 Residual Fund	62888UAB6	CMO	NCUA Guaranteed Notes Trust 2010-R2	11/05/2020	03/15/2019	137,452.67	137,656.70	---	137,467.79	(59.39)	2.136	1.008	AAA
256350021	MIM-RCTC 2013 Residual Fund	06416CAC2	Corporate	The Bank of Nova Scotia	04/26/2021	---	200,000.00	194,126.00	---	200,104.00	2,406.23	1.875	1.825	AAA
256350021	MIM-RCTC 2013 Residual Fund	90331HNP4	Corporate	U.S. Bank National Association	04/26/2021	10/11/2018	250,000.00	249,395.00	03/26/2021	252,107.50	2,368.04	3.150	2.281	AA
256350021	MIM-RCTC 2013 Residual Fund	06406FAB9	Corporate	The Bank of New York Mellon Corporation	05/03/2021	10/11/2018	200,000.00	193,708.00	04/03/2021	200,928.00	3,675.48	2.050	1.583	A
256350021	MIM-RCTC 2013 Residual Fund	172967LC3	Corporate	Citigroup Inc.	12/08/2021	---	450,000.00	449,617.50	11/08/2021	453,460.50	3,702.86	2.900	2.407	A
256350021	MIM-RCTC 2013 Residual Fund	06051GFN4	Corporate	Bank of America Corporation	04/21/2020	01/25/2018	100,000.00	99,537.00	---	99,984.00	(4.44)	2.250	2.513	A
256350021	MIM-RCTC 2013 Residual Fund	69371RP34	Corporate	PACCAR Financial Corp.	05/10/2021	04/30/2019	200,000.00	200,250.00	---	191,850.00	(8,286.67)	1.994	5.523	A
256350021	MIM-RCTC 2013 Residual Fund	86787EBD8	Corporate	SunTrust Bank	05/17/2022	05/14/2019	50,000.00	50,000.00	04/17/2022	48,758.00	(1,242.00)	2.282	3.268	A
256350021	MIM-RCTC 2013 Residual Fund	14913Q2X6	Corporate	Caterpillar Financial Services Corporation	05/17/2021	05/14/2019	120,000.00	120,000.00	---	117,571.20	(2,428.80)	2.082	3.712	A
256350021	MIM-RCTC 2013 Residual Fund	025816CE7	Corporate	American Express Company	05/20/2022	05/15/2019	100,000.00	100,000.00	04/19/2022	95,909.00	(4,091.00)	2.315	4.085	A
256350021	MIM-RCTC 2013 Residual Fund	05531FAU7	Corporate	Truist Financial Corporation	06/29/2020	04/15/2019	250,000.00	249,642.50	05/29/2020	249,537.50	(390.46)	2.625	3.365	A
256350021	MIM-RCTC 2013 Residual Fund	06051GEC9	Corporate	Bank of America Corporation	07/01/2020	---	200,000.00	207,806.00	---	201,254.00	92.16	5.625	3.055	A
256350021	MIM-RCTC 2013 Residual Fund	94974BGM6	Corporate	Wells Fargo & Company	07/22/2020	04/15/2019	200,000.00	199,590.00	---	200,038.00	137.77	2.600	2.525	A
256350021	MIM-RCTC 2013 Residual Fund	55279HAN0	Corporate	Manufacturers & Traders Trust Company	08/17/2020	10/11/2018	250,000.00	244,707.50	07/17/2020	249,370.00	483.81	2.050	2.717	A
256350021	MIM-RCTC 2013 Residual Fund	375558BB8	Corporate	Gilead Sciences, Inc.	09/01/2020	---	135,000.00	133,439.10	---	135,402.30	742.03	2.550	1.825	A
256350021	MIM-RCTC 2013 Residual Fund	05531FBJ1	Corporate	Truist Financial Corporation	03/16/2023	09/09/2019	165,000.00	164,877.90	02/13/2023	165,100.65	204.40	2.200	2.178	A
256350021	MIM-RCTC 2013 Residual Fund	780082AC7	Corporate	Royal Bank of Canada	10/14/2020	---	200,000.00	196,622.00	---	199,558.00	400.90	2.100	2.517	AAA
256350021	MIM-RCTC 2013 Residual Fund	17308CC46	Corporate	Citigroup Inc.	11/04/2022	10/28/2019	195,000.00	195,000.00	11/04/2021	194,257.05	(742.95)	2.312	1.864	A
256350021	MIM-RCTC 2013 Residual Fund	17401QAN1	Corporate	Citizens Bank, National Association	10/30/2020	04/15/2019	250,000.00	247,950.00	---	250,590.00	1,372.19	2.250	1.774	A
256350021	MIM-RCTC 2013 Residual Fund	31677QBK4	Corporate	Fifth Third Bank	10/30/2020	06/21/2019	200,000.00	199,810.00	09/30/2020	199,358.00	(560.80)	2.200	2.757	A
256350021	MIM-RCTC 2013 Residual Fund	61747WAF6	Corporate	Morgan Stanley	01/25/2021	---	200,000.00	213,237.00	---	205,284.00	655.41	5.750	2.457	A
256350021	MIM-RCTC 2013 Residual Fund	95000U2B8	Corporate	Wells Fargo & Company	07/22/2022	02/19/2020	235,000.00	239,479.10	---	235,761.40	(3,517.44)	2.625	2.479	A
256350021	MIM-RCTC 2013 Residual Fund	69353RFU7	Corporate	PNC Bank, National Association	02/24/2023	02/20/2020	250,000.00	250,000.00	02/24/2022	235,625.00	(14,375.00)	2.004	3.874	A
256350021	MIM-RCTC 2013 Residual Fund	74456QBP0	Corporate	Public Service Electric and Gas Company	03/15/2021	03/25/2020	125,000.00	122,811.25	02/15/2021	123,762.50	920.81	1.900	2.958	AA
256350021	MIM-RCTC 2013 Residual Fund	02581RDD2	CP	American Express Credit Corporation	04/13/2020	03/10/2020	350,000.00	349,534.79	---	349,860.00	29.17	0.000	1.108	AAA
256350021	MIM-RCTC 2013 Residual Fund	50000DDD5	CP	KOCH INDUSTRIES INC	04/13/2020	03/26/2020	650,000.00	649,317.50	---	649,740.00	195.00	0.000	1.108	AAA
256350021	MIM-RCTC 2013 Residual Fund	23336GD65	CP	DTE Electric Company	04/06/2020	03/26/2020	600,000.00	599,422.50	---	599,898.00	160.50	0.000	1.020	AAA
256350021	MIM-RCTC 2013 Residual Fund	14918ED16	CP	CommonSpirit Health	04/01/2020	03/30/2020	550,000.00	549,880.83	---	550,000.00	0.00	0.000	0.000	NA
256350021	MIM-RCTC 2013 Residual Fund	40248CDL2	CP	Gulf Power Company	04/20/2020	03/31/2020	200,000.00	199,650.00	---	199,872.00	204.50	0.000	1.152	AAA
256350021	MIM-RCTC 2013 Residual Fund	31846V401	MM Fund	First American Funds, Inc. - Government Obligations Fund	03/31/2020	---	0.00	182,187.22	---	182,187.22	0.00	0.010	0.010	AAA
256350021	MIM-RCTC 2013 Residual Fund	072024WW8	Muni	Bay Area Toll Authority	04/01/2022	09/20/2019	95,000.00	95,000.00	---	95,512.05	512.05	2.128	1.852	AA
256350021	MIM-RCTC 2013 Residual Fund	783186TZ2	Muni	Rutgers, The State University of New Jersey	05/01/2022	10/18/2019	105,000.00	105,000.00	---	103,963.65	(1,036.35)	2.057	2.546	AA
256350021	MIM-RCTC 2013 Residual Fund	459058GK3	Non-US Gov	International Bank for Reconstruction and Development	08/21/2020	---	315,000.00	315,116.40	---	315,094.50	68.25	0.230	0.157	AAA
256350021	MIM-RCTC 2013 Residual Fund	4581X0CZ9	Non-US Gov	Inter-American Development Bank	09/14/2022	09/30/2019	650,000.00	652,067.00	---	669,454.50	17,728.51	1.750	0.520	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828UH1	TIPS	United States Department of The Treasury	01/15/2023	---	100,573.20	98,702.88	---	99,361.29	(79.34)	0.125	0.560	AAA
256350021	MIM-RCTC 2013 Residual Fund	9128286N5	TIPS	United States Department of The Treasury	04/15/2024	---	419,315.20	426,690.91	---	425,374.30	(337.97)	0.500	0.142	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828L57	US Gov	United States Department of The Treasury	09/30/2022	---	2,150,000.00	2,158,926.57	---	2,230,044.50	71,816.97	1.750	0.255	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828Y53	US Gov	United States Department of The Treasury	07/31/2020	---	1,775,000.00	1,774,332.62	---	1,774,964.50	220.83	0.128	0.136	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828VV9	US Gov	United States Department of The Treasury	08/31/2020	---	2,260,000.00	2,251,428.13	---	2,278,803.20	18,935.81	2.125	0.123	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828YK0	US Gov	United States Department of The Treasury	10/15/2022	---	1,030,000.00	1,021,835.16	---	1,059,046.00	36,111.99	1.375	0.261	AAA
256350021	MIM-RCTC 2013 Residual Fund	9128285H9	US Gov	United States Department of The Treasury	10/31/2020	---	700,000.00	699,678.39	---	699,895.00	4.49	0.130	0.158	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828T67	US Gov	United States Department of The Treasury	10/31/2021	12/09/2019	480,000.00	476,306.25	---	488,025.60	11,118.84	1.250	0.191	AAA
256350021	MIM-RCTC 2013 Residual Fund	9128286U9	US Gov	United States Department of The Treasury	05/15/2022	---	420,000.00	425,850.01	---	436,850.40	11,389.90	2.125	0.230	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828J43	US Gov	United States Department of The Treasury	02/28/2022	12/30/2019	125,000.00	125,463.87	---	128,652.50	3,241.00	1.750	0.221	AAA
256350021	MIM-RCTC 2013 Residual Fund	912828B58	US Gov	United States Department of The Treasury	01/31/2021	---	1,730,000.00	1,727,976.96	---	1,759,877.10	28,272.95	2.125	0.056	AAA
256350021	MIM-RCTC 2013 Residual Fund	658886DZ6	VRDN	North Dakota Housing Finance Agency	07/01/2038	06/29/2018	100,000.00	100,000.00	---	100,000.00	0.00	3.000	3.000	AA
256350021	MIM-RCTC 2013 Residual Fund	196480CW5	VRDN	Colorado Housing and Finance Authority, Inc.	10/01/2051	03/19/2020	460,000.00	460,000.00	04/20/2020	460,000.00	0.00	4.750	4.750	AAA
							26,138,523.60	**26,363,220.26**		**26,621,856.09**	**252,640.84**			
256350023	MIM-Sr Lien Reserve Fund-1	3137EADB2	Agency	Freddie Mac	01/13/2022	---	950,000.00	942,921.50	---	983,316.50	33,531.97	2.375	0.399	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137EADR7	Agency	Freddie Mac	05/01/2020	05/15/2015	150,000.00	148,903.50	---	150,136.50	155.37	1.375	0.281	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3135G0D75	Agency	Federal National Mortgage Association	06/22/2020	05/06/2015	600,000.00	593,490.00	---	601,686.00	1,982.15	1.500	0.249	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3130AFFX0	Agency	Federal Home Loan Banks	11/16/2028	09/11/2019	185,000.00	205,766.25	---	218,660.75	14,046.03	3.250	1.039	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136A72D3	Agency CMO	Federal National Mortgage Association	04/25/2022	07/03/2013	214,016.23	203,315.42	---	217,543.22	5,334.25	2.482	1.373	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137AUPE3	Agency CMO	Freddie Mac	06/25/2022	---	150,000.00	151,611.80	---	153,297.00	2,749.05	2.396	1.262	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377RSZ9	Agency CMO	Government National Mortgage Association	06/16/2039	---	10,305.56	10,629.04	---	10,353.89	20.59	4.500	0.146	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377JZ89	Agency CMO	Government National Mortgage Association	10/20/2039	---	56,766.92	58,313.00	---	59,398.63	1,566.00	3.500	0.788	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38376T5Z1	Agency CMO	Government National Mortgage Association	01/16/2039	01/26/2015	57,783.68	60,369.50	---	60,706.96	1,362.88	3.000	0.734	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378TAF7	Agency CMO	Government National Mortgage Association	07/20/2041	07/05/2013	95,617.05	95,631.46	---	99,325.08	3,767.77	2.500	0.747	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38380AZ34	Agency CMO	Government National Mortgage Association	04/20/2046	11/28/2016	120,581.71	123,958.94	---	128,496.69	4,978.40	3.000	1.797	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378CRT6	Agency CMO	Government National Mortgage Association	10/20/2040	05/22/2014	38,738.70	37,407.05	---	40,017.85	2,216.93	2.000	0.708	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38376WA62	Agency CMO	Government National Mortgage Association	10/20/2039	---	160,762.90	164,807.05	---	171,606.36	6,299.81	4.000	1.846	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377RVK8	Agency CMO	Government National Mortgage Association	04/20/2039	---	82,892.62	84,546.40	---	85,898.30	2,182.80	3.000	1.204	AAA

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio by Account for quarter ended March 31, 2020

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350023	MIM-Sr Lien Reserve Fund-1	3137AXHP1	Agency CMO	Freddie Mac	09/25/2022	09/29/2017	140,000.00	142,089.06	---	144,048.80	3,118.34	2.573	1.270	AAA

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio by Account for quarter ended March 31, 2020

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350023	MIM-Sr Lien Reserve Fund-1	3137ATRW4	Agency CMO	Freddie Mac	05/25/2022	---	282,110.00	278,085.13	---	287,859.40	8,111.34	2.373	1.263	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378B7F0	Agency CMO	Government National Mortgage Association	12/16/2042	---	450,000.00	427,324.22	---	451,728.00	13,660.70	2.273	2.170	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378CDK0	Agency CMO	Government National Mortgage Association	03/20/2035	03/16/2018	4,943.62	4,966.79	---	4,959.19	17.21	3.000	0.508	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378AWX5	Agency CMO	Government National Mortgage Association	01/20/2036	03/28/2018	38,833.61	39,042.94	---	39,256.50	379.44	3.000	0.595	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378DDC6	Agency CMO	Government National Mortgage Association	04/20/2038	06/20/2018	25,736.60	25,910.52	---	25,820.50	85.16	3.500	0.557	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31398QTP2	Agency CMO	Freddie Mac	05/15/2038	06/26/2018	11,249.04	11,469.19	---	11,277.17	17.30	4.500	0.641	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38379HLE3	Agency CMO	Government National Mortgage Association	05/20/2043	10/18/2018	63,167.17	63,078.34	---	65,227.05	2,157.84	3.500	0.158	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378VC45	Agency CMO	Government National Mortgage Association	12/16/2041	11/23/2018	125,495.83	120,966.22	---	128,881.71	7,296.53	2.250	1.222	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377JM59	Agency CMO	Government National Mortgage Association	10/20/2039	11/21/2018	62,036.66	60,485.74	---	63,416.97	2,649.97	2.500	1.174	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136A5KR6	Agency CMO	Federal National Mortgage Association	10/25/2022	01/25/2019	41,139.41	40,573.75	---	41,301.92	504.91	1.750	0.893	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378HXH4	Agency CMO	Government National Mortgage Association	09/16/2027	03/08/2019	13,661.46	13,249.33	---	13,784.96	486.35	1.250	0.807	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B5A60	Agency CMO	Freddie Mac	10/15/2028	03/20/2019	20,448.54	20,218.49	---	21,002.89	744.20	2.500	1.146	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B4HD1	Agency CMO	Freddie Mac	12/15/2042	03/20/2019	32,818.02	33,894.86	---	34,847.81	1,023.27	4.500	1.115	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38375XCM4	Agency CMO	Government National Mortgage Association	11/16/2037	05/14/2019	51,617.65	53,079.48	---	53,984.84	1,216.77	5.000	1.156	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136ADFF1	Agency CMO	Federal National Mortgage Association	04/25/2023	06/10/2019	102,585.24	101,110.58	---	103,237.68	1,882.53	1.500	0.885	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137ABFH9	Agency CMO	Freddie Mac	06/25/2021	07/22/2019	100,000.00	102,574.22	---	102,544.00	924.18	3.989	1.203	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377REV3	Agency CMO	Government National Mortgage Association	10/20/2039	07/01/2019	66,398.13	67,715.72	---	69,024.18	1,490.34	3.500	0.915	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38377QKH9	Agency CMO	Government National Mortgage Association	08/20/2040	08/20/2019	43,825.94	44,622.00	---	46,022.50	1,430.14	3.000	0.894	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38376GY53	Agency CMO	Government National Mortgage Association	01/16/2040	08/06/2019	59,409.95	59,597.92	---	59,792.55	319.70	3.526	2.173	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38379JM99	Agency CMO	Government National Mortgage Association	02/16/2041	08/28/2019	45,823.55	46,118.91	---	47,496.57	1,412.44	2.500	0.385	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38374C4J7	Agency CMO	Government National Mortgage Association	07/20/2020	10/21/2019	10,497.95	10,583.25	---	10,547.60	17.90	5.500	0.617	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378JZD7	Agency CMO	Government National Mortgage Association	12/20/2040	10/16/2019	36,902.10	36,440.82	---	37,357.47	887.25	1.500	0.733	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137BDKF2	Agency CMO	Freddie Mac	09/15/2040	11/13/2019	56,032.25	57,323.62	---	58,144.67	923.03	3.500	1.077	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137A5FP4	Agency CMO	Freddie Mac	01/15/2021	---	60,177.31	60,184.12	---	60,805.56	663.57	2.500	0.697	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378FRB8	Agency CMO	Government National Mortgage Association	07/20/2042	12/30/2019	185,575.11	182,849.47	---	189,993.65	7,113.07	2.000	1.430	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378CNY9	Agency CMO	Government National Mortgage Association	11/20/2038	02/04/2020	110,000.00	110,721.88	---	111,607.10	1,023.17	3.500	0.773	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38376TTT9	Agency CMO	Government National Mortgage Association	11/20/2039	01/29/2020	46,261.98	47,346.24	---	48,412.23	1,087.19	3.000	0.832	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38379KDN5	Agency MBS	Government National Mortgage Association	09/16/2055	08/05/2015	101,124.95	98,541.52	---	102,523.51	2,056.22	2.185	2.258	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36202F2H8	Agency MBS	Government National Mortgage Association	01/20/2027	---	125,166.78	129,010.95	---	130,447.57	2,470.32	3.000	1.259	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378XP62	Agency MBS	Government National Mortgage Association	05/16/2055	05/14/2015	241,068.83	244,044.52	---	245,504.50	2,123.50	2.500	2.045	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378KWU9	Agency MBS	Government National Mortgage Association	11/16/2041	---	155,147.47	147,425.63	---	153,139.86	2,795.47	1.400	2.010	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138EJPZ5	Agency MBS	Federal National Mortgage Association	07/01/2022	08/29/2016	195,801.84	207,970.62	---	203,665.25	1,978.96	3.022	0.763	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31381T4E7	Agency MBS	Federal National Mortgage Association	03/01/2022	10/25/2016	252,999.23	264,334.79	---	258,962.42	1,574.97	2.670	1.347	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136A7MN9	Agency MBS	Federal National Mortgage Association	05/25/2022	08/29/2016	259,151.19	266,561.30	---	263,870.33	2,057.99	2.349	1.208	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31417YKF3	Agency MBS	Federal National Mortgage Association	01/01/2030	---	109,998.39	115,273.19	---	119,803.65	6,238.36	4.500	0.536	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378KRS0	Agency MBS	Government National Mortgage Association	07/16/2043	05/08/2015	450,000.00	434,460.94	---	454,320.00	11,311.66	2.389	2.052	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378KXW4	Agency MBS	Government National Mortgage Association	02/16/2037	12/11/2014	93,240.57	92,788.94	---	92,935.67	(139.60)	1.705	1.936	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138EKXL4	Agency MBS	Federal National Mortgage Association	03/01/2023	---	218,108.92	215,008.61	---	225,533.35	8,244.20	2.332	0.943	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378KSL4	Agency MBS	Government National Mortgage Association	12/16/2046	---	425,000.00	415,829.11	---	433,644.50	14,540.77	2.820	2.484	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136AHAE0	Agency MBS	Federal National Mortgage Association	04/25/2023	10/28/2016	52,181.09	53,306.25	---	53,543.02	662.18	2.623	0.850	AAA
256350023	MIM-Sr Lien Reserve Fund-1	38378B6A2	Agency MBS	Government National Mortgage Association	11/16/2052	01/22/2015	109,708.05	106,249.67	---	109,001.53	1,018.39	1.826	2.025	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B1U75	Agency MBS	Freddie Mac	01/25/2023	08/29/2016	364,745.90	379,065.02	---	376,217.15	6,275.80	2.522	0.932	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31381Q6B7	Agency MBS	Federal National Mortgage Association	06/01/2021	07/15/2016	179,308.07	198,863.86	---	184,622.76	610.70	4.295	1.577	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3136AC7J4	Agency MBS	Federal National Mortgage Association	03/25/2023	02/21/2018	38,958.65	38,317.96	---	40,118.84	1,532.90	2.535	1.582	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31381R5T7	Agency MBS	Federal National Mortgage Association	09/01/2021	08/29/2018	130,000.00	132,747.27	---	134,056.00	2,911.22	3.770	1.455	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31381SVJ8	Agency MBS	Federal National Mortgage Association	11/01/2021	02/22/2019	104,843.84	105,368.07	---	107,407.27	2,356.15	3.330	1.640	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138L1W62	Agency MBS	Federal National Mortgage Association	12/01/2022	02/21/2019	163,059.66	162,091.49	---	162,629.18	371.39	2.500	2.557	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137F4D41	Agency MBS	Freddie Mac	01/25/2028	04/01/2019	35,000.00	36,714.84	---	40,335.05	3,801.22	3.600	1.495	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	06/10/2019	94,763.45	98,213.43	---	99,637.13	2,107.32	4.000	0.609	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137FBAJ5	Agency MBS	Freddie Mac	08/25/2027	06/26/2019	200,000.00	211,593.75	---	225,738.00	15,155.23	3.281	1.417	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137B1BS0	Agency MBS	Freddie Mac	11/25/2022	07/31/2019	360,000.00	363,360.94	---	370,490.40	7,920.33	2.510	1.278	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137FNAD2	Agency MBS	Freddie Mac	11/25/2028	08/01/2019	132,966.14	135,619.88	---	142,659.37	7,274.66	2.631	1.274	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138LFGP7	Agency MBS	Federal National Mortgage Association	10/01/2028	08/07/2019	275,000.00	284,356.45	---	296,392.25	12,497.02	2.550	1.603	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36178NB99	Agency MBS	Government National Mortgage Association	08/15/2027	10/11/2019	35,156.90	35,546.93	---	36,584.97	1,050.35	2.500	0.979	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36202FA30	Agency MBS	Government National Mortgage Association	09/20/2024	10/23/2019	35,692.62	37,187.25	---	37,945.90	908.43	4.500	0.579	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31381PEB0	Agency MBS	Federal National Mortgage Association	11/01/2020	09/26/2014	244,714.48	257,676.70	---	244,983.67	(451.21)	3.370	2.740	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179M4J6	Agency MBS	Government National Mortgage Association	03/20/2028	11/20/2019	43,828.42	44,355.73	---	45,485.57	1,142.20	2.500	1.143	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3138NJAE8	Agency MBS	Federal National Mortgage Association	12/01/2020	---	18,897.97	19,110.57	---	18,886.25	(123.61)	3.630	3.484	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137FPJF3	Agency MBS	Freddie Mac	06/25/2029	01/08/2020	183,797.35	184,630.19	---	193,705.87	9,108.95	2.258	1.267	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3137FQ3Y7	Agency MBS	Freddie Mac	07/25/2029	01/08/2020	184,010.53	184,075.23	---	193,223.94	9,158.15	2.190	1.295	AAA
256350023	MIM-Sr Lien Reserve Fund-1	3132CJAJ2	Agency MBS	Freddie Mac	09/01/2029	01/28/2020	97,596.24	100,364.02	---	102,275.98	1,876.83	3.000	1.134	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31381QB54	Agency MBS	Federal National Mortgage Association	03/01/2021	11/07/2018	127,940.81	130,589.58	---	129,701.27	888.47	4.410	2.262	AAA
256350023	MIM-Sr Lien Reserve Fund-1	36179NHK7	Agency MBS	Government National Mortgage Association	07/20/2028	03/31/2020	198,992.19	207,573.73	---	207,916.99	343.26	3.000	1.409	AAA
256350023	MIM-Sr Lien Reserve Fund-1	62888VAA6	CMO	NCUA Guaranteed Notes Trust 2010-R1	10/07/2020	01/22/2019	68,179.86	68,203.83	---	68,136.90	(50.16)	2.116	1.390	AAA
256350023	MIM-Sr Lien Reserve Fund-1	CCYUSD	Currency	UNITED STATES OF AMERICA	03/31/2020	---	0.00	64.70	---	0.00	0.00	0.000	0.000	AAA
256350023	MIM-Sr Lien Reserve Fund-1	CCYUSD	Currency	UNITED STATES OF AMERICA	03/31/2020	---	0.00	(207,982.38)	---	(207,982.38)	0.00	0.000	0.000	AAA
256350023	MIM-Sr Lien Reserve Fund-1	31846V401	MM Fund	First American Funds, Inc. - Government Obligations Fund	03/31/2020	---	0.00	428,674.95	---	428,674.95	0.00	0.010	0.010	AAA
256350023	MIM-Sr Lien Reserve Fund-1	912828V49	TIPS	United States Department of The Treasury	01/15/2027	---	298,986.80	297,643.95	---	305,950.20	7,912.62	0.375	0.032	AAA
256350023	MIM-Sr Lien Reserve Fund-1	9128285W6	TIPS	United States Department of The Treasury	01/15/2029	---	255,382.50	270,641.99	---	277,404.13	7,799.25	0.875	-0.101	AAA
256350023	MIM-Sr Lien Reserve Fund-1	9128286N5	TIPS	United States Department of The Treasury	04/15/2024	---	271,020.80	275,385.58	---	274,937.05	139.18	0.500	0.142	AAA
256350023	MIM-Sr Lien Reserve Fund-1	912828L57	US Gov	United States Department of The Treasury	09/30/2022	---	1,400,000.00	1,386,564.45	---	1,452,122.00	58,581.72	1.750	0.255	AAA

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio by Account for quarter ended March 31, 2020

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
256350023	MIM-Sr Lien Reserve Fund-1	912828G38	US Gov	United States Department of The Treasury	11/15/2024	04/18/2017	1,350,000.00	1,369,037.11	---	1,465,911.00	103,941.21	2.250	0.375	AAA
256350023	MIM-Sr Lien Reserve Fund-1	912828XB1	US Gov	United States Department of The Treasury	05/15/2025	---	1,125,000.00	1,143,342.78	---	1,222,335.00	87,588.96	2.125	0.416	AAA
256350023	MIM-Sr Lien Reserve Fund-1	912828J43	US Gov	United States Department of The Treasury	02/28/2022	11/26/2019	150,000.00	150,544.92	---	154,383.00	3,919.09	1.750	0.221	AAA
256350023	MIM-Sr Lien Reserve Fund-1	912828YK0	US Gov	United States Department of The Treasury	10/15/2022	---	670,000.00	664,428.32	---	688,894.00	23,887.83	1.375	0.261	AAA
256350023	MIM-Sr Lien Reserve Fund-1	912828B58	US Gov	United States Department of The Treasury	01/31/2021	---	1,375,000.00	1,405,890.24	---	1,398,746.25	18,578.10	2.125	0.056	AAA
							18,160,752.97	**18,533,963.13**		**19,080,313.00**	**596,784.80**			
							64,005,314.77	**65,228,832.64**		**66,434,541.19**	**1,289,883.49**			

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio Transaction Report by Account
Quarter ended March 31, 2020

Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/Accretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
256350018	MIM-RCTC 91 TIFIA Reserve	3137A6B27	FHMS K010 A2	248,940.22	-	-	-	(1,860.25)	(21.73)	(1,074.62)	(89.94)	245,893.69	882.16
256350018	MIM-RCTC 91 TIFIA Reserve	912828B58	UNITED STATES TREASURY	1,507,845.00	-	-	-	-	-	(979.45)	19,039.45	1,525,905.00	5,341.69
256350018	MIM-RCTC 91 TIFIA Reserve	3137FL6P4	FHMS K089 A2	297,973.50	-	-	-	-	-	(801.18)	23,012.93	320,185.25	816.52
256350018	MIM-RCTC 91 TIFIA Reserve	3620ARB67	GN 737261	213,791.02	-	-	-	(15,629.10)	(511.63)	(770.63)	2,394.61	199,274.27	631.76
256350018	MIM-RCTC 91 TIFIA Reserve	31381Q6B7	FN 468066	185,413.32	-	-	-	(916.58)	(19.30)	(766.74)	912.06	184,622.76	663.17
256350018	MIM-RCTC 91 TIFIA Reserve	3137FGZN8	FHMS KI02 A	188,806.13	-	-	-	(29,232.67)	32.03	(754.76)	(2,177.94)	156,672.79	57.78
256350018	MIM-RCTC 91 TIFIA Reserve	3137AH6C7	FHMS K015 A2	339,689.76	-	-	-	(2,134.31)	(25.94)	(717.51)	4,761.86	341,573.86	897.50
256350018	MIM-RCTC 91 TIFIA Reserve	31397UPF0	FNA 11M1 A3	247,565.08	-	-	-	(8,002.59)	(89.78)	(701.01)	995.00	239,766.70	740.06
256350018	MIM-RCTC 91 TIFIA Reserve	3137A2B26	FHMS K009 A2	218,904.29	-	-	-	(50,443.50)	(160.39)	(644.91)	467.89	168,123.37	531.04
256350018	MIM-RCTC 91 TIFIA Reserve	3620A9T35	GN 723370	169,032.61	-	-	-	(13,262.80)	(405.76)	(564.80)	1,791.16	156,590.42	496.67
256350018	MIM-RCTC 91 TIFIA Reserve	3130AFFX0	FEDERAL HOME LOAN BANKS	218,722.00	-	-	-	-	-	(564.39)	18,232.39	236,390.00	2,437.50
256350018	MIM-RCTC 91 TIFIA Reserve	3138EJRP5	FN AL2293	153,837.30	-	-	-	(3,134.05)	(63.89)	(556.38)	2,159.79	152,242.78	551.08
256350018	MIM-RCTC 91 TIFIA Reserve	3137EADB2	FREDDIE MAC	507,710.00	-	-	-	-	-	(548.64)	10,373.64	517,535.00	2,572.92
256350018	MIM-RCTC 91 TIFIA Reserve	912828XB1	UNITED STATES TREASURY	459,283.50	-	-	-	-	-	(511.92)	30,162.42	488,934.00	3,625.34
256350018	MIM-RCTC 91 TIFIA Reserve	38378CNY9	GNR 127E MD	201,632.00	-	-	-	-	-	(510.12)	1,800.12	202,922.00	583.33
256350018	MIM-RCTC 91 TIFIA Reserve	912828L57	UNITED STATES TREASURY	1,004,020.00	-	-	-	-	-	(497.25)	33,707.25	1,037,230.00	47.81
256350018	MIM-RCTC 91 TIFIA Reserve	3137BM6P6	FHMS K721 A2	204,216.00	-	-	-	-	-	(487.57)	2,525.57	206,254.00	515.00
256350018	MIM-RCTC 91 TIFIA Reserve	36297GCD0	GN 711168	100,871.42	-	-	-	(5,295.58)	(196.38)	(469.57)	1,969.93	96,879.83	347.06
256350018	MIM-RCTC 91 TIFIA Reserve	31419AM53	FN AE0379	108,165.60	-	-	-	(13,942.95)	(419.91)	(424.77)	1,279.10	94,657.07	415.95
256350018	MIM-RCTC 91 TIFIA Reserve	3137BP4K2	FHMS KIR1 A2	206,340.00	-	-	-	-	-	(379.73)	15,319.73	221,280.00	474.83
256350018	MIM-RCTC 91 TIFIA Reserve	3137F4D41	FHMS K074 A2	162,696.00	-	-	-	-	-	(365.22)	10,533.72	172,864.50	450.00
256350018	MIM-RCTC 91 TIFIA Reserve	3620AFYR2	GN 728920	99,912.02	-	-	-	(6,305.20)	(190.07)	(360.05)	1,114.73	94,171.43	298.67
256350018	MIM-RCTC 91 TIFIA Reserve	31381R5T7	FN 468958	103,495.71	-	-	-	-	-	(348.49)	1,003.98	104,151.20	327.89
256350018	MIM-RCTC 91 TIFIA Reserve	3137FBAJ5	FHMS KIR3 A2	210,796.00	-	-	-	-	-	(339.49)	15,281.49	225,738.00	546.83
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1U75	FHMS KS01 A2	366,131.40	-	-	-	(3,070.11)	(23.55)	(337.36)	8,566.55	371,266.93	756.49
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1BS0	FHMS K026 A2	400,470.75	-	-	-	-	-	(332.46)	6,372.01	406,510.30	826.21
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1UG5	FHMS K027 A2	203,388.00	-	-	-	-	-	(318.13)	3,710.13	206,780.00	439.50
256350018	MIM-RCTC 91 TIFIA Reserve	3138EJPZ5	FN AL2239	226,565.59	-	-	-	(1,472.12)	(29.30)	(316.29)	4,375.52	229,123.40	573.22
256350018	MIM-RCTC 91 TIFIA Reserve	3137B3HX9	FHR 4231C FB	92,424.33	-	-	-	(14,313.46)	62.53	(311.76)	(32.62)	77,829.01	39.89
256350018	MIM-RCTC 91 TIFIA Reserve	31397ALN1	FHR 3196C FA	172,874.52	-	-	-	(31,669.40)	38.09	(308.09)	150.42	141,085.53	66.17
256350018	MIM-RCTC 91 TIFIA Reserve	3137F4CY6	FHMS KBX1 A1	196,646.20	-	-	-	-	-	(293.93)	8,895.23	205,247.50	462.33
256350018	MIM-RCTC 91 TIFIA Reserve	3137B1BS0	FHMS K026 A2	253,462.50	-	-	-	-	-	(284.30)	4,106.80	257,285.00	522.92
256350018	MIM-RCTC 91 TIFIA Reserve	3137BJQ71	FHMS KPLB A	205,686.00	-	-	-	-	-	(284.24)	9,104.24	214,506.00	461.67
256350018	MIM-RCTC 91 TIFIA Reserve	3620C4SU5	GN 748531	96,940.27	-	-	-	(9,441.39)	(324.70)	(269.09)	976.24	87,881.32	278.61
256350018	MIM-RCTC 91 TIFIA Reserve	3137BLAC2	FHMS K048 A2	94,916.70	-	-	-	-	-	(268.97)	3,575.57	98,223.30	246.30
256350018	MIM-RCTC 91 TIFIA Reserve	3137ATRW4	FHMS K020 A2	302,364.00	-	-	-	-	-	(266.26)	4,016.26	306,114.00	593.25
256350018	MIM-RCTC 91 TIFIA Reserve	3137ABFH9	FHMS KAIV A2	82,635.39	-	-	-	-	-	(262.34)	687.59	83,060.64	269.26
256350018	MIM-RCTC 91 TIFIA Reserve	3137ABFH9	FHMS KAIV A2	69,372.92	-	-	-	-	-	(216.22)	573.22	69,729.92	226.04
256350018	MIM-RCTC 91 TIFIA Reserve	3137AXHP1	FHMS K024 A2	152,257.50	-	-	-	-	-	(194.97)	2,275.47	154,338.00	321.63
256350018	MIM-RCTC 91 TIFIA Reserve	36202F2H8	G2 005276	212,773.12	-	-	-	(12,820.94)	(316.43)	(193.66)	3,116.24	202,558.33	485.90
256350018	MIM-RCTC 91 TIFIA Reserve	3136AGFQ0	FNR 1392B A	169,197.13	-	-	-	(20,500.99)	(228.46)	(185.30)	1,824.76	150,107.15	427.30
256350018	MIM-RCTC 91 TIFIA Reserve	3137AUPE3	FHMS K021 A2	201,676.00	-	-	-	-	-	(180.43)	2,900.43	204,396.00	399.33
256350018	MIM-RCTC 91 TIFIA Reserve	31381SVJ8	FN 469617	86,005.01	-	-	-	(573.55)	(7.34)	(175.19)	676.90	85,925.83	240.51
256350018	MIM-RCTC 91 TIFIA Reserve	3137BLAC2	FHMS K048 A2	63,277.80	-	-	-	-	-	(168.06)	2,372.46	65,482.20	164.20
256350018	MIM-RCTC 91 TIFIA Reserve	38376V2E6	GNR 1019B UA	121,106.58	-	-	-	(9,253.78)	(353.44)	(132.32)	1,912.62	113,279.66	354.39
256350018	MIM-RCTC 91 TIFIA Reserve	36202FA30	G2 004526	43,966.04	-	-	-	(2,935.40)	(118.09)	(128.38)	461.37	41,245.54	145.49
256350018	MIM-RCTC 91 TIFIA Reserve	3137AJMF8	FHMS K016 A2	333,183.78	-	(333,163.37)	-	(600.09)	900.37	(111.81)	(208.88)	-	-
256350018	MIM-RCTC 91 TIFIA Reserve	38374C4J7	GNR 0385G TW	47,030.61	0.00	0.00	0.00	(22,856.50)	(109.78)	(102.83)	(44.81)	23,916.69	109.10
256350018	MIM-RCTC 91 TIFIA Reserve	3138LFGP7	FN AN2905	303,750.00	-	-	-	-	-	(98.07)	19,685.07	323,337.00	658.75
256350018	MIM-RCTC 91 TIFIA Reserve	38377REV3	GNR 10158C HA	79,410.55	-	-	-	(6,841.85)	(123.26)	(94.03)	1,603.07	73,954.47	207.49
256350018	MIM-RCTC 91 TIFIA Reserve	38376WA62	GNR 1015C PD	97,116.65	-	-	-	(4,837.62)	(237.19)	(81.72)	3,465.10	95,425.23	297.99
256350018	MIM-RCTC 91 TIFIA Reserve	3137FNAD2	FHMS K095 A1	151,109.24	-	-	-	(451.20)	(8.32)	(79.45)	7,940.14	158,510.41	323.92
256350018	MIM-RCTC 91 TIFIA Reserve	38377RED3	GNR 10158A EC	209,930.23	-	-	-	(16,788.43)	(132.66)	(72.65)	4,403.24	197,339.73	399.43
256350018	MIM-RCTC 91 TIFIA Reserve	3138LFP51	FN AN3143	201,963.29	-	-	-	(845.76)	(30.93)	(72.20)	13,984.70	214,999.11	439.52
256350018	MIM-RCTC 91 TIFIA Reserve	3138NJAE8	FN FN0004	20,555.09	-	-	-	(1,673.57)	(15.06)	(68.97)	88.76	18,886.26	59.07
256350018	MIM-RCTC 91 TIFIA Reserve	3136A7MN9	FNA 12M8 A2	148,907.84	-	-	-	(5,439.51)	(36.74)	(63.48)	1,760.57	145,128.67	279.06
256350018	MIM-RCTC 91 TIFIA Reserve	36179M4J6	G2 MA0825	188,437.99	-	-	-	(10,246.27)	(122.92)	(61.35)	3,934.84	181,942.29	365.24
256350018	MIM-RCTC 91 TIFIA Reserve	3137BDKF2	FHR 4384A LA	49,712.08	-	-	-	(3,850.92)	(76.43)	(61.20)	792.19	46,515.73	130.74
256350018	MIM-RCTC 91 TIFIA Reserve	38376GY53	GNR 1195 C	68,323.82	-	-	-	(2,103.26)	(3.10)	(39.79)	78.94	66,256.61	193.44
256350018	MIM-RCTC 91 TIFIA Reserve	3136G4TH6	FEDERAL NATIONAL MORTGAGE ASSOCIATION	300,012.00	-	-	(300,000.00)	-	-	(36.49)	24.49	-	-
256350018	MIM-RCTC 91 TIFIA Reserve	3137FPJF3	FHMS K099 A1	-	200,138.80	-	-	(536.18)	(2.39)	(36.01)	9,847.53	209,411.75	373.89
256350018	MIM-RCTC 91 TIFIA Reserve	38378WUY7	GNR 13124F CP	163,494.51	-	-	-	(16,635.69)	(21.20)	(30.50)	2,514.19	149,321.31	304.09
256350018	MIM-RCTC 91 TIFIA Reserve	38376PRM4	GNR 09118C YE	22,401.92	-	-	-	(10,596.40)	(19.45)	(27.80)	4.99	11,763.27	39.05
256350018	MIM-RCTC 91 TIFIA Reserve	38377QKH9	GNR 1118A PG	51,773.22	-	-	-	(3,587.39)	(64.08)	(27.37)	1,561.48	49,655.85	118.21
256350018	MIM-RCTC 91 TIFIA Reserve	38376TTT9	GNR 106B AB	-	52,929.19	-	-	(1,432.32)	(33.23)	(23.38)	1,181.74	52,622.00	125.71
256350018	MIM-RCTC 91 TIFIA Reserve	3137BDKF2	FHR 4384A LA	22,244.73	-	-	-	(1,723.18)	(27.78)	(22.67)	343.35	20,814.46	58.50
256350018	MIM-RCTC 91 TIFIA Reserve	3138L2QG5	FN AM2254	273,374.07	-	-	-	(2,252.94)	(132.96)	(20.62)	15,718.50	286,686.05	674.22
256350018	MIM-RCTC 91 TIFIA Reserve	3136AHAE0	FNA 13M14 APT	73,174.39	-	-	-	(9,952.65)	(124.82)	(19.50)	964.23	64,041.65	136.42
256350018	MIM-RCTC 91 TIFIA Reserve	38379JM99	GNR 1545E AG	54,090.20	-	-	-	(4,086.12)	(24.11)	(18.72)	1,188.91	51,150.15	102.81
256350018	MIM-RCTC 91 TIFIA Reserve	31417YKF3	FN MA0293	-	28,619.49	-	-	(716.59)	(54.42)	(17.18)	358.91	28,190.20	97.06
256350018	MIM-RCTC 91 TIFIA Reserve	3136AGZA3	FNR 13101E A	28,289.24	-	-	-	(2,529.07)	(14.58)	(15.88)	346.76	26,076.47	63.71
256350018	MIM-RCTC 91 TIFIA Reserve	36178NB99	GN AB2764	50,884.56	-	-	-	(3,319.02)	(36.25)	(13.05)	1,263.72	48,779.96	97.66
256350018	MIM-RCTC 91 TIFIA Reserve	38378TAF7	GNR 1371A GA	111,786.94	-	-	-	(7,122.40)	(11.70)	(11.68)	2,961.01	107,602.17	215.80
256350018	MIM-RCTC 91 TIFIA Reserve	3137FQ3Y7	FHMS K101 A1	-	199,546.42	-	-	(545.98)	(0.18)	(10.21)	9,900.70	208,890.75	363.05
256350018	MIM-RCTC 91 TIFIA Reserve	38377JZ89	GNR 10117A GK	-	70,736.04	-	-	(3,721.51)	(82.77)	(10.14)	1,615.28	68,536.89	191.04
256350018	MIM-RCTC 91 TIFIA Reserve	3137B5A60	FHR 4257G EK	-	19,360.53	-	-	(510.30)	(4.79)	(2.98)	334.10	19,176.55	38.90
256350018	MIM-RCTC 91 TIFIA Reserve	31846V401	FIRST AMER:GVT OBLG D	270,295.41	1,908,053.15	(1,854,194.34)	-	-	-	-	-	324,154.22	-
256350018	MIM-RCTC 91 TIFIA Reserve	CCYUSD	Payable	(201,051.38)	-	-	-	-	-	-	-	-	-
256350018	MIM-RCTC 91 TIFIA Reserve	38378FRB8	GNR 135A JE	200,450.80	(201,028.71)	-	-	-	-	-	577.91	-	-
256350018	MIM-RCTC 91 TIFIA Reserve	62888VAA6	NGN 10R1 1A	19,630.79	-	-	-	(2,783.07)	0.67	1.63	(49.15)	16,800.88	25.69

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio Transaction Report by Account
Quarter ended March 31, 2020

Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/Accretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
256350018	MIM-RCTC 91 TIFIA Reserve	912828Y53	UNITED STATES TREASURY	-	369,992.44	-	-	-	-	1.70	(1.54)	369,992.60	667.52
256350018	MIM-RCTC 91 TIFIA Reserve	912828Y53	UNITED STATES TREASURY	-	614,993.82	-	-	-	-	2.07	(8.19)	614,987.70	1,109.52
256350018	MIM-RCTC 91 TIFIA Reserve	38378BSZ3	GNR 1253A A	247,346.77	-	-	-	(63,716.32)	289.29	2.93	803.54	184,726.20	329.46
256350018	MIM-RCTC 91 TIFIA Reserve	912828Y53	UNITED STATES TREASURY	124,967.50	-	(124,976.39)	-	-	58.14	3.21	(52.46)	-	-
256350018	MIM-RCTC 91 TIFIA Reserve	38378JZD7	GNR 1347A EC	42,895.20	-	-	-	(3,531.57)	42.42	21.95	264.31	39,692.31	49.01
256350018	MIM-RCTC 91 TIFIA Reserve	38378FRB8	GNR 135A JE	-	198,143.71	-	-	(5,212.49)	76.06	33.34	7,508.23	200,548.85	326.47
256350018	MIM-RCTC 91 TIFIA Reserve	3138EKXL4	FN AL3382	49,452.33	-	-	-	(4,890.48)	(49.82)	39.11	1,165.08	45,716.22	88.78
256350018	MIM-RCTC 91 TIFIA Reserve	3137BSRZ8	FHMS KJ09 A2	181,809.03	-	-	-	(28,224.87)	(525.45)	41.19	3,421.71	156,521.60	355.61
256350018	MIM-RCTC 91 TIFIA Reserve	3132CJAJ2	FH SA0009	-	115,143.44	-	-	(5,885.21)	(169.99)	41.27	2,040.04	111,169.55	265.21
256350018	MIM-RCTC 91 TIFIA Reserve	3136ADFF1	FNR 1336D KC	122,323.69	-	-	-	(14,627.15)	179.73	60.92	1,373.29	109,310.48	135.77
256350018	MIM-RCTC 91 TIFIA Reserve	3137AS7D0	FHR 4084A TC	172,450.11	-	-	-	(20,412.06)	135.96	68.20	1,747.05	153,989.25	253.23
256350018	MIM-RCTC 91 TIFIA Reserve	3137B6DF5	FHR 4272E YG	175,593.87	-	-	-	(13,537.98)	129.67	71.79	2,360.84	164,618.18	269.00
256350018	MIM-RCTC 91 TIFIA Reserve	38377YTL4	GNR 11136D GA	198,577.89	-	-	-	(14,616.12)	171.72	84.23	5,747.38	189,965.10	310.41
256350018	MIM-RCTC 91 TIFIA Reserve	3136A5KR6	FNR 1231G AD	155,210.45	-	-	-	(31,758.91)	185.79	105.68	660.35	124,403.36	180.71
256350018	MIM-RCTC 91 TIFIA Reserve	38378KWU9	GNR 1396 A	34,816.35	-	-	-	(332.56)	13.13	112.76	194.84	34,804.52	41.14
256350018	MIM-RCTC 91 TIFIA Reserve	38378KW47	GNR 13138 A	233,555.14	-	-	-	(16,821.90)	67.13	116.84	8.22	216,925.42	388.67
256350018	MIM-RCTC 91 TIFIA Reserve	9128285W6	UNITED STATES TREASURY	151,507.01	-	-	-	-	-	120.08	3,719.23	155,346.31	264.71
256350018	MIM-RCTC 91 TIFIA Reserve	9128285W6	UNITED STATES TREASURY	129,863.15	-	-	-	-	-	122.50	3,168.33	133,153.98	226.90
256350018	MIM-RCTC 91 TIFIA Reserve	912828YK0	UNITED STATES TREASURY	223,629.75	-	-	-	-	-	124.42	7,590.83	231,345.00	1,428.53
256350018	MIM-RCTC 91 TIFIA Reserve	38378KWU9	GNR 1396 A	59,187.79	-	-	-	(565.35)	21.00	175.94	348.29	59,167.68	69.93
256350018	MIM-RCTC 91 TIFIA Reserve	3137AWQG3	FHMS K023 A1	279,651.24	-	-	-	(29,029.01)	262.44	217.05	2,392.17	253,493.88	332.20
256350018	MIM-RCTC 91 TIFIA Reserve	38378BXQ7	GNR 1289 A	200,304.19	-	-	-	(118,617.88)	652.93	239.67	61.36	82,640.27	106.25
256350018	MIM-RCTC 91 TIFIA Reserve	38378NWU3	GNR 1417A AM	158,922.90	-	-	-	(13,849.46)	(231.43)	262.54	742.08	145,846.63	302.78
256350018	MIM-RCTC 91 TIFIA Reserve	3137EADR7	FREDDIE MAC	174,839.00	-	-	-	-	-	306.62	13.63	175,159.25	1,002.60
256350018	MIM-RCTC 91 TIFIA Reserve	9128286N5	UNITED STATES TREASURY	300,668.55	-	-	-	-	-	481.91	(275.95)	300,874.51	684.75
256350018	MIM-RCTC 91 TIFIA Reserve	912828V49	UNITED STATES TREASURY	313,617.69	-	-	-	-	-	655.17	2,604.14	316,877.00	245.65
256350018	MIM-RCTC 91 TIFIA Reserve	3135G0D75	FEDERAL NATIONAL MORTGAGE ASSOCIATION	649,545.00	-	-	-	-	-	902.27	1,379.23	651,826.50	2,681.25
256350018	MIM-RCTC 91 TIFIA Reserve	912828L99	UNITED STATES TREASURY	1,297,010.00	-	(249,541.02)	-	-	448.67	1,197.86	8,433.99	1,057,549.50	6,068.51
				20,191,823.37	**3,576,628.32**	**(2,561,875.12)**	**(300,000.00)**	**(790,425.83)**	**(2,266.12)**	**(15,303.81)**	**432,739.92**	**20,732,372.11**	**57,227.32**
256350021	MIM-RCTC 2013 Residual Fund	912828B58	UNITED STATES TREASURY	1,186,171.40	-	-	-	-	-	(1,335.60)	15,542.80	1,200,378.60	4,202.13
256350021	MIM-RCTC 2013 Residual Fund	912828VV9	UNITED STATES TREASURY	952,897.50	-	-	-	-	-	(1,173.55)	6,180.05	957,904.00	1,755.43
256350021	MIM-RCTC 2013 Residual Fund	61747WAF6	MORGAN STANLEY	103,857.00	-	-	-	-	-	(711.18)	(503.82)	102,642.00	1,054.17
256350021	MIM-RCTC 2013 Residual Fund	61747WAF6	MORGAN STANLEY	103,857.00	-	-	-	-	-	(685.51)	(529.49)	102,642.00	1,054.17
256350021	MIM-RCTC 2013 Residual Fund	3137AYCE9	FHMS K025 A2	366,048.00	-	-	-	-	-	(668.93)	6,331.73	371,710.80	804.60
256350021	MIM-RCTC 2013 Residual Fund	06051GEC9	BANK OF AMERICA CORP	101,835.00	-	-	-	-	-	(581.54)	(626.46)	100,627.00	1,406.25
256350021	MIM-RCTC 2013 Residual Fund	06051GEC9	BANK OF AMERICA CORP	101,835.00	-	-	-	-	-	(580.31)	(627.70)	100,627.00	1,406.25
256350021	MIM-RCTC 2013 Residual Fund	12596EAC8	CNH 18B A3	192,931.70	-	-	-	-	-	(514.86)	(3,184.44)	189,232.40	269.38
256350021	MIM-RCTC 2013 Residual Fund	3137ADTJ6	FHMS K014 A2	-	490,583.07	-	-	-	-	(462.11)	1,102.10	491,223.05	1,550.80
256350021	MIM-RCTC 2013 Residual Fund	3137ABFH9	FHMS KAIV A2	210,159.14	-	-	-	-	-	(435.35)	1,516.85	211,240.64	684.78
256350021	MIM-RCTC 2013 Residual Fund	38141EA58	GOLDMAN SACHS GROUP INC	100,678.00	-	(100,234.00)	-	-	60.52	(384.68)	(119.84)	-	-
256350021	MIM-RCTC 2013 Residual Fund	912828L57	UNITED STATES TREASURY	527,110.50	-	-	-	-	-	(379.98)	17,815.23	544,545.75	25.10
256350021	MIM-RCTC 2013 Residual Fund	26208RAD7	DRIVE 192 A3	150,894.00	-	-	-	-	-	(324.63)	(164.37)	150,405.00	202.67
256350021	MIM-RCTC 2013 Residual Fund	38141EA58	GOLDMAN SACHS GROUP INC	100,678.00	-	(100,234.00)	-	-	101.88	(292.97)	(252.91)	-	-
256350021	MIM-RCTC 2013 Residual Fund	31397UPF0	FNA 11M1 A3	123,782.54	-	-	-	(4,001.29)	(34.83)	(274.28)	411.22	119,883.35	370.03
256350021	MIM-RCTC 2013 Residual Fund	17305EFM2	CCCIT 14A1 A1	111,125.30	-	-	-	-	-	(271.43)	102.03	110,955.90	616.00
256350021	MIM-RCTC 2013 Residual Fund	31381QB54	FN 467260	100,405.42	-	-	-	(594.46)	(4.96)	(259.28)	(109.08)	99,437.65	372.49
256350021	MIM-RCTC 2013 Residual Fund	3620ARB67	GN 737261	70,016.55	-	-	-	(5,118.53)	(167.56)	(252.38)	784.24	65,262.32	206.90
256350021	MIM-RCTC 2013 Residual Fund	912828L57	UNITED STATES TREASURY	421,688.40	-	-	-	-	-	(242.66)	14,190.86	435,636.60	20.08
256350021	MIM-RCTC 2013 Residual Fund	912828VV9	UNITED STATES TREASURY	-	250,810.55	-	-	-	-	(242.26)	1,511.71	252,080.00	461.96
256350021	MIM-RCTC 2013 Residual Fund	9128286U9	UNITED STATES TREASURY	-	304,546.88	-	-	-	-	(235.23)	7,724.35	312,036.00	2,416.90
256350021	MIM-RCTC 2013 Residual Fund	17305EFM2	CCCIT 14A1 A1	90,920.70	-	-	-	-	-	(223.66)	85.06	90,782.10	504.00
256350021	MIM-RCTC 2013 Residual Fund	38013FAD3	GMCAR 184 A3	76,278.75	-	-	-	-	-	(206.86)	(98.39)	75,973.50	100.31
256350021	MIM-RCTC 2013 Residual Fund	912828L57	UNITED STATES TREASURY	276,105.50	-	-	-	-	-	(201.77)	9,334.52	285,238.25	13.15
256350021	MIM-RCTC 2013 Residual Fund	95000U2B8	WELLS FARGO & CO	-	239,479.10	-	-	-	-	(200.26)	(3,517.44)	235,761.40	1,182.34
256350021	MIM-RCTC 2013 Residual Fund	912828L57	UNITED STATES TREASURY	833,336.60	-	-	-	-	-	(198.33)	27,762.63	860,900.90	39.69
256350021	MIM-RCTC 2013 Residual Fund	38377REV3	GNR 10158C HA	158,821.11	-	-	-	(13,683.68)	(246.55)	(188.06)	3,206.13	147,908.95	414.99
256350021	MIM-RCTC 2013 Residual Fund	4581X0CZ9	INTER-AMERICAN DEVELOPMENT BANK	651,521.00	-	-	-	-	-	(170.58)	18,104.08	669,454.50	537.15
256350021	MIM-RCTC 2013 Residual Fund	3136AMM48	FNA 15M4B AV2	349,077.49	-	-	-	(8,399.84)	(40.00)	(160.12)	3,578.44	344,055.97	708.08
256350021	MIM-RCTC 2013 Residual Fund	31397LUK3	FNR 0845C DB	118,302.88	-	-	-	(17,490.03)	(182.56)	(147.58)	776.63	101,259.34	368.45
256350021	MIM-RCTC 2013 Residual Fund	9128286U9	UNITED STATES TREASURY	121,480.80	-	-	-	-	-	(132.45)	3,466.05	124,814.40	966.76
256350021	MIM-RCTC 2013 Residual Fund	02582JHJ2	AMXCA 176 A	200,306.00	-	-	-	-	-	(126.08)	80.08	200,260.00	181.33
256350021	MIM-RCTC 2013 Residual Fund	3137ATRW4	FHMS K020 A2	100,788.00	-	-	-	-	-	(119.54)	1,369.54	102,038.00	197.75
256350021	MIM-RCTC 2013 Residual Fund	17305EGK5	CCCIT 18A1 A1	100,689.00	0.00	0.00	0.00	0.00	0.00	(104.32)	145.32	100,730.00	491.08
256350021	MIM-RCTC 2013 Residual Fund	36202F2H8	G2 005276	93,620.17	-	-	-	(5,641.21)	(139.23)	(85.21)	1,371.15	89,125.66	213.79
256350021	MIM-RCTC 2013 Residual Fund	31394GUX9	FHR 2666B OD	30,021.97	-	-	-	(3,079.87)	(114.62)	(64.93)	226.82	26,989.37	117.13
256350021	MIM-RCTC 2013 Residual Fund	3137A1N90	FHMS K008 A2	63,254.68	-	-	-	(27,660.79)	14.69	(60.16)	(70.28)	35,478.15	104.37
256350021	MIM-RCTC 2013 Residual Fund	31381SVJ8	FN 469617	86,005.00	-	-	-	(573.55)	(1.40)	(58.72)	554.48	85,925.82	240.51
256350021	MIM-RCTC 2013 Residual Fund	31418CQM9	FN MA3159	57,555.55	-	-	-	(3,825.89)	(95.08)	(58.56)	1,091.47	54,667.48	130.52
256350021	MIM-RCTC 2013 Residual Fund	87165LBB6	SYNCT 162 A	160,654.40	-	-	-	-	-	(53.99)	(1,032.41)	159,568.00	157.16
256350021	MIM-RCTC 2013 Residual Fund	912828J43	UNITED STATES TREASURY	125,468.75	-	-	-	-	-	(51.80)	3,235.55	128,652.50	190.22
256350021	MIM-RCTC 2013 Residual Fund	36179M4J6	G2 MA0825	157,031.66	-	-	-	(8,538.57)	(102.42)	(51.13)	3,279.04	151,618.58	304.36
256350021	MIM-RCTC 2013 Residual Fund	31381RLL6	FN 468431	53,249.47	-	-	-	(284.46)	(2.17)	(49.56)	69.85	52,983.13	171.65
256350021	MIM-RCTC 2013 Residual Fund	31381RZ23	FN 468861	61,395.92	-	-	-	(353.89)	(2.83)	(44.07)	179.65	61,174.78	197.79
256350021	MIM-RCTC 2013 Residual Fund	3140J6DU8	FN BM1914	203,673.15	-	-	-	(11,783.51)	(76.45)	(42.11)	4,635.87	196,406.95	394.16
256350021	MIM-RCTC 2013 Residual Fund	3136A1HC2	FNR 1198A VC	-	22,212.03	-	-	(2,655.67)	(16.22)	(41.57)	92.21	19,590.79	56.57
256350021	MIM-RCTC 2013 Residual Fund	3132G5AV1	FH U79019	74,913.09	-	-	-	(3,941.42)	(71.78)	(37.46)	1,485.95	72,348.38	172.81
256350021	MIM-RCTC 2013 Residual Fund	36178NB99	GN AB2764	127,211.41	-	-	-	(8,297.54)	(90.63)	(32.62)	3,159.30	121,949.92	244.15
256350021	MIM-RCTC 2013 Residual Fund	62888UAB6	NGN 10R2 2A	148,345.78	-	-	-	(10,870.85)	(7.67)	(31.79)	32.32	137,467.79	212.07
256350021	MIM-RCTC 2013 Residual Fund	69371RP34	PACCAR FINANCIAL CORP	200,248.00	-	-	-	-	-	(30.78)	(8,367.22)	191,850.00	565.00

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio Transaction Report by Account
Quarter ended March 31, 2020

Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/Accretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
256350021	MIM-RCTC 2013 Residual Fund	38378PPK8	GNR 13190H GA	-	103,342.66	-	-	(5,385.17)	(37.45)	(30.26)	2,624.72	100,514.50	202.57
256350021	MIM-RCTC 2013 Residual Fund	3137APP61	FHMS K018 A2	15,112.51	-	-	-	(105.21)	(1.38)	(30.21)	278.64	15,254.34	34.50
256350021	MIM-RCTC 2013 Residual Fund	3137AH6C7	FHMS K015 A2	-	38,845.53	-	-	-	-	(25.03)	216.51	39,037.01	102.57
256350021	MIM-RCTC 2013 Residual Fund	38378AWX5	GNR 11157E QA	16,445.92	-	-	-	(3,406.55)	(11.71)	(16.07)	73.91	13,085.50	32.36
256350021	MIM-RCTC 2013 Residual Fund	38378CDK0	GNR 11169G AK	15,345.20	-	-	-	(6,415.14)	(8.93)	(14.30)	19.71	8,926.54	22.25
256350021	MIM-RCTC 2013 Residual Fund	459058GK3	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	220,039.60	-	-	-	-	-	(10.61)	37.01	220,066.00	269.93
256350021	MIM-RCTC 2013 Residual Fund	3137A5FP4	FHR 3791E DA	24,772.75	-	-	-	(3,166.03)	(1.66)	(7.27)	139.00	21,736.80	44.82
256350021	MIM-RCTC 2013 Residual Fund	459058GK3	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	65,011.70	-	-	-	-	-	(5.46)	13.26	65,019.50	79.75
256350021	MIM-RCTC 2013 Residual Fund	14041NFU0	COMET 192 A	-	100,312.50	-	-	-	-	(4.94)	656.44	100,964.00	76.44
256350021	MIM-RCTC 2013 Residual Fund	3136A72D3	FNA 12M9 A2	26,415.82	-	-	-	(1,881.38)	(11.13)	(3.73)	263.82	24,783.40	50.43
256350021	MIM-RCTC 2013 Residual Fund	912828Y53	UNITED STATES TREASURY	269,929.80	-	(249,954.20)	-	-	(75.57)	(2.23)	101.80	19,999.60	36.08
256350021	MIM-RCTC 2013 Residual Fund	3136A72D3	FNA 12M9 A2	5,870.18	-	-	-	(418.09)	(2.46)	(0.81)	58.59	5,507.42	11.21
256350021	MIM-RCTC 2013 Residual Fund	459058GK3	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	15,002.70	-	-	-	-	-	(0.75)	2.55	15,004.50	18.40
256350021	MIM-RCTC 2013 Residual Fund	31846V401	FIRST AMER:GVT OBLG D	30,366.91	6,679,875.88	(6,528,055.57)	-	-	-	-	-	182,187.22	-
256350021	MIM-RCTC 2013 Residual Fund	CCYUSD	Cash	(0.00)	-	-	-	-	-	-	-	-	-
256350021	MIM-RCTC 2013 Residual Fund	658886DZ6	NORTH DAKOTA ST HSG FIN AGY MTG REV	100,000.00	-	-	-	-	-	-	-	100,000.00	492.69
256350021	MIM-RCTC 2013 Residual Fund	56052FHZ1	MAINE ST HSG AUTH MTG PUR	100,000.00	-	(100,000.00)	-	-	-	-	-	-	-
256350021	MIM-RCTC 2013 Residual Fund	86787EBD8	SUNTRUST BANK	50,239.00	-	-	-	-	-	-	(1,481.00)	48,758.00	136.27
256350021	MIM-RCTC 2013 Residual Fund	14913Q2X6	CATERPILLAR FINANCIAL SERVICES CORP	120,354.00	-	-	-	-	-	-	(2,782.80)	117,571.20	298.38
256350021	MIM-RCTC 2013 Residual Fund	025816CE7	AMERICAN EXPRESS CO	100,642.00	-	-	-	-	-	-	(4,733.00)	95,909.00	263.65
256350021	MIM-RCTC 2013 Residual Fund	459058GK3	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	15,002.70	-	-	-	-	-	-	1.80	15,004.50	18.40
256350021	MIM-RCTC 2013 Residual Fund	072024WW8	BAY AREA TOLL AUTH CALIF TOLL BRDG REV	95,208.05	-	-	-	-	-	-	304.00	95,512.05	1,038.88
256350021	MIM-RCTC 2013 Residual Fund	62888VAA6	NGN 10R1 1A	0.01	-	-	-	-	(0.00)	-	0.00	0.01	-
256350021	MIM-RCTC 2013 Residual Fund	783186TZ2	RUTGERS ST UNIV N J	104,992.65	-	-	-	-	-	-	(1,029.00)	103,963.65	941.93
256350021	MIM-RCTC 2013 Residual Fund	17308CC46	CITIGROUP INC	195,606.45	-	-	-	-	-	-	(1,349.40)	194,257.05	1,840.93
256350021	MIM-RCTC 2013 Residual Fund	31416BVR6	FN 995324	0.01	-	-	-	-	(0.00)	-	(0.00)	0.00	-
256350021	MIM-RCTC 2013 Residual Fund	69353RFU7	PNC BANK NA	-	250,000.00	-	-	-	-	-	(14,375.00)	235,625.00	501.06
256350021	MIM-RCTC 2013 Residual Fund	196480CW5	COLORADO HSG & FIN AUTH	-	460,000.00	-	-	-	-	-	-	460,000.00	4,545.33
256350021	MIM-RCTC 2013 Residual Fund	3137A1LC5	FHR 3710F AB	1,527.78	-	-	-	(1,225.28)	1.55	0.18	0.17	304.39	0.51
256350021	MIM-RCTC 2013 Residual Fund	3137B2GW4	FHMS K713 A2	40,828.14	-	-	-	(40,880.06)	84.58	0.24	(32.90)	-	-
256350021	MIM-RCTC 2013 Residual Fund	47789JAB2	JDOT 2019 A2	89,230.48	-	-	-	(28,486.52)	0.55	0.33	(129.73)	60,615.11	76.58
256350021	MIM-RCTC 2013 Residual Fund	31680YAB3	FITAT 191 A2A	131,438.92	-	-	-	(36,382.60)	0.90	0.72	(159.75)	94,898.18	111.89
256350021	MIM-RCTC 2013 Residual Fund	14315XAC2	CARMX 201 A3	-	59,988.23	-	-	-	-	0.73	195.84	60,184.80	50.40
256350021	MIM-RCTC 2013 Residual Fund	14315PAB1	CARMX 193 A2A	120,268.80	-	-	-	(7,639.37)	0.19	0.80	56.06	112,686.48	110.36
256350021	MIM-RCTC 2013 Residual Fund	31358TPC7	FNR G935 F	89,668.77	-	(86,364.63)	-	(2,995.30)	(37.21)	0.88	(272.52)	-	-
256350021	MIM-RCTC 2013 Residual Fund	477870AB5	JDOT 19B A2	90,194.40	-	-	-	(548.64)	0.01	0.93	(70.11)	89,576.59	90.64
256350021	MIM-RCTC 2013 Residual Fund	65478LAB5	NALT 19B A2A	80,146.40	-	-	-	(6,129.79)	0.25	1.04	(182.41)	73,835.49	74.53
256350021	MIM-RCTC 2013 Residual Fund	9128285H9	UNITED STATES TREASURY	299,856.00	-	-	-	-	-	1.10	97.90	299,955.00	542.25
256350021	MIM-RCTC 2013 Residual Fund	26209AAE1	DRIVE 194 B	80,030.40	-	-	-	-	-	1.26	(1,403.66)	78,628.00	79.29
256350021	MIM-RCTC 2013 Residual Fund	3138L8H23	FN AM7448	67,814.67	-	-	-	(394.23)	1.14	4.57	7.01	67,433.16	158.73
256350021	MIM-RCTC 2013 Residual Fund	05531FBJ1	BB&T CORP	166,095.60	-	-	-	-	-	8.44	(1,003.39)	165,100.65	151.25
256350021	MIM-RCTC 2013 Residual Fund	3137B1UF7	FHMS K027 A1	13,041.34	-	-	-	(1,241.27)	11.05	9.02	94.36	11,914.49	17.57
256350021	MIM-RCTC 2013 Residual Fund	02581RBU6	American Express Credit Corporation	-	249,989.03	-	(250,000.00)	-	-	10.97	-	-	-
256350021	MIM-RCTC 2013 Residual Fund	04830GC59	Atlantic City Electric Company	0.00	299,987.92	0.00	(300,000.00)	0.00	0.00	12.08	0.00	0.00	0.00
256350021	MIM-RCTC 2013 Residual Fund	97665RBU5	Wisconsin Electric Power Company	-	299,986.25	-	(300,000.00)	-	-	13.75	-	-	-
256350021	MIM-RCTC 2013 Residual Fund	172967LC3	CITIGROUP INC	254,107.50	-	-	-	-	-	14.60	(2,199.60)	251,922.50	2,275.69
256350021	MIM-RCTC 2013 Residual Fund	3137AXHN6	FHMS K024 A1	21,932.92	-	-	-	(2,463.44)	19.46	15.17	158.07	19,662.17	28.43
256350021	MIM-RCTC 2013 Residual Fund	40248CDL2	Gulf Power Company	-	199,650.00	-	-	-	-	17.50	204.50	199,872.00	-
256350021	MIM-RCTC 2013 Residual Fund	3137AWQG3	FHMS K023 A1	17,478.20	-	-	-	(1,814.32)	21.55	18.34	139.59	15,843.37	20.76
256350021	MIM-RCTC 2013 Residual Fund	3128MMPY3	FH G18438	201,306.64	-	-	-	(12,317.19)	51.59	19.65	4,286.14	193,346.83	387.97
256350021	MIM-RCTC 2013 Residual Fund	172967LC3	CITIGROUP INC	203,286.00	-	-	-	-	-	20.22	(1,768.22)	201,538.00	1,820.56
256350021	MIM-RCTC 2013 Residual Fund	65478DAD9	NAROT 18A A3	83,852.61	-	-	-	(17,963.54)	29.05	21.08	(187.48)	65,751.72	77.18
256350021	MIM-RCTC 2013 Residual Fund	3128MMPP2	FH G18429	218,178.92	-	-	-	(12,521.74)	53.34	24.90	4,678.93	210,414.34	422.23
256350021	MIM-RCTC 2013 Residual Fund	05584PAD9	BMWLT 172 A3	47,047.34	-	-	-	(47,047.33)	16.72	25.42	(42.15)	-	-
256350021	MIM-RCTC 2013 Residual Fund	3137A2PV7	FHR 3760D BA	27,986.75	-	-	-	(2,237.82)	33.02	26.62	421.95	26,230.53	32.47
256350021	MIM-RCTC 2013 Residual Fund	3137AWQG3	FHMS K023 A1	26,217.30	-	-	-	(2,721.47)	32.68	27.77	208.77	23,765.05	31.14
256350021	MIM-RCTC 2013 Residual Fund	3138L1W62	FN AM1568	124,949.72	-	-	-	(615.42)	3.13	28.25	(2.19)	124,363.49	268.44
256350021	MIM-RCTC 2013 Residual Fund	74456QBP0	PUBLIC SERVICE ELECTRIC AND GAS CO	-	122,811.25	-	-	-	-	30.44	920.81	123,762.50	105.56
256350021	MIM-RCTC 2013 Residual Fund	3138L2GH4	FN AM1999	34,282.98	-	-	-	(233.59)	0.98	33.57	348.45	34,432.38	54.91
256350021	MIM-RCTC 2013 Residual Fund	31677QBK4	FIFTH THIRD BANK (OHIO)	200,342.00	-	-	-	-	-	34.52	(1,018.52)	199,358.00	1,845.56
256350021	MIM-RCTC 2013 Residual Fund	3138EKXL4	FN AL3382	52,749.15	-	-	-	(5,216.50)	(53.15)	41.72	1,242.75	48,763.97	94.70
256350021	MIM-RCTC 2013 Residual Fund	38378KW47	GNR 13138 A	90,262.86	-	-	-	(6,501.21)	25.94	45.16	3.18	83,835.91	150.21
256350021	MIM-RCTC 2013 Residual Fund	9128285H9	UNITED STATES TREASURY	399,808.00	-	-	-	-	-	45.68	86.32	399,940.00	723.00
256350021	MIM-RCTC 2013 Residual Fund	375558BB8	GILEAD SCIENCES INC	35,149.10	-	-	-	-	-	49.01	(93.81)	35,104.30	74.38
256350021	MIM-RCTC 2013 Residual Fund	65478HAD0	NAROT 17C A3	59,658.56	-	-	-	(13,809.43)	75.30	49.53	(165.01)	45,808.95	43.14
256350021	MIM-RCTC 2013 Residual Fund	060051GFN4	BANK OF AMERICA CORP	100,094.00	-	-	-	-	-	52.58	(162.58)	99,984.00	1,000.00
256350021	MIM-RCTC 2013 Residual Fund	92780JC33	Virginia Electric and Power Company	-	299,946.67	-	(300,000.00)	-	-	53.33	-	-	-
256350021	MIM-RCTC 2013 Residual Fund	912828Y53	UNITED STATES TREASURY	754,803.70	-	-	-	-	-	54.93	126.27	754,984.90	1,362.10
256350021	MIM-RCTC 2013 Residual Fund	084659AB7	BERKSHIRE HATHAWAY ENERGY CO	250,080.00	-	-	(250,000.00)	-	-	57.14	(137.14)	-	-
256350021	MIM-RCTC 2013 Residual Fund	90331HNP4	US BANK NA	253,990.00	-	-	-	-	-	59.28	(1,941.78)	252,107.50	3,390.63
256350021	MIM-RCTC 2013 Residual Fund	05531FAU7	BB&T CORP	250,672.50	-	-	-	-	-	73.66	(1,208.66)	249,537.50	1,677.08
256350021	MIM-RCTC 2013 Residual Fund	94974BGM6	WELLS FARGO & CO	200,764.00	-	-	-	-	-	80.61	(806.61)	200,038.00	996.67
256350021	MIM-RCTC 2013 Residual Fund	69353RFH6	PNC BANK NA	251,490.00	-	(251,750.00)	-	-	2,271.47	83.64	(2,095.11)	-	-
256350021	MIM-RCTC 2013 Residual Fund	912828VV9	UNITED STATES TREASURY	50,152.50	-	-	-	-	-	86.39	177.11	50,416.00	92.39
256350021	MIM-RCTC 2013 Residual Fund	63743CC68	National Rural Utilities Cooperative Finance Corpo	-	299,909.00	-	(300,000.00)	-	-	91.00	-	-	-
256350021	MIM-RCTC 2013 Residual Fund	02587AAJ3	AMXCA 171 A	120,993.95	-	-	-	(121,000.00)	6.42	96.06	(96.43)	-	-
256350021	MIM-RCTC 2013 Residual Fund	3136A5KR6	FNR 1231G AD	79,157.33	-	-	-	(16,197.04)	150.97	97.73	236.72	63,445.71	92.16
256350021	MIM-RCTC 2013 Residual Fund	912828UH1	UNITED STATES TREASURY	33,441.56	-	-	-	-	-	101.12	(422.24)	33,120.43	8.86
256350021	MIM-RCTC 2013 Residual Fund	3137GAUY1	FHR 3737J MA	145,481.06	-	-	-	(11,823.87)	110.64	105.79	1,131.14	135,004.75	167.48
256350021	MIM-RCTC 2013 Residual Fund	780082AC7	ROYAL BANK OF CANADA	100,116.00	-	-	-	-	-	105.91	(442.91)	99,779.00	974.17

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio Transaction Report by Account
Quarter ended March 31, 2020

Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/Accretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
256350021	MIM-RCTC 2013 Residual Fund	912828YK0	UNITED STATES TREASURY	178,903.80	-	-	-	-	-	107.68	6,064.52	185,076.00	1,142.83
256350021	MIM-RCTC 2013 Residual Fund	02587AAJ3	AMXCA 171 A	99,995.00	-	-	-	(100,000.00)	7.55	113.10	(115.65)	-	-
256350021	MIM-RCTC 2013 Residual Fund	14918ED16	CommonSpirit Health	-	549,880.83	-	-	-	-	119.17	-	550,000.00	-
256350021	MIM-RCTC 2013 Residual Fund	912828Y53	UNITED STATES TREASURY	999,740.00	-	-	-	-	-	138.91	101.09	999,980.00	1,804.10
256350021	MIM-RCTC 2013 Residual Fund	375558BB8	GILEAD SCIENCES INC	100,426.00	-	-	-	-	-	152.42	(280.42)	100,298.00	212.50
256350021	MIM-RCTC 2013 Residual Fund	38378BXQ7	GNR 1289 A	148,373.48	-	-	-	(87,865.10)	483.65	177.53	45.45	61,215.01	78.70
256350021	MIM-RCTC 2013 Residual Fund	06416CAC2	BANK OF NOVA SCOTIA	100,047.00	-	-	-	-	-	192.94	(187.94)	100,052.00	807.29
256350021	MIM-RCTC 2013 Residual Fund	43814TAD4	HAROT 171 A4	200,092.00	-	(200,382.81)	-	-	2,033.04	203.95	(1,946.18)	-	-
256350021	MIM-RCTC 2013 Residual Fund	40248CC41	Gulf Power Company	-	349,783.88	-	(350,000.00)	-	-	216.12	-	-	-
256350021	MIM-RCTC 2013 Residual Fund	912828L57	UNITED STATES TREASURY	100,402.00	-	-	-	-	-	220.07	3,100.93	103,723.00	4.78
256350021	MIM-RCTC 2013 Residual Fund	50000DCQ7	Koch Industries, Inc.	-	499,776.39	-	(500,000.00)	-	-	223.61	-	-	-
256350021	MIM-RCTC 2013 Residual Fund	50000DDD5	KOCH INDUSTRIES INC	-	649,317.50	-	-	-	-	227.50	195.00	649,740.00	-
256350021	MIM-RCTC 2013 Residual Fund	912828UH1	UNITED STATES TREASURY	66,883.11	-	-	-	-	-	237.93	(880.18)	66,240.86	17.73
256350021	MIM-RCTC 2013 Residual Fund	9128286N5	UNITED STATES TREASURY	212,541.56	-	-	-	-	-	278.85	(133.26)	212,687.15	484.05
256350021	MIM-RCTC 2013 Residual Fund	780082AC7	ROYAL BANK OF CANADA	100,116.00	-	-	-	-	-	279.92	(616.92)	99,779.00	974.17
256350021	MIM-RCTC 2013 Residual Fund	3138L2GH4	FN AM1999	89,992.82	-	-	-	(613.19)	9.14	289.81	706.41	90,385.00	144.15
256350021	MIM-RCTC 2013 Residual Fund	02581RDD2	American Express Credit Corporation	-	349,534.79	-	-	-	-	296.04	29.17	349,860.00	-
256350021	MIM-RCTC 2013 Residual Fund	912828B58	UNITED STATES TREASURY	266,385.95	-	-	-	-	-	305.54	2,885.06	269,576.55	943.70
256350021	MIM-RCTC 2013 Residual Fund	23336GD65	DTE Electric Company	-	599,422.50	-	-	-	-	315.00	160.50	599,898.00	-
256350021	MIM-RCTC 2013 Residual Fund	9128286N5	UNITED STATES TREASURY	212,541.56	-	-	-	-	-	324.58	(178.98)	212,687.15	484.05
256350021	MIM-RCTC 2013 Residual Fund	06416CAC2	BANK OF NOVA SCOTIA	100,047.00	-	-	-	-	-	331.56	(326.56)	100,052.00	807.29
256350021	MIM-RCTC 2013 Residual Fund	17401QAN1	Citizens Bk PA	250,802.50	-	-	-	-	-	331.74	(544.24)	250,590.00	2,359.38
256350021	MIM-RCTC 2013 Residual Fund	69353RFC7	PNC BANK NA	250,037.50	-	(250,100.00)	-	-	807.92	449.74	(1,195.15)	-	-
256350021	MIM-RCTC 2013 Residual Fund	912828T67	UNITED STATES TREASURY	477,110.40	-	-	-	-	-	483.59	10,431.61	488,025.60	2,521.98
256350021	MIM-RCTC 2013 Residual Fund	912828VV9	UNITED STATES TREASURY	461,403.00	-	-	-	-	-	487.73	1,936.47	463,827.20	850.00
256350021	MIM-RCTC 2013 Residual Fund	912828B58	UNITED STATES TREASURY	286,490.55	-	-	-	-	-	553.75	2,877.65	289,921.95	1,014.92
256350021	MIM-RCTC 2013 Residual Fund	912828YK0	UNITED STATES TREASURY	844,823.50	-	-	-	-	-	569.81	28,576.69	873,970.00	5,396.69
256350021	MIM-RCTC 2013 Residual Fund	06406FAB9	BANK OF NEW YORK MELLON CORP	200,636.00	-	-	-	-	-	617.05	(325.05)	200,928.00	1,685.56
256350021	MIM-RCTC 2013 Residual Fund	55279HAN0	MANUFACTURERS AND TRADERS TRUST CO	250,090.00	-	-	-	-	-	724.36	(1,444.36)	249,370.00	626.39
256350021	MIM-RCTC 2013 Residual Fund	912828VV9	UNITED STATES TREASURY	551,677.50	-	-	-	-	-	1,020.64	1,877.86	554,576.00	1,016.30
				23,842,138.28	**13,769,992.44**	**(7,867,075.21)**	**(2,550,000.00)**	**(746,457.88)**	**4,883.22**	**(1,588.44)**	**169,963.67**	**26,621,856.09**	**82,174.66**
256350023	MIM-Sr Lien Reserve Fund-1	31381Q6B7	FN 468066	185,413.32	-	-	-	(916.58)	(27.49)	(1,034.90)	1,188.41	184,622.76	663.17
256350023	MIM-Sr Lien Reserve Fund-1	31417YKF3	FN MA0293	61,367.34	-	-	-	(3,937.33)	(179.79)	(778.97)	1,935.80	58,407.05	201.10
256350023	MIM-Sr Lien Reserve Fund-1	912828B58	UNITED STATES TREASURY	733,817.90	-	-	-	-	-	(684.69)	9,473.89	742,607.10	2,599.62
256350023	MIM-Sr Lien Reserve Fund-1	912828XB1	UNITED STATES TREASURY	995,114.25	-	-	-	-	-	(636.64)	64,879.39	1,059,357.00	7,854.91
256350023	MIM-Sr Lien Reserve Fund-1	3137B1U75	FHMS KS01 A2	371,013.15	-	-	-	(3,111.04)	(47.77)	(622.77)	8,985.59	376,217.15	766.57
256350023	MIM-Sr Lien Reserve Fund-1	912828G38	UNITED STATES TREASURY	1,385,383.50	-	-	-	-	-	(616.02)	81,143.52	1,465,911.00	11,515.80
256350023	MIM-Sr Lien Reserve Fund-1	31381PEB0	FN 466430	246,896.65	-	-	-	(1,281.82)	(5.67)	(561.80)	(63.69)	244,983.67	710.15
256350023	MIM-Sr Lien Reserve Fund-1	3130AFFX0	FEDERAL HOME LOAN BANKS	202,317.85	-	-	-	-	-	(522.06)	16,864.96	218,660.75	2,254.69
256350023	MIM-Sr Lien Reserve Fund-1	3620ARB67	GN 737261	106,895.51	-	-	-	(7,814.55)	(255.82)	(385.32)	1,197.31	99,637.13	315.88
256350023	MIM-Sr Lien Reserve Fund-1	3137EADB2	FREDDIE MAC	203,084.00	-	-	-	-	-	(354.54)	4,284.54	207,014.00	1,029.17
256350023	MIM-Sr Lien Reserve Fund-1	3137ABFH9	FHMS KAIV A2	102,019.00	-	-	-	-	-	(346.02)	871.02	102,544.00	332.42
256350023	MIM-Sr Lien Reserve Fund-1	3137FBAJ5	FHMS KIR3 A2	210,796.00	-	-	-	-	-	(339.49)	15,281.49	225,738.00	546.83
256350023	MIM-Sr Lien Reserve Fund-1	31381QB54	FN 467260	130,963.58	-	-	-	(775.39)	(6.46)	(338.19)	(142.28)	129,701.27	485.86
256350023	MIM-Sr Lien Reserve Fund-1	31417YKF3	FN MA0293	64,508.43	-	-	-	(4,138.86)	(159.39)	(304.95)	1,491.38	61,396.61	211.39
256350023	MIM-Sr Lien Reserve Fund-1	3137B1BS0	FHMS K026 A2	364,986.00	-	-	-	-	-	(303.00)	5,807.40	370,490.40	753.00
256350023	MIM-Sr Lien Reserve Fund-1	3137EADB2	FREDDIE MAC	203,084.00	-	-	-	-	-	(271.65)	4,201.65	207,014.00	1,029.17
256350023	MIM-Sr Lien Reserve Fund-1	912828B58	UNITED STATES TREASURY	236,229.05	-	-	-	-	-	(266.58)	3,095.98	239,058.45	836.86
256350023	MIM-Sr Lien Reserve Fund-1	31381R5T7	FN 468958	133,212.30	-	-	-	-	-	(254.00)	1,097.70	134,056.00	422.03
256350023	MIM-Sr Lien Reserve Fund-1	912828B58	UNITED STATES TREASURY	100,523.00	-	-	-	-	-	(249.06)	1,453.06	101,727.00	356.11
256350023	MIM-Sr Lien Reserve Fund-1	36202F2H8	G2 005276	110,642.03	-	-	-	(6,666.88)	(195.64)	(196.07)	1,746.90	105,330.34	252.67
256350023	MIM-Sr Lien Reserve Fund-1	3138EJPZ5	FN AL2239	201,391.63	-	-	-	(1,308.56)	(38.91)	(190.42)	3,811.50	203,665.25	509.53
256350023	MIM-Sr Lien Reserve Fund-1	912828B58	UNITED STATES TREASURY	145,758.35	-	-	-	-	-	(180.06)	1,925.86	147,504.15	516.36
256350023	MIM-Sr Lien Reserve Fund-1	38378CNY9	GNR 127E MD	-	110,721.88	-	-	-	-	(137.95)	1,023.17	111,607.10	320.83
256350023	MIM-Sr Lien Reserve Fund-1	3137AXHP1	FHMS K024 A2	142,107.00	-	-	-	-	-	(118.93)	2,060.73	144,048.80	300.18
256350023	MIM-Sr Lien Reserve Fund-1	36202FA30	G2 004526	40,448.76	-	-	-	(2,700.56)	(108.65)	(118.11)	424.46	37,945.90	133.85
256350023	MIM-Sr Lien Reserve Fund-1	38376WA62	GNR 1015C PD	29,135.00	-	-	-	(1,451.28)	(102.51)	(112.98)	1,159.35	28,627.57	89.40
256350023	MIM-Sr Lien Reserve Fund-1	912828B58	UNITED STATES TREASURY	115,601.45	-	-	-	-	-	(110.28)	1,494.88	116,986.05	409.53
256350023	MIM-Sr Lien Reserve Fund-1	38375XCM4	GNR 0847B PC	59,256.81	-	-	-	(5,879.17)	(140.12)	(104.53)	851.86	53,984.84	215.07
256350023	MIM-Sr Lien Reserve Fund-1	3137AUPE3	FHMS K021 A2	145,206.72	-	-	-	-	-	(102.05)	2,060.45	147,165.12	287.52
256350023	MIM-Sr Lien Reserve Fund-1	3138LFGP7	FN AN2905	278,437.50	-	-	-	-	-	(89.90)	18,044.65	296,392.25	603.85
256350023	MIM-Sr Lien Reserve Fund-1	38377REV3	GNR 10158C HA	74,116.52	-	-	-	(6,385.72)	(115.05)	(87.76)	1,496.19	69,024.18	193.66
256350023	MIM-Sr Lien Reserve Fund-1	3137BDKF2	FHR 4384A LA	62,140.11	-	-	-	(4,813.67)	(106.81)	(83.41)	1,008.45	58,144.67	163.43
256350023	MIM-Sr Lien Reserve Fund-1	38378XP62	GNR 14166 PL	246,373.36	-	-	-	(5,031.37)	(50.01)	(77.63)	4,290.14	245,504.50	502.23
256350023	MIM-Sr Lien Reserve Fund-1	31381SVJ8	FN 469617	107,506.26	-	-	-	(716.93)	(1.76)	(73.40)	693.11	107,407.27	300.64
256350023	MIM-Sr Lien Reserve Fund-1	3137FNAD2	FHMS K095 A1	135,998.31	-	-	-	(406.08)	(7.49)	(71.50)	7,146.13	142,659.37	291.53
256350023	MIM-Sr Lien Reserve Fund-1	38377JZ89	GNR 10117A GK	39,229.42	-	-	-	(3,197.75)	(59.46)	(70.05)	650.85	36,553.01	101.89
256350023	MIM-Sr Lien Reserve Fund-1	38376WA62	GNR 1015C PD	117,025.57	-	-	-	(5,829.32)	(103.24)	(64.48)	3,958.87	114,987.40	359.07
256350023	MIM-Sr Lien Reserve Fund-1	3136A7MN9	FNA 12M8 A2	270,741.55	-	-	-	(9,890.03)	(95.62)	(61.80)	3,176.23	263,870.33	507.37
256350023	MIM-Sr Lien Reserve Fund-1	912828J43	UNITED STATES TREASURY	150,562.50	-	-	-	-	-	(58.60)	3,879.10	154,383.00	228.26
256350023	MIM-Sr Lien Reserve Fund-1	38376T5Z1	GNR 104A PD	63,294.66	-	-	-	(4,172.12)	(114.96)	(55.55)	1,754.92	60,706.96	144.46
256350023	MIM-Sr Lien Reserve Fund-1	38374C4J7	GNR 0385G TW	20,741.18	-	-	-	(10,080.05)	(54.37)	(48.76)	(10.40)	10,547.60	48.12
256350023	MIM-Sr Lien Reserve Fund-1	31398QTP2	FHR 3747C HW	27,731.95	-	-	-	(16,341.92)	(52.53)	(45.83)	(14.51)	11,277.17	42.18
256350023	MIM-Sr Lien Reserve Fund-1	912828B58	UNITED STATES TREASURY	50,261.50	-	-	-	-	-	(44.45)	646.45	50,863.50	178.06
256350023	MIM-Sr Lien Reserve Fund-1	38377RVK8	GNR 10166F GP	45,551.19	-	-	-	(3,037.76)	(37.85)	(44.07)	1,000.22	43,431.73	104.78
256350023	MIM-Sr Lien Reserve Fund-1	38377RVK8	GNR 10166F GP	27,330.71	-	-	-	(1,822.66)	(40.51)	(42.90)	634.39	26,059.04	62.87
256350023	MIM-Sr Lien Reserve Fund-1	38378DDC6	GNR 1216E GB	47,311.69	-	-	-	(21,473.11)	(20.27)	(42.59)	44.79	25,820.50	75.07
256350023	MIM-Sr Lien Reserve Fund-1	3136AHAE0	FNA 13M14 APT	61,178.59	-	-	-	(8,321.08)	(117.24)	(40.75)	843.51	53,543.02	114.06
256350023	MIM-Sr Lien Reserve Fund-1	3137F4D41	FHMS K074 A2	32,539.20	-	-	-	-	-	(40.46)	2,074.16	34,572.90	90.00

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio Transaction Report by Account
Quarter ended March 31, 2020

Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/Accretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
256350023	MIM-Sr Lien Reserve Fund-1	38376WA62	GNR 1015C PD	28,487.55	-	-	-	(1,419.03)	(49.64)	(38.00)	1,010.52	27,991.40	87.41
256350023	MIM-Sr Lien Reserve Fund-1	3137B4HD1	FHR 4247A AK	37,376.81	-	-	-	(2,984.90)	(93.34)	(36.02)	585.27	34,847.81	123.07
256350023	MIM-Sr Lien Reserve Fund-1	38376GY53	GNR 1195 C	61,658.08	-	-	-	(1,898.06)	(2.80)	(35.91)	71.23	59,792.55	174.57
256350023	MIM-Sr Lien Reserve Fund-1	3137FPJF3	FHMS K099 A1	-	185,128.40	-	-	(495.96)	(2.21)	(33.31)	9,108.95	193,705.87	345.85
256350023	MIM-Sr Lien Reserve Fund-1	38378AWX5	GNR 11157E QA	49,337.75	-	-	-	(10,219.64)	(17.14)	(31.10)	186.63	39,256.50	97.08
256350023	MIM-Sr Lien Reserve Fund-1	3138NJAE8	FN FN0004	12,333.05	-	-	-	(1,004.14)	(5.23)	(30.05)	38.13	11,331.75	35.44
256350023	MIM-Sr Lien Reserve Fund-1	3138NJAE8	FN FN0004	8,222.03	-	-	-	(669.43)	(6.02)	(27.59)	35.51	7,554.50	23.63
256350023	MIM-Sr Lien Reserve Fund-1	38377RSZ9	GNR 10162D PQ	13,802.04	-	-	-	(5,505.21)	(20.01)	(26.68)	8.79	8,258.94	30.83
256350023	MIM-Sr Lien Reserve Fund-1	38377QKH9	GNR 1118A PG	47,984.94	-	-	-	(3,324.90)	(59.39)	(25.37)	1,447.23	46,022.50	109.56
256350023	MIM-Sr Lien Reserve Fund-1	38376TTT9	GNR 106B AB	-	48,694.86	-	-	(1,317.73)	(30.58)	(21.51)	1,087.19	48,412.23	115.65
256350023	MIM-Sr Lien Reserve Fund-1	38379JM99	GNR 1545E AG	50,226.61	-	-	-	(3,794.25)	(22.40)	(17.38)	1,103.98	47,496.57	95.47
256350023	MIM-Sr Lien Reserve Fund-1	36179M4J6	G2 MA0825	47,109.50	-	-	-	(2,561.57)	(30.73)	(15.34)	983.71	45,485.57	91.31
256350023	MIM-Sr Lien Reserve Fund-1	3137A5FP4	FHR 3791E DA	41,439.64	-	-	-	(5,296.10)	(2.79)	(12.15)	232.52	36,361.12	74.97
256350023	MIM-Sr Lien Reserve Fund-1	38377RSZ9	GNR 10162D PQ	3,501.01	-	-	-	(1,396.44)	(9.18)	(10.35)	9.92	2,094.95	7.82
256350023	MIM-Sr Lien Reserve Fund-1	36178NB99	GN AB2764	38,163.42	-	-	-	(2,489.26)	(27.19)	(9.79)	947.79	36,584.97	73.24
256350023	MIM-Sr Lien Reserve Fund-1	3137AJMF8	FHMS K016 A2	23,798.84	-	(23,797.38)	-	(42.85)	5.96	(9.51)	44.94	-	-
256350023	MIM-Sr Lien Reserve Fund-1	3137FQ3Y7	FHMS K101 A1	-	184,580.44	-	-	(505.03)	(0.17)	(9.44)	9,158.15	193,223.94	335.82
256350023	MIM-Sr Lien Reserve Fund-1	3137AJMF8	FHMS K016 A2	28,558.61	-	(28,556.86)	-	(51.42)	156.06	(7.53)	(98.86)	-	-
256350023	MIM-Sr Lien Reserve Fund-1	3137F4D41	FHMS K074 A2	5,423.20	-	-	-	-	-	(5.75)	344.70	5,762.15	15.00
256350023	MIM-Sr Lien Reserve Fund-1	38376GB33	GNR 116 BA	13,819.66	-	-	-	(13,831.12)	(0.73)	(5.47)	17.66	-	-
256350023	MIM-Sr Lien Reserve Fund-1	38379HLE3	GNR 14184H WK	83,256.64	-	-	-	(18,231.95)	27.00	(5.05)	180.41	65,227.05	184.24
256350023	MIM-Sr Lien Reserve Fund-1	38378CDK0	GNR 11169G AK	8,525.11	-	-	-	(3,563.97)	(0.99)	(4.96)	4.00	4,959.19	12.36
256350023	MIM-Sr Lien Reserve Fund-1	62888VAA6	NGN 10R1 1A	79,613.77	-	-	-	(11,286.90)	(1.54)	(3.76)	(184.67)	68,136.90	104.21
256350023	MIM-Sr Lien Reserve Fund-1	38378TAF7	GNR 1371A GA	103,187.94	-	-	-	(6,574.53)	3.96	(3.38)	2,711.09	99,325.08	199.20
256350023	MIM-Sr Lien Reserve Fund-1	38377JZ89	GNR 10117A GK	-	23,578.68	-	-	(1,240.51)	(27.59)	(3.38)	538.42	22,845.62	63.68
256350023	MIM-Sr Lien Reserve Fund-1	36202F2H8	G2 005276	26,383.86	-	-	-	(1,589.80)	(1.04)	(2.95)	327.14	25,117.23	60.25
256350023	MIM-Sr Lien Reserve Fund-1	3138L33G8	FN AM3498	99,800.00	-	-	-	(100,000.00)	143.16	(0.94)	57.78	-	-
256350023	MIM-Sr Lien Reserve Fund-1	3137ATRW4	FHMS K020 A2	125,985.00	-	-	-	-	-	(0.12)	1,562.62	127,547.50	247.19
256350023	MIM-Sr Lien Reserve Fund-1	31846V401	FIRST AMER:GVT OBLG D	226,725.38	1,027,202.26	(825,252.69)	-	-	-	-	-	428,674.95	-
256350023	MIM-Sr Lien Reserve Fund-1	CCYUSD	Receivable	231.68	-	-	-	-	-	-	-	64.70	-
256350023	MIM-Sr Lien Reserve Fund-1	CCYUSD	Payable	(190,469.73)	-	-	-	-	-	-	-	(207,982.38)	-
256350023	MIM-Sr Lien Reserve Fund-1	38378FRB8	GNR 135A JE	189,900.76	(190,448.25)	-	-	-	-	-	547.49	-	-
256350023	MIM-Sr Lien Reserve Fund-1	36179NHK7	G2 MA1134	-	207,573.73	-	-	-	-	-	343.26	207,916.99	33.17
256350023	MIM-Sr Lien Reserve Fund-1	912828L99	UNITED STATES TREASURY	59,862.00	-	(59,889.84)	-	-	15.44	3.40	9.00	-	-
256350023	MIM-Sr Lien Reserve Fund-1	912828L99	UNITED STATES TREASURY	149,655.00	-	(149,724.61)	-	-	(149.43)	3.41	215.63	-	-
256350023	MIM-Sr Lien Reserve Fund-1	38378KWU9	GNR 1396 A	13,926.54	-	-	-	(133.02)	1.11	4.29	122.89	13,921.81	16.46
256350023	MIM-Sr Lien Reserve Fund-1	38378KXW4	GNR 13105 A	97,345.03	-	-	-	(4,995.46)	8.96	5.06	572.08	92,935.67	132.48
256350023	MIM-Sr Lien Reserve Fund-1	912828Y53	UNITED STATES TREASURY	199,948.00	-	(199,962.23)	-	-	93.03	5.13	(83.93)	-	-
256350023	MIM-Sr Lien Reserve Fund-1	3137A5FP4	FHR 3791E DA	27,858.58	-	-	-	(3,560.40)	7.42	6.06	132.79	24,444.45	50.40
256350023	MIM-Sr Lien Reserve Fund-1	3137B5A60	FHR 4257G EK	22,243.93	-	-	-	(1,666.02)	16.05	9.74	399.19	21,002.89	42.60
256350023	MIM-Sr Lien Reserve Fund-1	38377RVK8	GNR 10166F GP	17,208.22	-	-	-	(1,147.60)	14.37	10.16	322.38	16,407.54	39.58
256350023	MIM-Sr Lien Reserve Fund-1	3137AUPE3	FHMS K021 A2	6,050.28	-	-	-	-	-	10.98	70.62	6,131.88	11.98
256350023	MIM-Sr Lien Reserve Fund-1	38378HXH4	GNR 12119 KB	14,384.67	0.00	0.00	0.00	(978.24)	26.56	12.92	339.04	13,784.96	14.23
256350023	MIM-Sr Lien Reserve Fund-1	38378KWU9	GNR 1396 A	52,224.52	-	-	-	(498.84)	5.21	16.65	459.22	52,206.77	61.71
256350023	MIM-Sr Lien Reserve Fund-1	38378JZD7	GNR 1347A EC	40,371.96	-	-	-	(3,323.84)	39.93	20.66	248.77	37,357.47	46.13
256350023	MIM-Sr Lien Reserve Fund-1	38378KSL4	GNR 1374 AL	224,127.00	-	-	-	-	-	25.21	5,424.29	229,576.50	528.72
256350023	MIM-Sr Lien Reserve Fund-1	38378FRB8	GNR 135A JE	-	187,715.09	-	-	(4,938.15)	72.06	31.59	7,113.07	189,993.65	309.29
256350023	MIM-Sr Lien Reserve Fund-1	3136AC7J4	FNA 13M6 2A	43,190.35	-	-	-	(3,671.55)	37.82	32.19	530.02	40,118.84	82.30
256350023	MIM-Sr Lien Reserve Fund-1	38380AZ34	GNR 16147C DA	128,843.42	-	-	-	(5,040.76)	(121.37)	34.19	4,781.21	128,496.69	301.45
256350023	MIM-Sr Lien Reserve Fund-1	31381T4E7	FN 470721	258,189.54	-	-	-	(1,733.59)	(28.47)	35.77	2,499.17	258,962.42	581.69
256350023	MIM-Sr Lien Reserve Fund-1	3138L1W62	FN AM1568	163,395.78	-	-	-	(804.78)	4.09	36.95	(2.86)	162,629.18	351.03
256350023	MIM-Sr Lien Reserve Fund-1	3132CJAJ2	FH SA0009	-	105,931.97	-	-	(5,414.39)	(156.39)	37.97	1,876.83	102,275.98	243.99
256350023	MIM-Sr Lien Reserve Fund-1	9128285W6	UNITED STATES TREASURY	162,328.94	-	-	-	-	-	38.53	4,075.02	166,442.48	283.62
256350023	MIM-Sr Lien Reserve Fund-1	3138EKXL4	FN AL3382	13,187.29	-	-	-	(1,304.13)	32.83	46.41	228.60	12,190.99	23.68
256350023	MIM-Sr Lien Reserve Fund-1	38378B6A2	GNR 1312A AB	109,568.73	-	-	-	(2,004.44)	32.30	49.10	1,355.85	109,001.53	166.94
256350023	MIM-Sr Lien Reserve Fund-1	3138EKXL4	FN AL3382	16,484.11	-	-	-	(1,630.16)	33.13	56.63	295.03	15,238.74	29.59
256350023	MIM-Sr Lien Reserve Fund-1	3137EADR7	FREDDIE MAC	149,862.00	-	-	-	-	-	57.23	217.27	150,136.50	859.38
256350023	MIM-Sr Lien Reserve Fund-1	3136ADFF1	FNR 1336D KC	115,527.93	-	-	-	(13,814.54)	169.76	57.53	1,297.00	103,237.68	128.23
256350023	MIM-Sr Lien Reserve Fund-1	3136A5KR6	FNR 1231G AD	51,529.87	-	-	-	(10,543.95)	98.28	63.62	154.10	41,301.92	60.00
256350023	MIM-Sr Lien Reserve Fund-1	38378CRT6	GNR 1213E EG	41,148.58	-	-	-	(2,503.10)	64.17	65.39	1,242.81	40,017.85	64.56
256350023	MIM-Sr Lien Reserve Fund-1	38378KSL4	GNR 1374 AL	199,224.00	-	-	-	-	-	75.86	4,768.14	204,068.00	469.97
256350023	MIM-Sr Lien Reserve Fund-1	38377JM59	GNR 10111F PE	67,636.55	-	-	-	(5,661.51)	121.56	83.52	1,236.86	63,416.97	129.24
256350023	MIM-Sr Lien Reserve Fund-1	912828YK0	UNITED STATES TREASURY	203,751.55	-	-	-	-	-	113.36	6,916.09	210,781.00	1,301.55
256350023	MIM-Sr Lien Reserve Fund-1	38378B7F0	GNR 1333 B	197,122.00	-	-	-	-	-	120.47	3,525.53	200,768.00	378.83
256350023	MIM-Sr Lien Reserve Fund-1	9128286N5	UNITED STATES TREASURY	93,310.93	-	-	-	-	-	121.32	(57.40)	93,374.85	212.51
256350023	MIM-Sr Lien Reserve Fund-1	912828V49	UNITED STATES TREASURY	59,479.22	-	-	-	-	-	125.27	492.88	60,097.36	46.59
256350023	MIM-Sr Lien Reserve Fund-1	38378KWU9	GNR 1396 A	34,816.35	-	-	-	(332.56)	16.81	133.33	170.59	34,804.52	41.14
256350023	MIM-Sr Lien Reserve Fund-1	38378KWU9	GNR 1396 A	52,224.52	-	-	-	(498.84)	24.48	152.45	304.16	52,206.77	61.71
256350023	MIM-Sr Lien Reserve Fund-1	9128285W6	UNITED STATES TREASURY	108,219.29	-	-	-	-	-	164.76	2,577.60	110,961.65	189.08
256350023	MIM-Sr Lien Reserve Fund-1	912828XB1	UNITED STATES TREASURY	153,094.50	-	-	-	-	-	179.65	9,703.85	162,978.00	1,208.45
256350023	MIM-Sr Lien Reserve Fund-1	38379KDN5	GNR 1529 AD	117,723.51	-	-	-	(17,453.51)	142.39	197.70	1,913.42	102,523.51	184.15
256350023	MIM-Sr Lien Reserve Fund-1	912828L57	UNITED STATES TREASURY	552,211.00	-	-	-	-	-	209.47	18,056.03	570,476.50	26.30
256350023	MIM-Sr Lien Reserve Fund-1	38378KRS0	GNR 1378 AG	448,258.50	-	-	-	-	-	228.65	5,832.85	454,320.00	895.72
256350023	MIM-Sr Lien Reserve Fund-1	3137ATRW4	FHMS K020 A2	158,348.03	-	-	-	-	-	231.37	1,732.51	160,311.90	310.69
256350023	MIM-Sr Lien Reserve Fund-1	38378VC45	GNR 13116D MA	130,878.71	-	-	-	(5,600.50)	183.51	252.99	3,166.99	128,881.71	235.30
256350023	MIM-Sr Lien Reserve Fund-1	9128286N5	UNITED STATES TREASURY	181,437.92	-	-	-	-	-	290.81	(166.52)	181,562.20	413.21
256350023	MIM-Sr Lien Reserve Fund-1	3135G0D75	FEDERAL NATIONAL MORTGAGE ASSOCIATION	599,580.00	-	-	-	-	-	328.65	1,777.35	601,686.00	2,475.00
256350023	MIM-Sr Lien Reserve Fund-1	38378B7F0	GNR 1333 B	246,402.50	-	-	-	-	-	355.82	4,201.68	250,960.00	473.54
256350023	MIM-Sr Lien Reserve Fund-1	912828YK0	UNITED STATES TREASURY	462,168.15	-	-	-	-	-	367.49	15,577.36	478,113.00	2,952.31
256350023	MIM-Sr Lien Reserve Fund-1	912828L57	UNITED STATES TREASURY	853,417.00	-	-	-	-	-	415.28	27,813.22	881,645.50	40.64

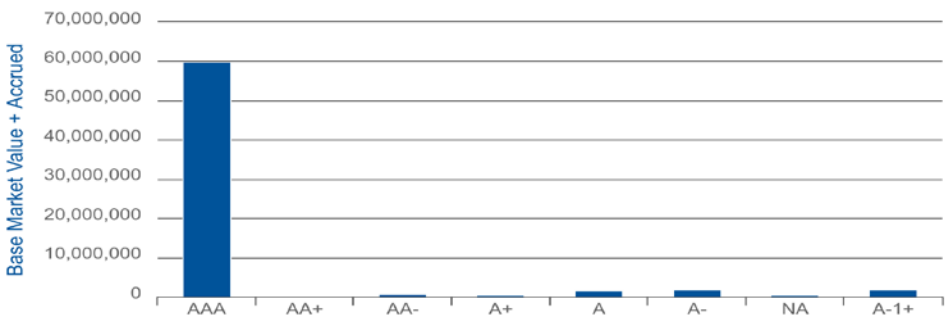
RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio Transaction Report by Account
Quarter ended March 31, 2020

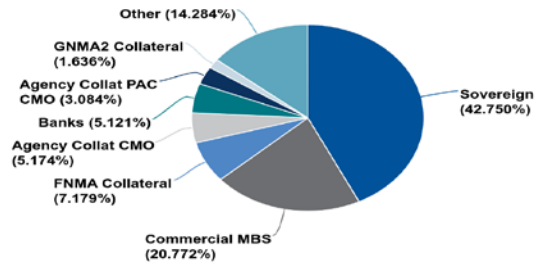
Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/Accretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
256350023	MIM-Sr Lien Reserve Fund-1	3136A72D3	FNA 12M9 A2	231,872.27	-	-	-	(16,514.34)	172.91	479.67	1,532.72	217,543.22	442.66
256350023	MIM-Sr Lien Reserve Fund-1	912828V49	UNITED STATES TREASURY	243,324.07	-	-	-	-	-	617.39	1,911.38	245,852.84	190.59
256350023	MIM-Sr Lien Reserve Fund-1	3137EADB2	FREDDIE MAC	558,481.00	-	-	-	-	-	649.06	10,158.44	569,288.50	2,830.21
256350023	MIM-Sr Lien Reserve Fund-1	3138EKXL4	FN AL3382	214,293.42	-	-	-	(21,192.05)	102.59	662.62	4,237.04	198,103.62	384.72
				18,495,364.73	**1,890,679.06**	**(1,287,183.61)**	**-**	**(479,756.56)**	**(1,238.87)**	**(4,485.00)**	**484,612.88**	**19,080,313.00**	**63,096.32**
				62,529,326.38	**19,237,299.82**	**(11,716,133.94)**	**(2,850,000.00)**	**(2,016,640.27)**	**1,378.23**	**(21,377.25)**	**1,087,316.46**	**66,434,541.19**	**202,498.31**

91 CIP STAMP Portfolio Summary of Investments for quarter ended March 31, 2020

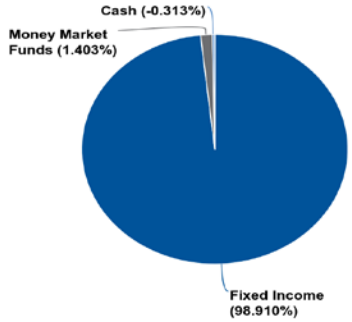
Credit Rating



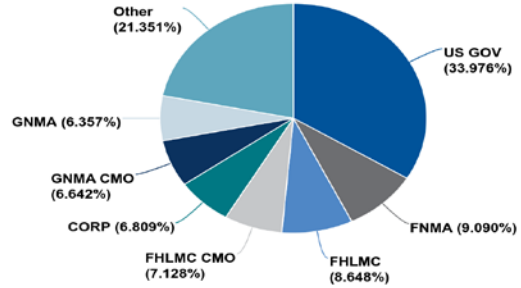
Industry Group



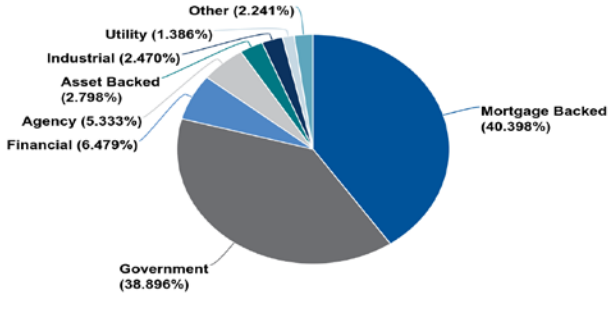
Asset Class



Security Type



Market Sector

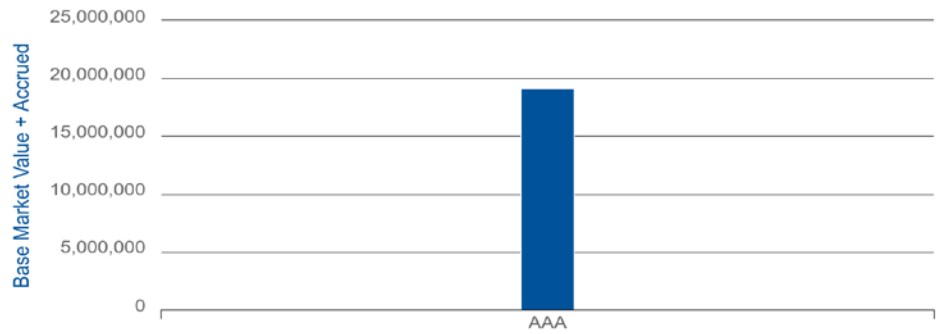


*Negative cash reflects securities in transit at month end

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio
Series A & Series B Reserve Fund Summary of Investments for quarter ended March 31, 2020

Credit Rating



Industry Group

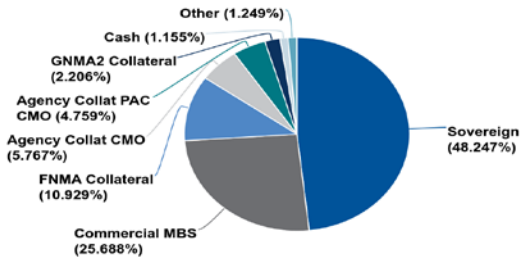


Chart calculated by: Base Market Value + Accrued

Asset Class

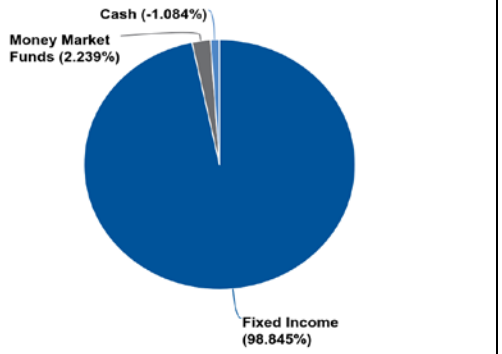


Chart calculated by: Base Market Value + Accrued

Security Type

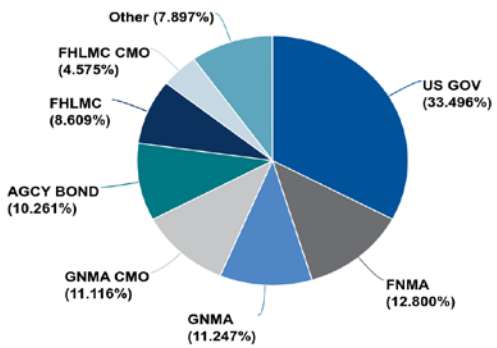


Chart calculated by: Base Market Value + Accrued

Market Sector

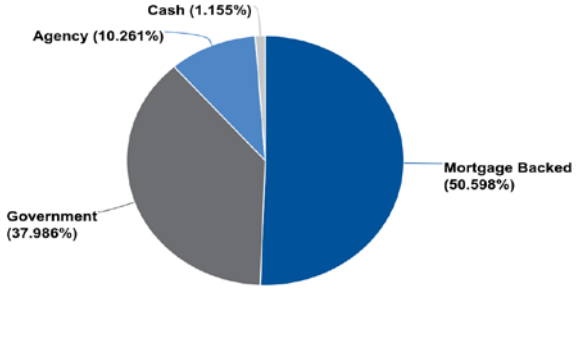


Chart calculated by: Base Market Value + Accrued

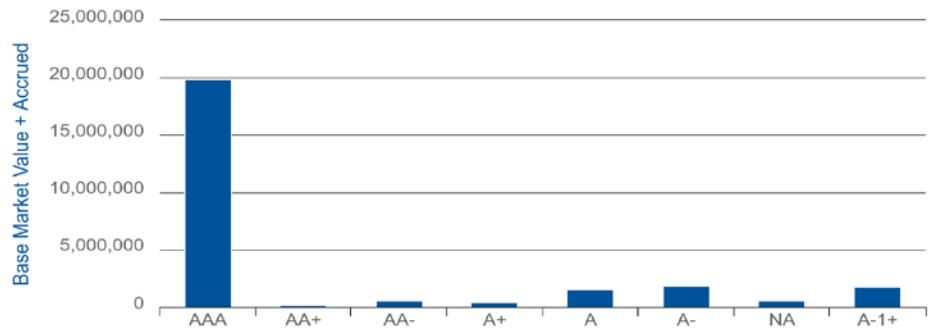
*Negative cash reflects securities in transit at month end

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio

Residual Fund Required Retained Balance Summary of Investments for quarter ended March 31, 2020

Credit Rating



Industry Group

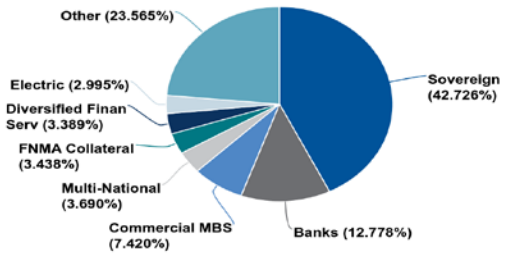


Chart calculated by: Base Market Value + Accrued

Asset Class

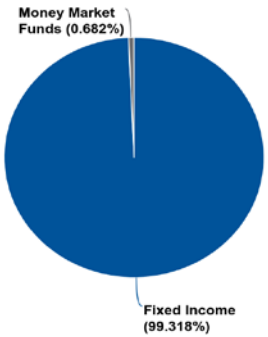


Chart calculated by: Base Market Value + Accrued

Security Type

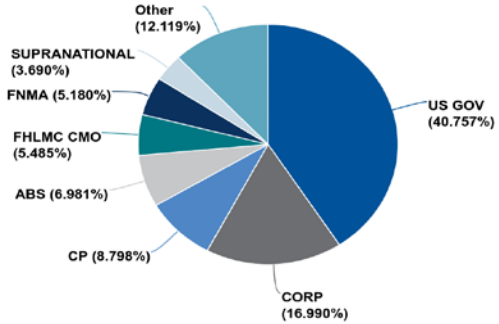


Chart calculated by: Base Market Value + Accrued

Market Sector

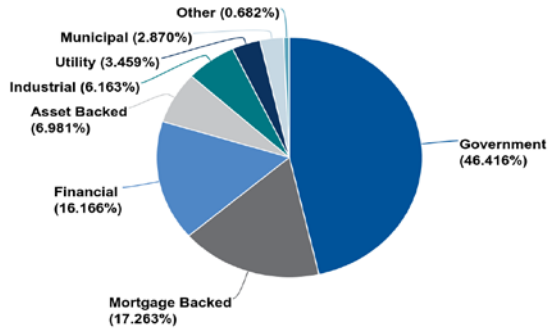


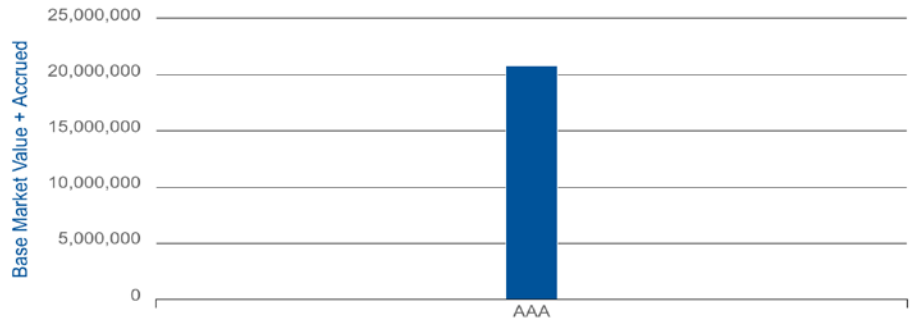
Chart calculated by: Base Market Value + Accrued

*Negative cash reflects securities in transit at month end

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 CIP STAMP Portfolio
TIFIA Reserve Fund Summary of Investments for quarter ended March 31, 2020

Credit Rating



Industry Group

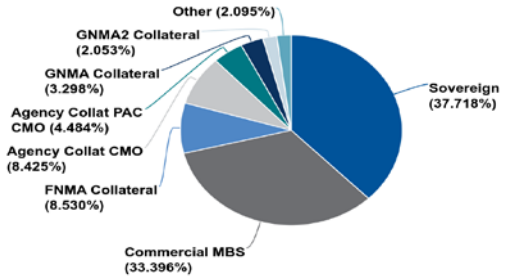


Chart calculated by: Base Market Value + Accrued

Asset Class

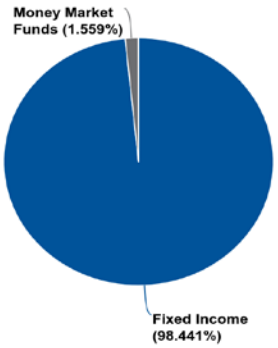


Chart calculated by: Base Market Value + Accrued

Security Type

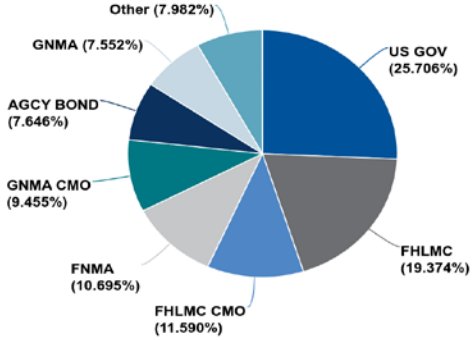


Chart calculated by: Base Market Value + Accrued

Market Sector

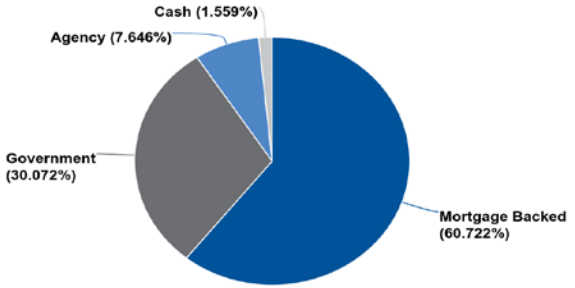


Chart calculated by: Base Market Value + Accrued

*Negative cash reflects securities in transit at month end

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

2017 Financing STAMP Portfolio by Investment Category for quarter ended March 31, 2020

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
240907004	MIM-RCTC Toll Revenue: - I-15	3134GVDW5	Agency	FEDERAL HOME LOAN MORTGAGE CORPORA	08/26/2021	02/21/2020	675,000.00	675,000.00	05/26/2020	675,560.25	560.25	1.550	1.341	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137EADB2	Agency	Freddie Mac	01/13/2022	09/30/2019	400,000.00	406,425.20	---	414,028.00	8,987.84	2.375	0.399	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3130AECJ7	Agency	Federal Home Loan Banks	05/28/2020	07/03/2018	350,000.00	350,150.50	---	351,246.00	1,232.79	2.625	0.372	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	38374VGF0	Agency CMO	Government National Mortgage Association	12/16/2037	02/20/2020	457,845.96	460,135.19	---	461,971.15	2,011.07	4.500	0.443	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38377REV3	Agency CMO	Government National Mortgage Association	10/20/2039	07/01/2019	30,827.70	31,439.44	---	32,046.94	691.94	3.500	0.915	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AH6C7	Agency CMO	Freddie Mac	07/25/2021	11/29/2018	95,267.99	95,439.18	---	97,592.53	2,241.50	3.230	0.994	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38376V2E6	Agency CMO	Government National Mortgage Association	07/16/2039	08/06/2019	20,672.74	21,512.58	---	22,026.60	580.91	4.000	0.768	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AJMF8	Agency CMO	Freddie Mac	10/25/2021	11/29/2018	93,513.84	93,203.35	---	95,886.28	2,625.39	2.968	0.968	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38375XCM4	Agency CMO	Government National Mortgage Association	11/16/2037	05/14/2019	22,730.71	23,374.45	---	23,773.14	535.82	5.000	1.156	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	383742C76	Agency CMO	Government National Mortgage Association	08/16/2037	01/31/2018	56,997.76	58,422.70	---	59,011.49	980.23	4.000	2.028	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378BXQ7	Agency CMO	Government National Mortgage Association	01/16/2036	06/17/2019	6,144.61	6,083.16	---	6,121.50	(0.06)	1.537	3.263	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38376YPU9	Agency CMO	Government National Mortgage Association	12/20/2038	05/10/2019	16,549.89	16,436.11	---	16,665.91	196.59	2.500	1.040	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137ATRW4	Agency CMO	Freddie Mac	05/25/2022	09/26/2018	100,000.00	97,238.28	---	102,038.00	3,719.24	2.373	1.263	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137ASR97	Agency CMO	Freddie Mac	01/25/2022	02/27/2018	13,808.81	13,498.12	---	13,835.05	166.34	1.573	1.154	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136A72D3	Agency CMO	Federal National Mortgage Association	04/25/2022	07/26/2019	13,545.33	13,624.59	---	13,768.56	142.71	2.482	1.373	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AYCE9	Agency CMO	Freddie Mac	10/25/2022	08/13/2019	100,000.00	102,164.06	---	103,253.00	1,551.62	2.682	1.269	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31397QWZ7	Agency CMO	Federal National Mortgage Association	09/25/2029	09/28/2018	15,012.90	15,144.27	---	15,072.65	63.39	4.000	0.614	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378HXH4	Agency CMO	Government National Mortgage Association	09/16/2027	03/08/2019	6,209.75	5,887.08	---	6,265.89	340.60	1.250	0.807	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31392J6N4	Agency CMO	Federal National Mortgage Association	04/25/2023	12/05/2017	293,088.62	318,845.50	---	306,963.44	(1,478.21)	5.500	1.296	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B84S3	Agency CMO	Freddie Mac	02/15/2029	01/31/2018	78,645.47	77,662.40	---	79,859.75	1,890.01	2.000	0.988	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137A5FP4	Agency CMO	Freddie Mac	01/15/2021	01/30/2018	36,892.62	36,984.86	---	37,277.78	373.60	2.500	0.697	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31398N2K9	Agency CMO	Federal National Mortgage Association	11/25/2025	01/31/2018	0.42	0.42	---	0.42	0.00	3.500	0.000	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378JZD7	Agency CMO	Government National Mortgage Association	12/20/2040	10/16/2019	16,144.67	15,942.87	---	16,343.89	388.16	1.500	0.733	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38377QKH9	Agency CMO	Government National Mortgage Association	08/20/2040	08/20/2019	19,606.34	19,962.48	---	20,589.01	639.79	3.000	0.894	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378CDK0	Agency CMO	Government National Mortgage Association	03/20/2035	01/30/2018	20,763.19	20,954.60	---	20,828.60	56.79	3.000	0.508	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378AWX5	Agency CMO	Government National Mortgage Association	01/20/2036	01/30/2018	64,722.68	65,349.68	---	65,427.50	538.44	3.000	0.595	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378DDC6	Agency CMO	Government National Mortgage Association	04/20/2038	06/20/2018	15,441.96	15,546.31	---	15,492.30	51.10	3.500	0.557	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38379HLE3	Agency CMO	Government National Mortgage Association	05/20/2043	10/18/2018	45,119.41	45,055.96	---	46,590.75	1,541.31	3.500	0.158	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378VC45	Agency CMO	Government National Mortgage Association	12/16/2041	11/23/2018	56,256.76	54,226.24	---	57,774.56	3,270.86	2.250	1.222	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38377JM59	Agency CMO	Government National Mortgage Association	10/20/2039	11/21/2018	27,871.53	27,174.75	---	28,491.67	1,190.56	2.500	1.174	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137ARBX3	Agency CMO	Freddie Mac	03/15/2039	03/14/2019	33,796.21	33,315.67	---	33,640.07	559.69	1.055	1.581	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38376YFF3	Agency CMO	Government National Mortgage Association	03/20/2039	06/03/2019	5,422.07	5,462.74	---	5,496.03	53.46	4.000	0.890	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38379JM99	Agency CMO	Government National Mortgage Association	02/16/2041	08/28/2019	19,974.37	20,103.11	---	20,703.63	615.68	2.500	0.385	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38374VGF0	Agency CMO	Government National Mortgage Association	12/16/2037	02/20/2020	76,307.66	76,689.20	---	76,995.19	335.18	4.500	0.443	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	31416BTW8	Agency MBS	Federal National Mortgage Association	01/01/2024	09/03/2019	340,075.53	354,741.30	---	359,378.22	7,009.37	5.500	0.104	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	3137B7YX1	Agency MBS	Freddie Mac	04/25/2023	08/19/2019	482,337.35	488,441.94	---	494,386.14	7,102.72	2.592	0.766	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	3137FJXN4	Agency MBS	Freddie Mac	02/25/2023	08/27/2019	54,784.63	54,733.27	---	53,755.22	(647.92)	1.912	4.306	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	3137FQXG3	Agency MBS	Freddie Mac	07/25/2024	01/16/2020	1,000,000.00	1,000,000.00	---	999,260.00	(740.00)	2.002	1.365	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31283K5N4	Agency MBS	Freddie Mac	08/01/2020	12/05/2017	58,133.54	59,442.94	---	61,015.22	2,470.39	5.000	-24.300	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3620A9WV9	Agency MBS	Government National Mortgage Association	12/15/2024	05/23/2018	9,677.85	9,889.56	---	10,268.40	457.03	4.000	-0.120	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3138NJAE8	Agency MBS	Federal National Mortgage Association	12/01/2020	09/13/2018	20,157.84	20,390.92	---	20,145.34	(104.09)	3.630	3.484	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31381RLL6	Agency MBS	Federal National Mortgage Association	07/01/2021	11/02/2018	44,750.13	45,414.40	---	45,675.11	592.82	3.840	1.808	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31381SVJ8	Agency MBS	Federal National Mortgage Association	11/01/2021	02/22/2019	41,937.54	42,147.23	---	42,962.91	942.46	3.330	1.640	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	36202F2H8	Agency MBS	Government National Mortgage Association	01/20/2027	12/12/2019	31,097.33	31,865.05	---	32,409.33	568.29	3.000	1.259	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	36178NB99	Agency MBS	Government National Mortgage Association	08/15/2027	10/11/2019	35,156.90	35,546.93	---	36,584.97	1,050.35	2.500	0.979	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136AC7J4	Agency MBS	Federal National Mortgage Association	03/25/2023	02/21/2018	32,465.54	31,931.64	---	33,432.36	1,277.42	2.535	1.582	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31418AU48	Agency MBS	Federal National Mortgage Association	07/01/2023	05/21/2019	0.00	0.00	---	(0.00)	(0.00)	2.500	0.117	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B1U75	Agency MBS	Freddie Mac	01/25/2023	02/27/2018	115,182.91	113,230.21	---	118,805.42	4,750.09	2.522	0.932	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378KWU9	Agency MBS	Government National Mortgage Association	11/16/2041	05/03/2019	35,260.79	33,079.03	---	34,804.52	1,214.39	1.400	2.010	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B3NW4	Agency MBS	Freddie Mac	09/25/2022	09/26/2018	69,178.04	68,583.54	---	70,716.56	1,968.38	2.778	0.869	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378KW47	Agency MBS	Government National Mortgage Association	08/16/2035	06/13/2019	41,919.21	41,683.42	---	41,917.95	151.93	2.150	1.998	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AXHN6	Agency MBS	Freddie Mac	02/25/2022	01/25/2018	46,513.69	45,874.13	---	46,886.73	717.93	1.749	0.819	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136AMM48	Agency MBS	Federal National Mortgage Association	07/25/2022	09/26/2018	80,632.80	79,427.78	---	81,918.09	1,948.42	2.509	1.441	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	36179M4J6	Agency MBS	Government National Mortgage Association	03/20/2028	11/20/2019	29,218.95	29,570.49	---	30,323.72	761.47	2.500	1.143	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	36202FA30	Agency MBS	Government National Mortgage Association	09/20/2024	10/23/2019	16,035.81	16,707.32	---	17,048.15	408.13	4.500	0.579	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B1UF7	Agency MBS	Freddie Mac	09/25/2022	01/25/2018	25,311.62	24,939.85	---	25,531.07	432.49	1.785	0.939	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137BQBY2	Agency MBS	Freddie Mac	03/25/2022	08/16/2019	60,556.70	60,947.01	---	61,853.22	1,007.34	2.183	0.878	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3138EJPZ5	Agency MBS	Federal National Mortgage Association	07/01/2022	07/22/2019	24,475.23	24,921.71	---	25,458.15	509.34	3.022	0.763	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	05/23/2018	20,847.95	21,343.10	---	21,920.16	760.99	4.000	0.609	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31418CQM9	Agency MBS	Federal National Mortgage Association	10/01/2027	09/11/2019	20,303.88	20,820.99	---	21,259.58	469.36	3.000	1.148	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3140J6DU8	Agency MBS	Federal National Mortgage Association	08/01/2031	07/26/2019	73,238.12	73,730.19	---	76,028.50	2,326.66	2.500	1.151	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3138L2GH4	Agency MBS	Federal National Mortgage Association	07/01/2021	07/26/2019	21,314.13	21,199.24	---	21,520.24	277.23	1.870	0.909	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136A96F0	Agency MBS	Federal National Mortgage Association	11/25/2022	02/27/2018	53,290.05	51,651.80	---	54,274.32	1,862.92	2.184	1.209	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137FGZN8	Agency MBS	Freddie Mac	02/25/2023	06/18/2019	23,941.69	23,930.46	---	23,500.92	(300.44)	1.862	3.640	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31381QB54	Agency MBS	Federal National Mortgage Association	03/01/2021	11/07/2018	55,441.02	56,588.82	---	56,203.89	385.01	4.410	2.262	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3132CJAJ2	Agency MBS	Freddie Mac	09/01/2029	01/28/2020	42,433.14	43,636.53	---	44,467.81	816.01	3.000	1.134	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	36179NHK7	Agency MBS	Government National Mortgage Association	07/20/2028	03/31/2020	132,661.46	138,382.49	---	138,611.33	228.84	3.000	1.409	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	17305EFM2	Asset Backed	Citibank Credit Card Issuance Trust - 2014-A1	01/23/2023	12/11/2019	500,000.00	505,531.67	---	504,345.00	304.92	2.880	1.781	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	87165LBB6	Asset Backed	Synchrony Credit Card Master Note Trust 2016-2	05/17/2021	08/02/2019	525,000.00	526,271.48	---	523,582.50	(2,227.41)	2.210	2.459	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	02005AGP7	Asset Backed	Ally Master Owner Trust, Series 2018-1	01/15/2021	11/18/2019	175,000.00	176,374.02	---	172,149.25	(3,766.15)	2.700	4.839	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	65478DAD9	Asset Backed	Nissan Auto Receivables 2018-A Owner Trust	07/16/2022	06/29/2018	462,570.91	460,185.78	---	464,129.78	2,230.91	2.650	2.050	AAA

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

2017 Financing STAMP Portfolio by Investment Category for quarter ended March 31, 2020

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
240907004	MIM-RCTC Toll Revenue: - I-15	38013FAD3	Asset Backed	GM Financial Consumer Automobile Receivables Trust 2018-4	10/16/2023	07/24/2019	350,000.00	356,412.11	---	354,543.00	823.78	3.210	1.821	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	47789JAB2	Asset Backed	John Deere Owner Trust 2019	10/15/2021	03/05/2019	305,153.35	305,139.43	---	305,962.00	813.60	2.850	2.152	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	65478LAB5	Asset Backed	Nissan Auto Lease Trust 2019-B	10/15/2021	07/16/2019	240,078.18	240,057.18	---	239,965.35	(104.09)	2.270	2.378	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	477870AB5	Asset Backed	John Deere Owner Trust 2019-B	05/16/2022	07/16/2019	288,232.15	288,231.05	---	288,635.67	403.74	2.280	1.996	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	14315PAB1	Asset Backed	Carmax Auto Owner Trust 2019-3	12/15/2022	07/24/2019	355,808.67	355,792.69	---	356,840.51	1,040.31	2.210	1.747	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	26209AAE1	Asset Backed	Drive Auto Receivables Trust 2019-4	01/16/2024	09/09/2019	260,000.00	259,964.59	---	255,541.00	(4,432.11)	2.230	3.317	AA
240907004	MIM-RCTC Toll Revenue: - I-15	65602VXS0	CD	Norinchukin Bank NY Branch	04/17/2020	01/21/2020	650,000.00	649,999.47	---	650,344.50	344.60	1.740	0.615	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	62888VAA6	CMO	NCUA Guaranteed Notes Trust 2010-R1	10/07/2020	01/22/2019	262,445.76	262,538.03	---	262,280.42	(193.07)	2.116	1.390	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	62888UAB6	CMO	NCUA Guaranteed Notes Trust 2010-R2	11/05/2020	03/15/2019	206,179.01	206,485.06	---	206,201.69	(89.08)	2.136	1.008	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	62888VAA6	CMO	NCUA Guaranteed Notes Trust 2010-R1	10/07/2020	05/10/2019	0.01	0.01	---	0.01	0.00	2.116	1.822	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	50000DDD5	CP	KOCH INDUSTRIES INC	04/13/2020	03/26/2020	1,500,000.00	1,498,425.00	---	1,499,400.00	450.00	0.000	1.108	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	23336GD65	CP	DTE Electric Company	04/06/2020	03/26/2020	1,500,000.00	1,498,556.25	---	1,499,745.00	401.25	0.000	1.020	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	69511JD10	CP	PacifiCorp	04/01/2020	03/25/2020	1,500,000.00	1,499,052.08	---	1,500,000.00	0.00	0.000	0.000	AA
240907004	MIM-RCTC Toll Revenue: - I-15	14918ED16	CP	CommonSpirit Health	04/01/2020	03/30/2020	1,000,000.00	999,783.33	---	1,000,000.00	0.00	0.000	0.000	NA
240907004	MIM-RCTC Toll Revenue: - I-15	46625HHZ6	Corporate	JPMorgan Chase & Co.	05/10/2021	01/10/2020	1,000,000.00	1,035,920.00	---	1,027,680.00	(2,470.57)	4.625	2.084	A
240907004	MIM-RCTC Toll Revenue: - I-15	06051GFN4	Corporate	Bank of America Corporation	04/21/2020	12/04/2017	1,000,000.00	997,850.00	---	999,840.00	(109.73)	2.250	2.513	A
240907004	MIM-RCTC Toll Revenue: - I-15	31677QBG3	Corporate	Fifth Third Bank	06/14/2021	07/23/2019	500,000.00	500,110.00	05/14/2021	500,465.00	391.19	2.250	2.165	A
240907004	MIM-RCTC Toll Revenue: - I-15	17401QAK7	Corporate	Citizens Bank of Pennsylvania Inc.	05/26/2020	03/11/2020	1,500,000.00	1,501,725.00	---	1,490,025.00	(11,257.09)	2.217	6.521	A
240907004	MIM-RCTC Toll Revenue: - I-15	69353RFU7	Corporate	PNC Bank, National Association	02/24/2023	02/20/2020	535,000.00	535,000.00	02/24/2022	504,237.50	(30,762.50)	2.004	3.874	A
240907020	RCTC I-15 Prj RAMP UP RESERVE	CCYUSD	Currency	UNITED STATES OF AMERICA	03/31/2020	---	0.00	(138,611.72)	---	(138,611.72)	0.00	0.000	0.000	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	31846V203	MM Fund	First American Funds, Inc. - Government Obligations Fund	03/31/2020	---	0.00	105,302.57	---	105,302.57	0.00	0.080	0.100	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31846V203	MM Fund	First American Funds, Inc. - Government Obligations Fund	03/31/2020	---	0.00	185,725.88	---	185,725.88	0.00	0.080	0.100	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	048506DN6	Muni	Atlantic County Improvement Authority	06/17/2020	07/05/2019	265,000.00	267,210.10	---	266,012.30	517.60	3.250	1.422	NA
240907004	MIM-RCTC Toll Revenue: - I-15	072024WU2	Muni	Bay Area Toll Authority	04/01/2020	09/20/2019	425,000.00	425,000.00	---	425,000.00	0.00	2.025	0.000	AA
240907004	MIM-RCTC Toll Revenue: - I-15	59447TXK4	Muni	Michigan Finance Authority	12/01/2020	12/05/2019	255,000.00	255,000.00	---	256,366.80	1,366.80	2.034	1.223	AA
240907004	MIM-RCTC Toll Revenue: - I-15	459058GK3	Non-US Gov	International Bank for Reconstruction and Development	08/21/2020	---	1,510,000.00	1,510,367.00	---	1,510,453.00	378.56	0.230	0.157	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	45818WCP9	Non-US Gov	Inter-American Development Bank	09/16/2022	09/10/2019	1,500,000.00	1,500,000.00	---	1,499,460.00	(540.00)	0.670	0.695	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828UH1	TIPS	United States Department of The Treasury	01/15/2023	02/05/2018	83,811.00	82,740.39	---	82,801.08	(402.61)	0.125	0.560	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	9128286N5	TIPS	United States Department of The Treasury	04/15/2024	---	163,635.20	166,513.53	---	165,999.73	(131.89)	0.500	0.142	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	912828VV9	US Gov	United States Department of The Treasury	08/31/2020	01/24/2020	500,000.00	501,621.09	---	504,160.00	3,023.42	2.125	0.123	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	912828B58	US Gov	United States Department of The Treasury	01/31/2021	12/24/2019	3,500,000.00	3,517,636.72	---	3,560,445.00	46,900.61	2.125	0.056	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	912828Y53	US Gov	United States Department of The Treasury	07/31/2020	---	6,000,000.00	6,000,750.60	---	5,999,880.00	(154.95)	0.128	0.136	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	9128285H9	US Gov	United States Department of The Treasury	10/31/2020	12/06/2018	5,300,000.00	5,299,852.27	---	5,299,205.00	(749.66)	0.130	0.158	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	912796TS8	US Gov	United States Department of The Treasury	04/30/2020	02/12/2020	2,500,000.00	2,491,738.54	---	2,499,900.00	3,011.46	0.000	0.049	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	912796TT6	US Gov	United States Department of The Treasury	05/07/2020	01/23/2020	2,000,000.00	1,991,316.00	---	1,999,880.00	2,886.00	0.000	0.059	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	912796TV1	US Gov	United States Department of The Treasury	05/14/2020	02/10/2020	3,000,000.00	2,988,245.82	---	2,999,730.00	5,284.17	0.000	0.075	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	9127962A6	US Gov	United States	04/07/2020	02/06/2020	3,700,000.00	3,691,096.17	---	3,699,963.00	916.98	0.000	0.052	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828VA5	US Gov	United States Department of The Treasury	04/30/2020	---	665,000.00	648,627.54	---	665,551.95	1,293.69	1.125	0.117	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828VV9	US Gov	United States Department of The Treasury	08/31/2020	---	775,000.00	766,685.54	---	781,448.00	8,157.79	2.125	0.123	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828B58	US Gov	United States Department of The Treasury	01/31/2021	---	550,000.00	547,430.08	---	559,498.50	9,800.19	2.125	0.056	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828J43	US Gov	United States Department of The Treasury	02/28/2022	12/30/2019	40,000.00	40,148.44	---	41,168.80	1,037.12	1.750	0.221	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828L57	US Gov	United States Department of The Treasury	09/30/2022	---	705,000.00	707,360.16	---	731,247.15	24,236.31	1.750	0.255	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828T67	US Gov	United States Department of The Treasury	10/31/2021	12/09/2019	165,000.00	163,730.27	---	167,758.80	3,822.11	1.250	0.191	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828Y53	US Gov	United States Department of The Treasury	07/31/2020	---	725,000.00	724,879.95	---	724,985.50	45.83	0.128	0.136	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	9128285H9	US Gov	United States Department of The Treasury	10/31/2020	12/06/2018	500,000.00	499,986.06	---	499,925.00	(70.72)	0.130	0.158	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	9128286U9	US Gov	United States Department of The Treasury	05/15/2022	02/13/2020	40,000.00	40,606.25	---	41,604.80	1,029.91	2.125	0.230	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828YK0	US Gov	United States Department of The Treasury	10/15/2022	---	415,000.00	411,599.22	---	426,703.00	14,689.96	1.375	0.261	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	97689P2K3	VRDN	Wisconsin Housing and Economic Development Authority	09/01/2037	07/18/2019	1,300,000.00	1,300,000.00	04/30/2020	1,300,000.00	0.00	4.000	4.000	AA
240907004	MIM-RCTC Toll Revenue: - I-15	64986U4H7	VRDN	New York State Housing Finance Agency	11/01/2048	07/02/2018	1,400,000.00	1,400,000.00	04/15/2020	1,400,000.00	0.00	3.950	3.950	AA
240907004	MIM-RCTC Toll Revenue: - I-15	196479G29	VRDN	Colorado Housing and Finance Authority, Inc.	04/01/2040	07/18/2019	1,500,000.00	1,500,000.00	04/15/2020	1,500,000.00	0.00	4.750	4.750	AAA
							60,520,427.55	**60,735,210.98**		**60,912,438.38**	**155,471.09**			

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

2017 Financing STAMP Portfolio by Account for quarter ended March 31, 2020

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
240907004	MIM-RCTC Toll Revenue: - I-15	3134GVDW5	Agency	FEDERAL HOME LOAN MORTGAGE CORPORA	08/26/2021	02/21/2020	675,000.00	675,000.00	05/26/2020	675,560.25	560.25	1.550	1.341	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	38374VGF0	Agency CMO	Government National Mortgage Association	12/16/2037	02/20/2020	457,845.96	460,135.19	---	461,971.15	2,011.07	4.500	0.443	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	31416BTW8	Agency MBS	Federal National Mortgage Association	01/01/2024	09/03/2019	340,075.53	354,741.30	---	359,378.22	7,009.37	5.500	0.104	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	3137B7YX1	Agency MBS	Freddie Mac	04/25/2023	08/19/2019	482,337.35	488,441.94	---	494,386.14	7,102.72	2.592	0.766	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	3137FJXN4	Agency MBS	Freddie Mac	02/25/2023	08/27/2019	54,784.63	54,733.27	---	53,755.22	(647.92)	1.912	4.306	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	3137FQXG3	Agency MBS	Freddie Mac	07/25/2024	01/16/2020	1,000,000.00	1,000,000.00	---	999,260.00	(740.00)	2.002	1.365	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	17305EFM2	Asset Backed	Citibank Credit Card Issuance Trust - 2014-A1	01/23/2023	12/11/2019	500,000.00	505,531.67	---	504,345.00	304.92	2.880	1.781	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	87165LBB6	Asset Backed	Synchrony Credit Card Master Note Trust 2016-2	05/17/2021	08/02/2019	525,000.00	526,271.48	---	523,582.50	(2,227.41)	2.210	2.459	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	02005AGP7	Asset Backed	Ally Master Owner Trust, Series 2018-1	01/15/2021	11/18/2019	175,000.00	176,374.02	---	172,149.25	(3,766.15)	2.700	4.839	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	65478DAD9	Asset Backed	Nissan Auto Receivables 2018-A Owner Trust	05/16/2022	06/29/2018	462,570.91	460,185.78	---	464,129.78	2,230.91	2.650	2.050	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	38013FAD3	Asset Backed	GM Financial Consumer Automobile Receivables Trust 2018-4	10/16/2023	07/24/2019	350,000.00	356,412.11	---	354,543.00	823.78	3.210	1.821	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	47789JAB2	Asset Backed	John Deere Owner Trust 2019	10/15/2021	03/05/2019	305,153.35	305,139.43	---	305,962.00	813.60	2.850	2.152	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	65478LAB5	Asset Backed	Nissan Auto Lease Trust 2019-B	10/15/2021	07/16/2019	240,078.18	240,057.18	---	239,965.35	(104.09)	2.270	2.378	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	477870AB5	Asset Backed	John Deere Owner Trust 2019-B	05/16/2022	07/16/2019	288,232.15	288,231.05	---	288,635.67	403.74	2.280	1.996	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	14315PAB1	Asset Backed	Carmax Auto Owner Trust 2019-3	12/15/2022	07/24/2019	355,808.67	355,792.69	---	356,840.51	1,040.31	2.210	1.747	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	26209AAE1	Asset Backed	Drive Auto Receivables Trust 2019-4	01/16/2024	09/09/2019	260,000.00	259,964.59	---	255,541.00	(4,432.11)	2.230	3.317	AA
240907004	MIM-RCTC Toll Revenue: - I-15	65602VXS0	CD	Norinchukin Bank NY Branch	04/17/2020	01/21/2020	650,000.00	649,999.47	---	650,344.50	344.60	1.740	0.615	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	62888VAA6	CMO	NCUA Guaranteed Notes Trust 2010-R1	10/07/2020	01/22/2019	262,445.76	262,538.03	---	262,280.42	(193.07)	2.116	1.390	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	62888UAB6	CMO	NCUA Guaranteed Notes Trust 2010-R2	11/05/2020	03/15/2019	206,179.01	206,485.06	---	206,201.69	(89.08)	2.136	1.008	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	46625HHZ6	Corporate	JPMorgan Chase & Co.	05/10/2021	01/10/2020	1,000,000.00	1,035,920.00	---	1,027,680.00	(2,470.57)	4.625	2.084	A
240907004	MIM-RCTC Toll Revenue: - I-15	06051GFN4	Corporate	Bank of America Corporation	04/21/2020	12/04/2017	1,000,000.00	997,850.00	---	999,840.00	(109.73)	2.250	2.513	A
240907004	MIM-RCTC Toll Revenue: - I-15	31677QBG3	Corporate	Fifth Third Bank	06/14/2021	07/23/2019	500,000.00	500,110.00	05/14/2021	500,465.00	391.19	2.250	2.165	A
240907004	MIM-RCTC Toll Revenue: - I-15	17401QAK7	Corporate	Citizens Bank of Pennsylvania Inc.	05/26/2020	03/11/2020	1,500,000.00	1,501,725.00	---	1,490,025.00	(11,257.09)	2.217	6.521	A
240907004	MIM-RCTC Toll Revenue: - I-15	69353RFU7	Corporate	PNC Bank, National Association	02/24/2023	02/20/2020	535,000.00	535,000.00	02/24/2022	504,237.50	(30,762.50)	2.004	3.874	A
240907004	MIM-RCTC Toll Revenue: - I-15	50000DDD5	CP	KOCH INDUSTRIES INC	04/13/2020	03/26/2020	1,500,000.00	1,498,425.00	---	1,499,400.00	450.00	0.000	1.108	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	23336GD65	CP	DTE Electric Company	04/06/2020	03/26/2020	1,500,000.00	1,498,556.25	---	1,499,745.00	401.25	0.000	1.020	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	69511JD10	CP	PacifiCorp	04/01/2020	03/25/2020	1,500,000.00	1,499,052.08	---	1,500,000.00	0.00	0.000	0.000	AA
240907004	MIM-RCTC Toll Revenue: - I-15	14918ED16	CP	CommonSpirit Health	04/01/2020	03/30/2020	1,000,000.00	999,783.33	---	1,000,000.00	0.00	0.000	0.000	NA
240907004	MIM-RCTC Toll Revenue: - I-15	31846V203	MM Fund	First American Funds, Inc. - Government Obligations Fund	03/31/2020	---	0.00	105,302.57	---	105,302.57	0.00	0.080	0.100	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	048506DN6	Muni	Atlantic County Improvement Authority	06/17/2020	07/05/2019	265,000.00	267,210.10	---	266,012.30	517.60	3.250	1.422	NA
240907004	MIM-RCTC Toll Revenue: - I-15	072024WU2	Muni	Bay Area Toll Authority	04/01/2020	09/20/2019	425,000.00	425,000.00	---	425,000.00	0.00	2.025	0.000	AA
240907004	MIM-RCTC Toll Revenue: - I-15	59447TXK4	Muni	Michigan Finance Authority	12/01/2020	12/05/2019	255,000.00	255,000.00	---	256,366.80	1,366.80	2.034	1.223	AA
240907004	MIM-RCTC Toll Revenue: - I-15	459058GK3	Non-US Gov	International Bank for Reconstruction and Development	08/21/2020	---	1,510,000.00	1,510,367.00	---	1,510,453.00	378.56	0.230	0.157	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	45818WCP9	Non-US Gov	Inter-American Development Bank	09/16/2022	09/10/2019	1,500,000.00	1,500,000.00	---	1,499,460.00	(540.00)	0.670	0.695	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	912828VV9	US Gov	United States Department of The Treasury	08/31/2020	01/24/2020	500,000.00	501,621.09	---	504,160.00	3,023.42	2.125	0.123	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	912828B58	US Gov	United States Department of The Treasury	01/31/2021	12/24/2019	3,500,000.00	3,517,636.72	---	3,560,445.00	46,900.61	2.125	0.056	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	912828Y53	US Gov	United States Department of The Treasury	07/31/2020	---	6,000,000.00	6,000,750.60	---	5,999,880.00	(154.95)	0.128	0.136	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	9128285H9	US Gov	United States Department of The Treasury	10/31/2020	12/06/2018	5,300,000.00	5,299,852.27	---	5,299,205.00	(749.66)	0.130	0.158	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	912796TS8	US Gov	United States Department of The Treasury	04/30/2020	02/12/2020	2,500,000.00	2,491,738.54	---	2,499,900.00	3,011.46	0.000	0.049	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	912796TT6	US Gov	United States Department of The Treasury	05/07/2020	01/23/2020	2,000,000.00	1,991,316.00	---	1,999,880.00	2,886.00	0.000	0.059	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	912796TV1	US Gov	United States Department of The Treasury	05/14/2020	02/10/2020	3,000,000.00	2,988,245.82	---	2,999,730.00	5,284.17	0.000	0.075	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	9127962A6	US Gov	United States	04/07/2020	02/06/2020	3,700,000.00	3,691,096.17	---	3,699,963.00	916.98	0.000	0.052	AAA
240907004	MIM-RCTC Toll Revenue: - I-15	97689P2K3	VRDN	Wisconsin Housing and Economic Development Authority	09/01/2037	07/18/2019	1,300,000.00	1,300,000.00	04/30/2020	1,300,000.00	0.00	4.000	4.000	AA
240907004	MIM-RCTC Toll Revenue: - I-15	64986U4H7	VRDN	New York State Housing Finance Agency	11/01/2048	07/02/2018	1,400,000.00	1,400,000.00	04/15/2020	1,400,000.00	0.00	3.950	3.950	AA
240907004	MIM-RCTC Toll Revenue: - I-15	196479G29	VRDN	Colorado Housing and Finance Authority, Inc.	04/01/2040	07/18/2019	1,500,000.00	1,500,000.00	04/15/2020	1,500,000.00	0.00	4.750	4.750	AAA
							52,280,511.49	**52,437,592.79**		**52,475,981.81**	**29,928.97**			
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137EADB2	Agency	Freddie Mac	01/13/2022	09/30/2019	400,000.00	406,425.20	---	414,028.00	8,987.84	2.375	0.399	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3130AECJ7	Agency	Federal Home Loan Banks	05/28/2020	07/03/2018	350,000.00	350,150.50	---	351,246.00	1,232.79	2.625	0.372	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38377REV3	Agency CMO	Government National Mortgage Association	10/20/2039	07/01/2019	30,827.70	31,439.44	---	32,046.94	691.94	3.500	0.915	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AH6C7	Agency CMO	Freddie Mac	07/25/2021	11/29/2018	95,267.99	95,439.18	---	97,592.53	2,241.50	3.230	0.994	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38376V2E6	Agency CMO	Government National Mortgage Association	07/16/2039	08/06/2019	20,672.74	21,512.58	---	22,026.60	580.91	4.000	0.768	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AJMF8	Agency CMO	Freddie Mac	10/25/2021	11/29/2018	93,513.84	93,203.35	---	95,886.28	2,625.39	2.968	0.968	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38375XCM4	Agency CMO	Government National Mortgage Association	11/16/2037	05/14/2019	22,730.71	23,374.45	---	23,773.14	535.82	5.000	1.156	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	383742C76	Agency CMO	Government National Mortgage Association	08/16/2037	01/31/2018	56,997.76	58,422.70	---	59,011.49	980.23	4.000	2.028	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378BXQ7	Agency CMO	Government National Mortgage Association	01/16/2036	06/17/2019	6,144.61	6,083.16	---	6,121.50	(0.06)	1.537	3.263	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38376YPU9	Agency CMO	Government National Mortgage Association	12/20/2038	05/10/2019	16,549.89	16,436.11	---	16,665.91	196.59	2.500	1.040	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137ATRW4	Agency CMO	Freddie Mac	05/25/2022	09/26/2018	100,000.00	97,238.28	---	102,038.00	3,719.24	2.373	1.263	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137ASR97	Agency CMO	Freddie Mac	01/25/2022	02/27/2018	13,808.81	13,498.12	---	13,835.05	166.34	1.573	1.154	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136A72D3	Agency CMO	Federal National Mortgage Association	04/25/2022	07/26/2019	13,545.33	13,624.59	---	13,768.56	142.71	2.482	1.373	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AYCE9	Agency CMO	Freddie Mac	10/25/2022	08/13/2019	100,000.00	102,164.06	---	103,253.00	1,551.62	2.682	1.269	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31397QWZ7	Agency CMO	Federal National Mortgage Association	09/25/2029	09/28/2018	15,012.90	15,144.27	---	15,072.65	63.39	4.000	0.614	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378HXH4	Agency CMO	Government National Mortgage Association	09/16/2027	03/08/2019	6,209.75	5,887.08	---	6,265.89	340.60	1.250	0.807	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31392J6N4	Agency CMO	Federal National Mortgage Association	04/25/2023	12/05/2017	293,088.62	318,845.50	---	306,963.44	(1,478.21)	5.500	1.296	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B84S3	Agency CMO	Freddie Mac	02/15/2029	01/31/2018	78,645.47	77,662.40	---	79,859.75	1,890.01	2.000	0.988	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137A5FP4	Agency CMO	Freddie Mac	01/15/2021	01/30/2018	36,892.62	36,984.86	---	37,277.78	373.60	2.500	0.697	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31398N2K9	Agency CMO	Federal National Mortgage Association	11/25/2025	01/31/2018	0.42	0.42	---	0.42	0.00	3.500	0.000	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378JZD7	Agency CMO	Government National Mortgage Association	12/20/2040	10/16/2019	16,144.67	15,942.87	---	16,343.89	388.16	1.500	0.733	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38377QKH9	Agency CMO	Government National Mortgage Association	08/20/2040	08/20/2019	19,606.34	19,962.48	---	20,589.01	639.79	3.000	0.894	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378CDK0	Agency CMO	Government National Mortgage Association	03/20/2035	01/30/2018	20,763.19	20,954.60	---	20,828.60	56.79	3.000	0.508	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378AWX5	Agency CMO	Government National Mortgage Association	01/20/2036	01/30/2018	64,722.68	65,349.68	---	65,427.50	538.44	3.000	0.595	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378DDC6	Agency CMO	Government National Mortgage Association	04/20/2038	06/20/2018	15,441.96	15,546.31	---	15,492.30	51.10	3.500	0.557	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38379HLE3	Agency CMO	Government National Mortgage Association	05/20/2043	10/18/2018	45,119.41	45,055.96	---	46,590.75	1,541.31	3.500	0.158	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378VC45	Agency CMO	Government National Mortgage Association	12/16/2041	11/23/2018	56,256.76	54,226.24	---	57,774.56	3,270.86	2.250	1.222	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38377JM59	Agency CMO	Government National Mortgage Association	10/20/2039	11/21/2018	27,871.53	27,174.75	---	28,491.67	1,190.56	2.500	1.174	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137ARBX3	Agency CMO	Freddie Mac	03/15/2039	03/14/2019	33,796.21	33,315.67	---	33,640.07	559.69	1.055	1.581	AAA

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

2017 Financing STAMP Portfolio by Account for quarter ended March 31, 2020

Source Account	Account	Identifier	Security Type Category	Issuer	Final Maturity	Trade Date	Current Face Value	Original Cost	Next Call Date	Base Market Value	Base Net Total Unrealized Gain/Loss	Coupon	Yield	Summarized Credit Rating
240907020	RCTC I-15 Prj RAMP UP RESERVE	38376YFF3	Agency CMO	Government National Mortgage Association	03/20/2039	06/03/2019	5,422.07	5,462.74	---	5,496.03	53.46	4.000	0.890	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38379JM99	Agency CMO	Government National Mortgage Association	02/16/2041	08/28/2019	19,974.37	20,103.11	---	20,703.63	615.68	2.500	0.385	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38374VGF0	Agency CMO	Government National Mortgage Association	12/16/2037	02/20/2020	76,307.66	76,689.20	---	76,995.19	335.18	4.500	0.443	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31283K5N4	Agency MBS	Freddie Mac	08/01/2020	12/05/2017	58,133.54	59,442.94	---	61,015.22	2,470.39	5.000	-24.300	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3620A9WV9	Agency MBS	Government National Mortgage Association	12/15/2024	05/23/2018	9,677.85	9,889.56	---	10,268.40	457.03	4.000	-0.120	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3138NJAE8	Agency MBS	Federal National Mortgage Association	12/01/2020	09/13/2018	20,157.84	20,390.92	---	20,145.34	(104.09)	3.630	3.484	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31381RLL6	Agency MBS	Federal National Mortgage Association	07/01/2021	11/02/2018	44,750.13	45,414.40	---	45,675.11	592.82	3.840	1.808	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31381SVJ8	Agency MBS	Federal National Mortgage Association	11/01/2021	02/22/2019	41,937.54	42,147.23	---	42,962.91	942.46	3.330	1.640	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	36202F2H8	Agency MBS	Government National Mortgage Association	01/20/2027	12/12/2019	31,097.33	31,865.05	---	32,409.33	568.29	3.000	1.259	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	36178NB99	Agency MBS	Government National Mortgage Association	08/15/2027	10/11/2019	35,156.90	35,546.93	---	36,584.97	1,050.35	2.500	0.979	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136AC7J4	Agency MBS	Federal National Mortgage Association	03/25/2023	02/21/2018	32,465.54	31,931.64	---	33,432.36	1,277.42	2.535	1.582	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31418AU48	Agency MBS	Federal National Mortgage Association	07/01/2023	05/21/2019	0.00	0.00	---	(0.00)	(0.00)	2.500	0.117	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B1U75	Agency MBS	Freddie Mac	01/25/2023	02/27/2018	115,182.91	113,230.21	---	118,805.42	4,750.09	2.522	0.932	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378KWU9	Agency MBS	Government National Mortgage Association	11/16/2041	05/03/2019	35,260.79	33,079.03	---	34,804.52	1,214.39	1.400	2.010	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B3NW4	Agency MBS	Freddie Mac	09/25/2022	09/26/2018	69,178.04	68,583.54	---	70,716.56	1,968.38	2.778	0.869	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378KW47	Agency MBS	Government National Mortgage Association	08/16/2035	06/13/2019	41,919.21	41,683.42	---	41,917.95	151.93	2.150	1.998	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AXHN6	Agency MBS	Freddie Mac	02/25/2022	01/25/2018	46,513.69	45,874.13	---	46,886.73	717.93	1.749	0.819	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136AMM48	Agency MBS	Federal National Mortgage Association	07/25/2022	09/26/2018	80,632.80	79,427.78	---	81,918.09	1,948.42	2.509	1.441	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	36179M4J6	Agency MBS	Government National Mortgage Association	03/20/2028	11/20/2019	29,218.95	29,570.49	---	30,323.72	761.47	2.500	1.143	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	36202FA30	Agency MBS	Government National Mortgage Association	09/20/2024	10/23/2019	16,035.81	16,707.32	---	17,048.15	408.13	4.500	0.579	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B1UF7	Agency MBS	Freddie Mac	09/25/2022	01/25/2018	25,311.62	24,939.85	---	25,531.07	432.49	1.785	0.939	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137BQBY2	Agency MBS	Freddie Mac	03/25/2022	08/16/2019	60,556.70	60,947.01	---	61,853.22	1,007.34	2.183	0.878	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3138EJPZ5	Agency MBS	Federal National Mortgage Association	07/01/2022	07/22/2019	24,475.23	24,921.71	---	25,458.15	509.34	3.022	0.763	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3620ARB67	Agency MBS	Government National Mortgage Association	05/15/2025	05/23/2018	20,847.95	21,343.10	---	21,920.16	760.99	4.000	0.609	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31418CQM9	Agency MBS	Federal National Mortgage Association	10/01/2027	09/11/2019	20,303.88	20,820.99	---	21,259.58	469.36	3.000	1.148	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3140J6DU8	Agency MBS	Federal National Mortgage Association	08/01/2031	07/26/2019	73,238.12	73,730.19	---	76,028.50	2,326.66	2.500	1.151	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3138L2GH4	Agency MBS	Federal National Mortgage Association	07/01/2021	07/26/2019	21,314.13	21,199.24	---	21,520.24	277.23	1.870	0.909	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136A96F0	Agency MBS	Federal National Mortgage Association	11/25/2022	02/27/2018	53,290.05	51,651.80	---	54,274.32	1,862.92	2.184	1.209	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137FGZN8	Agency MBS	Freddie Mac	02/25/2023	06/18/2019	23,941.69	23,930.46	---	23,500.92	(300.44)	1.862	3.640	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31381QB54	Agency MBS	Federal National Mortgage Association	03/01/2021	11/07/2018	55,441.02	56,588.82	---	56,203.89	385.01	4.410	2.262	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	3132CJAJ2	Agency MBS	Freddie Mac	09/01/2029	01/28/2020	42,433.14	43,636.53	---	44,467.81	816.01	3.000	1.134	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	36179NHK7	Agency MBS	Government National Mortgage Association	07/20/2028	03/31/2020	132,661.46	138,382.49	---	138,611.33	228.84	3.000	1.409	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	62888VAA6	CMO	NCUA Guaranteed Notes Trust 2010-R1	10/07/2020	05/10/2019	0.01	0.01	---	0.01	0.00	2.116	1.822	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	CCYUSD	Currency	UNITED STATES OF AMERICA	03/31/2020	---	0.00	(138,611.72)	---	(138,611.72)	0.00	0.000	0.000	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	31846V203	MM Fund	First American Funds, Inc. - Government Obligations Fund	03/31/2020	---	0.00	185,725.88	---	185,725.88	0.00	0.080	0.100	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828UH1	TIPS	United States Department of The Treasury	01/15/2023	02/05/2018	83,811.00	82,740.39	---	82,801.08	(402.61)	0.125	0.560	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	9128286N5	TIPS	United States Department of The Treasury	04/15/2024	---	163,635.20	166,513.53	---	165,999.73	(131.89)	0.500	0.142	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828VA5	US Gov	United States Department of The Treasury	04/30/2020	---	665,000.00	648,627.54	---	665,551.95	1,293.69	1.125	0.117	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828VV9	US Gov	United States Department of The Treasury	08/31/2020	---	775,000.00	766,685.54	---	781,448.00	8,157.79	2.125	0.123	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828B58	US Gov	United States Department of The Treasury	01/31/2021	---	550,000.00	547,430.08	---	559,498.50	9,800.19	2.125	0.056	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828J43	US Gov	United States Department of The Treasury	02/28/2022	12/30/2019	40,000.00	40,148.44	---	41,168.80	1,037.12	1.750	0.221	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828L57	US Gov	United States Department of The Treasury	09/30/2022	---	705,000.00	707,360.16	---	731,247.15	24,236.31	1.750	0.255	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828T67	US Gov	United States Department of The Treasury	10/31/2021	12/09/2019	165,000.00	163,730.27	---	167,758.80	3,822.11	1.250	0.191	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828Y53	US Gov	United States Department of The Treasury	07/31/2020	---	725,000.00	724,879.95	---	724,985.50	45.83	0.128	0.136	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	9128285H9	US Gov	United States Department of The Treasury	10/31/2020	12/06/2018	500,000.00	499,986.06	---	499,925.00	(70.72)	0.130	0.158	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	9128286U9	US Gov	United States Department of The Treasury	05/15/2022	02/13/2020	40,000.00	40,606.25	---	41,604.80	1,029.91	2.125	0.230	AAA
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828YK0	US Gov	United States Department of The Treasury	10/15/2022	---	415,000.00	411,599.22	---	426,703.00	14,689.96	1.375	0.261	AAA
							8,239,916.06	**8,297,618.18**		**8,436,456.56**	**125,542.12**			
Total							**60,520,427.55**	**60,735,210.98**		**60,912,438.38**	**155,471.09**			

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

2017 Financing STAMP Portfolio Transaction Report by Account
Quarter ended March 31, 2020

Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/Accretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
240907004	MIM-RCTC Toll Revenue: - I-15	46625HHZ6	JPMORGAN CHASE & CO	-	1,035,920.00	-	-	-	-	(5,769.43)	(2,470.57)	1,027,680.00	18,114.58
240907004	MIM-RCTC Toll Revenue: - I-15	912828B58	UNITED STATES TREASURY	3,518,305.00	-	-	-	-	-	(4,006.14)	46,146.14	3,560,445.00	12,463.94
240907004	MIM-RCTC Toll Revenue: - I-15	38141EA58	GOLDMAN SACHS GROUP INC	503,390.00	-	-	(500,000.00)	-	-	(3,262.52)	(127.48)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	31416BTW8	FN 995265	388,184.80	-	-	-	(46,155.76)	(1,817.79)	(1,431.42)	5,272.30	344,052.13	1,492.21
240907004	MIM-RCTC Toll Revenue: - I-15	38013FAD3	GMCAR 184 A3	355,967.50	-	-	-	-	-	(965.34)	(459.16)	354,543.00	468.13
240907004	MIM-RCTC Toll Revenue: - I-15	17305EFM2	CCCIT 14A1 A1	308,120.15	-	-	-	-	-	(757.96)	288.26	307,650.45	1,708.00
240907004	MIM-RCTC Toll Revenue: - I-15	048506DN6	ATLANTIC CNTY N J IMPT AUTH REV	266,550.25	-	-	-	-	-	(584.65)	46.70	266,012.30	6,770.38
240907004	MIM-RCTC Toll Revenue: - I-15	3137B7YX1	FHMS K037 A1	524,495.94	-	-	-	(37,397.82)	(405.36)	(487.67)	8,181.05	494,386.14	1,041.85
240907004	MIM-RCTC Toll Revenue: - I-15	912828VV9	UNITED STATES TREASURY	-	501,621.09	-	-	-	-	(484.51)	3,023.42	504,160.00	923.91
240907004	MIM-RCTC Toll Revenue: - I-15	17305EFM2	CCCIT 14A1 A1	196,994.85	-	-	-	-	-	(481.16)	180.86	196,694.55	1,092.00
240907004	MIM-RCTC Toll Revenue: - I-15	17401QAK7	CITIZENS BANK NA	-	1,501,725.00	-	-	-	-	(442.91)	(11,257.09)	1,490,025.00	3,232.59
240907004	MIM-RCTC Toll Revenue: - I-15	60710AG71	Mizuho Bank - New York Branch	-	1,500,329.43	-	(1,500,000.00)	-	-	(329.43)	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	02005AGP7	AMOT 181 A2	176,240.75	-	-	-	-	-	(317.10)	(3,774.40)	172,149.25	210.00
240907004	MIM-RCTC Toll Revenue: - I-15	912828Y53	UNITED STATES TREASURY	3,699,038.00	-	-	-	-	-	(225.73)	1,113.73	3,699,926.00	6,675.18
240907004	MIM-RCTC Toll Revenue: - I-15	172967JJ1	CITIGROUP INC	500,200.00	-	-	(500,000.00)	-	-	(190.01)	(9.99)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	60710ABM3	Mizuho Bank - New York Branch	1,500,255.00	-	-	(1,500,000.00)	-	-	(186.05)	(68.95)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	61747YDW2	MORGAN STANLEY	500,165.00	-	-	(500,000.00)	-	-	(179.33)	14.33	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	87165LBB6	SYNCT 162 A	527,147.25	-	-	-	-	-	(177.16)	(3,387.59)	523,582.50	515.67
240907004	MIM-RCTC Toll Revenue: - I-15	3137FJXN4	FHMS KI03 A	67,931.59	-	-	-	(13,189.79)	47.88	(162.85)	(871.60)	53,755.22	20.37
240907004	MIM-RCTC Toll Revenue: - I-15	38374VGF0	GNR 0945A PD	-	531,476.06	-	-	(70,985.94)	(393.55)	(136.49)	2,011.07	461,971.15	1,716.92
240907004	MIM-RCTC Toll Revenue: - I-15	86564FH48	Sumitomo Mitsui Trust Bank Ltd. (New York Branch)	1,500,210.00	-	-	(1,500,000.00)	-	-	(126.19)	(83.82)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	65602VPF7	Norinchukin Bank NY Branch	1,125,157.50	-	-	(1,125,000.00)	-	-	(107.61)	(49.89)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	89114MY43	Toronto-Dominion Bank, New York Branch	1,150,149.50	-	-	(1,150,000.00)	-	-	(96.08)	(53.42)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	14912L6Y2	CATERPILLAR FINANCIAL SERVICES CORP	1,000,030.00	-	-	(1,000,000.00)	-	-	(82.50)	52.50	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	31416BTW8	FN 995265	17,292.02	-	-	-	(2,056.05)	(80.97)	(63.76)	234.86	15,326.09	66.47
240907004	MIM-RCTC Toll Revenue: - I-15	62888UAB6	NGN 10R2 2A	222,518.67	-	-	-	(16,306.27)	(11.52)	(47.68)	48.49	206,201.69	318.10
240907004	MIM-RCTC Toll Revenue: - I-15	912828Y53	UNITED STATES TREASURY	449,883.00	-	-	-	-	-	(25.01)	133.01	449,991.00	811.85
240907004	MIM-RCTC Toll Revenue: - I-15	459058GK3	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	500,090.00	-	-	-	-	-	(24.02)	84.02	500,150.00	613.47
240907004	MIM-RCTC Toll Revenue: - I-15	31677QBG3	FIFTH THIRD BANK (OHIO)	502,710.00	-	-	-	-	-	(15.24)	(2,229.76)	500,465.00	3,343.75
240907004	MIM-RCTC Toll Revenue: - I-15	62888VAA6	NGN 10R1 1A	306,458.51	-	-	-	(43,446.84)	(5.93)	(14.49)	(710.84)	262,280.42	401.12
240907004	MIM-RCTC Toll Revenue: - I-15	459058GK3	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	300,054.00	-	-	-	-	-	(14.47)	50.47	300,090.00	368.08
240907004	MIM-RCTC Toll Revenue: - I-15	459058GK3	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	185,033.30	-	-	-	-	-	(9.21)	31.41	185,055.50	226.98
240907004	MIM-RCTC Toll Revenue: - I-15	31846V203	FIRST AMER:GVT OBLG Y	336,808.09	43,838,764.21	(44,070,269.73)	-	-	-	-	-	105,302.57	-
240907004	MIM-RCTC Toll Revenue: - I-15	97689P2K3	WISCONSIN HSG & ECONOMIC DEV AUTH HOME OWNERSHIP R	1,300,000.00	-	-	-	-	-	-	-	1,300,000.00	2,910.56
240907004	MIM-RCTC Toll Revenue: - I-15	196479G29	COLORADO HSG & FIN AUTH	1,500,000.00	-	-	-	-	-	-	-	1,500,000.00	14,821.73
240907004	MIM-RCTC Toll Revenue: - I-15	45818WCP9	INTER-AMERICAN DEVELOPMENT BANK	1,499,460.00	-	-	-	-	-	-	-	1,499,460.00	446.69
240907004	MIM-RCTC Toll Revenue: - I-15	69353RFU7	PNC BANK NA	-	535,000.00	-	-	-	-	-	(30,762.50)	504,237.50	1,072.27
240907004	MIM-RCTC Toll Revenue: - I-15	64986U4H7	NEW YORK ST HSG FIN AGY REV	1,400,000.00	-	-	-	-	-	-	-	1,400,000.00	3,654.15
240907004	MIM-RCTC Toll Revenue: - I-15	072024WU2	BAY AREA TOLL AUTH CALIF TOLL BRDG REV	425,335.75	-	-	-	-	-	-	(335.75)	425,000.00	4,422.66
240907004	MIM-RCTC Toll Revenue: - I-15	59447TXK4	MICHIGAN FIN AUTH REV	255,147.90	-	-	-	-	-	-	1,218.90	256,366.80	1,483.97
240907004	MIM-RCTC Toll Revenue: - I-15	56052FHZ1	MAINE ST HSG AUTH MTG PUR	1,400,000.00	-	(1,400,000.00)	-	-	-	-	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	3134GVDW5	FEDERAL HOME LOAN MORTGAGE CORP	-	675,000.00	-	-	-	-	-	560.25	675,560.25	1,017.19
240907004	MIM-RCTC Toll Revenue: - I-15	459058GK3	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	525,094.50	-	-	-	-	-	-	63.00	525,157.50	644.15
240907004	MIM-RCTC Toll Revenue: - I-15	89114NDX0	Toronto-Dominion Bank, New York Branch	1,700,204.00	-	-	(1,700,000.00)	-	-	-	(204.00)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	3137FQXG3	FHMS KI05 A	-	1,000,000.00	-	-	-	-	-	(740.00)	999,260.00	-
240907004	MIM-RCTC Toll Revenue: - I-15	65602VXS0	Norinchukin Bank NY Branch	-	649,999.47	-	-	-	-	0.43	344.60	650,344.50	2,356.25
240907004	MIM-RCTC Toll Revenue: - I-15	3137B2GW4	FHMS K713 A2	244,968.85	-	-	-	(245,280.35)	507.49	1.42	(197.41)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	47789JAB2	JDOT 2019 A2	450,401.47	-	-	-	(143,789.06)	2.72	1.69	(654.82)	305,962.00	386.53
240907004	MIM-RCTC Toll Revenue: - I-15	14315PAB1	CARMX 193 A2A	380,851.20	-	-	-	(24,191.33)	0.59	2.54	177.51	356,840.51	349.48
240907004	MIM-RCTC Toll Revenue: - I-15	477870AB5	JDOT 19B A2	290,626.40	-	-	-	(1,767.85)	0.05	3.00	(225.93)	288,635.67	292.08
240907004	MIM-RCTC Toll Revenue: - I-15	65478LAB5	NALT 19B A2A	260,475.80	-	-	-	(19,921.81)	0.80	3.39	(592.84)	239,965.35	242.21
240907004	MIM-RCTC Toll Revenue: - I-15	26209AAE1	DRIVE 194 B	260,098.80	-	-	-	-	-	4.11	(4,561.91)	255,541.00	257.69
240907004	MIM-RCTC Toll Revenue: - I-15	9128285H9	UNITED STATES TREASURY	5,297,456.00	-	-	-	-	-	19.37	1,729.63	5,299,205.00	9,579.70
240907004	MIM-RCTC Toll Revenue: - I-15	161571HJ6	CHAIT 171 A	500,065.00	-	-	-	(500,000.00)	-	54.52	(119.52)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	04830GC59	Atlantic City Electric Company	-	1,499,943.75	-	(1,500,000.00)	-	-	56.25	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	912828Y53	UNITED STATES TREASURY	1,399,636.00	-	-	-	-	-	101.55	234.45	1,399,972.00	2,525.74
240907004	MIM-RCTC Toll Revenue: - I-15	780082AA1	ROYAL BANK OF CANADA	1,499,790.00	-	-	(1,500,000.00)	-	-	101.61	108.39	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	71112JB37	The Peoples Gas Light and Coke Company	-	799,890.67	-	(800,000.00)	-	-	109.33	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	05522RCW6	BACCT 171 A	750,075.00	-	-	-	(750,000.00)	1.98	121.08	(198.06)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	912828Y53	UNITED STATES TREASURY	449,883.00	-	-	-	-	-	122.91	(14.91)	449,991.00	811.85
240907004	MIM-RCTC Toll Revenue: - I-15	65478DAD9	NAROT 18A A3	591,900.79	-	-	-	(126,801.46)	205.04	148.80	(1,323.39)	464,129.78	544.81
240907004	MIM-RCTC Toll Revenue: - I-15	13668LCC1	Canadian Tire Corporation, Limited	-	923,784.40	-	(924,000.00)	-	-	215.60	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	14918ED16	CommonSpirit Health	-	999,783.33	-	-	-	-	216.67	-	1,000,000.00	-
240907004	MIM-RCTC Toll Revenue: - I-15	06051GFN4	BANK OF AMERICA CORP	1,000,940.00	-	-	-	-	-	228.71	(1,328.71)	999,840.00	10,000.00
240907004	MIM-RCTC Toll Revenue: - I-15	313384RV3	FEDERAL HOME LOAN BANKS	-	1,199,750.00	-	(1,200,000.00)	-	-	250.00	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	97665RA85	Wisconsin Electric Power Company	724,804.25	-	-	(725,000.00)	-	-	260.80	(65.05)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	50000DCQ7	Koch Industries, Inc.	-	599,731.67	-	(600,000.00)	-	-	268.33	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	63743CBA0	National Rural Utilities Cooperative Finance Corpo	-	699,692.78	-	(700,000.00)	-	-	307.22	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	78009ACG7	Royal Bank of Canada	-	999,691.67	-	(1,000,000.00)	-	-	308.33	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	07274LAE7	Bayerische Landesbank, New York Branch	-	999,679.17	-	(1,000,000.00)	-	-	320.83	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	64587AA79	New Jersey Natural Gas Company	1,249,725.00	-	-	(1,250,000.00)	-	-	354.16	(79.16)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	46640PCQ4	J.P. Morgan Securities LLC	-	1,049,642.71	-	(1,050,000.00)	-	-	357.29	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	34108AA72	Florida Power & Light Company	1,399,692.00	-	-	(1,400,000.00)	-	-	399.00	(91.00)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	40248CB34	Gulf Power Company	-	299,560.83	-	(300,000.00)	-	-	439.17	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	69511JBR5	PacifiCorp	-	1,499,507.09	-	(1,500,000.00)	-	-	492.91	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	50000DDD5	KOCH INDUSTRIES INC	-	1,498,425.00	-	-	-	-	525.00	450.00	1,499,400.00	-
240907004	MIM-RCTC Toll Revenue: - I-15	14912DAG4	Caterpillar Financial Services Corporation	-	1,499,473.34	-	(1,500,000.00)	-	-	526.66	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	50000DAD8	Koch Industries, Inc.	999,510.00	-	-	(1,000,000.00)	-	-	536.67	(46.67)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	69511JAQ8	PacifiCorp	-	1,299,437.75	-	(1,300,000.00)	-	-	562.25	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	97684GAG8	Wisconsin Public Service Corporation	-	1,499,388.75	-	(1,500,000.00)	-	-	611.25	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	74456CA98	Public Service Electric and Gas Company	1,499,535.00	-	-	(1,500,000.00)	-	-	680.00	(215.00)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	29878RAA6	European Investment Bank	1,499,460.00	-	-	(1,500,000.00)	-	-	690.00	(150.00)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	02587AAJ3	AMXCA 171 A	649,967.50	-	-	-	(650,000.00)	49.10	735.13	(751.72)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	26055ACW4	The Dow Chemical Company	-	799,253.33	-	(800,000.00)	-	-	746.67	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	23336GD65	DTE Electric Company	-	1,498,556.25	-	-	-	-	787.50	401.25	1,499,745.00	-
240907004	MIM-RCTC Toll Revenue: - I-15	69372AAE2	PACCAR Financial Corp.	1,399,244.00	-	-	(1,400,000.00)	-	-	824.06	(68.06)	-	-

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

2017 Financing STAMP Portfolio Transaction Report by Account
Quarter ended March 31, 2020

Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/Accretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
240907004	MIM-RCTC Toll Revenue: - I-15	69372ABD3	PACCAR Financial Corp.	-	699,090.00	-	(700,000.00)	-	-	910.00	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	40248CC41	Gulf Power Company	-	1,499,073.75	-	(1,500,000.00)	-	-	926.25	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	66522TAQ9	Northern Illinois Gas Company	-	1,499,066.67	-	(1,500,000.00)	-	-	933.33	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	69511JD10	PacifiCorp	-	1,499,052.08	-	-	-	-	947.92	-	1,500,000.00	-
240907004	MIM-RCTC Toll Revenue: - I-15	63743CAE3	National Rural Utilities Cooperative Finance Corpo	1,499,190.00	-	-	(1,500,000.00)	-	-	958.75	(148.75)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	30215GAX0	Export Development Canada	-	1,499,031.25	-	(1,500,000.00)	-	-	968.75	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	23336GCS8	DTE Electric Company	-	1,499,000.00	-	(1,500,000.00)	-	-	1,000.00	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	30229AAH2	Exxon Mobil Corporation	1,399,062.00	-	-	(1,400,000.00)	-	-	1,026.67	(88.67)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	63743CAG8	National Rural Utilities Cooperative Finance Corpo	1,499,055.00	-	-	(1,500,000.00)	-	-	1,075.00	(130.00)	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	43357LC91	Hitachi Capital America Corp.	-	873,843.06	-	(875,000.00)	-	-	1,156.94	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	13668LC64	Canadian Tire Corporation, Limited	-	1,498,760.42	-	(1,500,000.00)	-	-	1,239.58	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	50000DB62	Koch Industries, Inc.	-	1,498,626.26	-	(1,500,000.00)	-	-	1,373.74	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	5148X0BB0	Landesbank Baden-Württemberg, New York Branch	-	1,498,281.25	-	(1,500,000.00)	-	-	1,718.75	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	22533TBJ4	Credit Agricole Corporate And Investment Bank, New	-	1,498,266.67	-	(1,500,000.00)	-	-	1,733.33	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	04056AB76	Arizona Public Service Company	-	1,497,737.50	-	(1,500,000.00)	-	-	2,262.50	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	63873JBD1	Natixis, New York Branch	-	1,497,662.51	-	(1,500,000.00)	-	-	2,337.49	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	23336GBD2	DTE Electric Company	-	1,497,593.75	-	(1,500,000.00)	-	-	2,406.25	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	90655JBL0	Union Electric Company	-	1,497,404.17	-	(1,500,000.00)	-	-	2,595.83	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	912796WS4	UNITED STATES TREASURY	-	4,644,605.72	(1,599,210.93)	(3,050,000.00)	-	6.40	4,598.81	-	-	-
240907004	MIM-RCTC Toll Revenue: - I-15	912796TS8	UNITED STATES TREASURY	-	2,491,738.54	-	-	-	-	5,150.00	3,011.46	2,499,900.00	-
240907004	MIM-RCTC Toll Revenue: - I-15	912796TT6	UNITED STATES TREASURY	-	1,991,316.00	-	-	-	-	5,678.00	2,886.00	1,999,880.00	-
240907004	MIM-RCTC Toll Revenue: - I-15	912796TV1	UNITED STATES TREASURY	-	2,988,245.82	-	-	-	-	6,200.01	5,284.17	2,999,730.00	-
240907004	MIM-RCTC Toll Revenue: - I-15	9127962A6	UNITED STATES TREASURY	-	3,990,374.24	(299,441.90)	-	-	(3.76)	8,117.44	916.98	3,699,963.00	-
				57,831,035.87	**108,593,797.41**	**(47,368,922.56)**	**(63,949,000.00)**	**(2,691,290.33)**	**(1,896.83)**	**46,607.42**	**15,650.84**	**52,475,981.81**	**120,415.25**
240907020	RCTC I-15 Prj RAMP UP RESERVE	31392J6N4	FNR 0323B EQ	342,912.51	-	-	-	(37,595.20)	(2,067.58)	(1,274.11)	4,987.82	306,963.44	1,343.32
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137EADB2	FREDDIE MAC	406,168.00	-	-	-	-	-	(695.05)	8,555.05	414,028.00	2,058.33
240907020	RCTC I-15 Prj RAMP UP RESERVE	31283K5N4	FH G11753	133,143.81	-	-	-	(70,695.77)	(710.01)	(451.45)	(271.37)	61,015.22	242.22
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AYCE9	FHMS K025 A2	101,680.00	-	-	-	-	-	(185.81)	1,758.81	103,253.00	223.50
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137ARBX3	FHR 4061C CF	37,088.98	-	-	-	(3,351.84)	51.95	(176.39)	27.37	33,640.07	15.84
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828L57	UNITED STATES TREASURY	637,552.70	-	-	-	-	-	(151.74)	21,240.09	658,641.05	30.36
240907020	RCTC I-15 Prj RAMP UP RESERVE	31381QB54	FN 467260	56,750.89	-	-	-	(336.01)	(2.79)	(146.55)	(61.65)	56,203.89	210.54
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828B58	UNITED STATES TREASURY	130,679.90	-	-	-	-	-	(144.23)	1,709.43	132,245.10	462.95
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137FGZN8	FHMS KI02 A	28,320.92	-	-	-	(4,384.90)	4.80	(113.21)	(326.69)	23,500.92	8.67
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828B58	UNITED STATES TREASURY	-	100,562.50	-	-	-	-	(98.83)	1,263.33	101,727.00	356.11
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378AWX5	GNR 11157E QA	82,229.58	-	-	-	(17,032.73)	(58.55)	(80.33)	369.53	65,427.50	161.81
240907020	RCTC I-15 Prj RAMP UP RESERVE	3620ARB67	GN 737261	23,517.01	-	-	-	(1,719.21)	(30.81)	(68.62)	221.80	21,920.16	69.49
240907020	RCTC I-15 Prj RAMP UP RESERVE	3138NJAE8	FN FN0004	21,925.43	-	-	-	(1,785.15)	(9.29)	(53.43)	67.78	20,145.34	63.01
240907020	RCTC I-15 Prj RAMP UP RESERVE	36202FA30	G2 004526	18,172.62	-	-	-	(1,213.30)	(48.81)	(53.06)	190.70	17,048.15	60.13
240907020	RCTC I-15 Prj RAMP UP RESERVE	38375XCM4	GNR 0847B PC	26,094.74	-	-	-	(2,588.99)	(61.71)	(46.03)	375.13	23,773.14	94.71
240907020	RCTC I-15 Prj RAMP UP RESERVE	383742C76	GNR 0832B PA	62,292.69	-	-	-	(4,234.39)	(78.72)	(45.90)	1,077.80	59,011.49	189.99
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137BQBY2	FHMS K722 A1	62,344.94	-	-	-	(1,609.20)	(8.43)	(43.30)	1,169.21	61,853.22	110.16
240907020	RCTC I-15 Prj RAMP UP RESERVE	31381RLL6	FN 468431	45,904.71	-	-	-	(245.22)	(1.87)	(42.73)	60.22	45,675.11	147.97
240907020	RCTC I-15 Prj RAMP UP RESERVE	38377REV3	GNR 10158C HA	34,411.24	-	-	-	(2,964.80)	(53.42)	(40.75)	694.66	32,046.94	89.91
240907020	RCTC I-15 Prj RAMP UP RESERVE	3138EJPZ5	FN AL2239	25,173.95	-	-	-	(163.57)	(3.25)	(35.14)	486.17	25,458.15	63.69
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828L57	UNITED STATES TREASURY	60,241.20	-	-	-	-	-	(34.67)	2,027.27	62,233.80	2.87
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378CDK0	GNR 11169G AK	35,805.46	-	-	-	(14,968.66)	(20.83)	(33.36)	45.99	20,828.60	51.91
240907020	RCTC I-15 Prj RAMP UP RESERVE	9128286U9	UNITED STATES TREASURY	-	40,606.25	-	-	-	-	(31.36)	1,029.91	41,604.80	322.25
240907020	RCTC I-15 Prj RAMP UP RESERVE	36202F2H8	G2 005276	34,043.69	-	-	-	(2,051.35)	(50.63)	(30.99)	498.60	32,409.33	77.74
240907020	RCTC I-15 Prj RAMP UP RESERVE	31397QWZ7	FNR 1115F VB	28,011.82	-	-	-	(12,874.81)	(13.10)	(30.67)	(20.58)	15,072.65	50.04
240907020	RCTC I-15 Prj RAMP UP RESERVE	31381SVJ8	FN 469617	43,002.51	-	-	-	(286.76)	(0.72)	(29.36)	277.24	42,962.91	120.26
240907020	RCTC I-15 Prj RAMP UP RESERVE	3620A9WV9	GN 723460	11,006.26	-	-	-	(896.85)	(14.85)	(29.02)	202.86	10,268.40	32.26
240907020	RCTC I-15 Prj RAMP UP RESERVE	38376V2E6	GNR 1019B UA	23,548.50	-	-	-	(1,799.34)	(68.73)	(25.73)	371.90	22,026.60	68.91
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378DDC6	GNR 1216E GB	28,387.01	-	-	-	(12,883.87)	(12.16)	(25.56)	26.87	15,492.30	45.04
240907020	RCTC I-15 Prj RAMP UP RESERVE	31418CQM9	FN MA3159	22,382.72	-	-	-	(1,487.85)	(36.97)	(22.77)	424.46	21,259.58	50.76
240907020	RCTC I-15 Prj RAMP UP RESERVE	38374VGF0	GNR 0945A PD	-	88,579.34	-	-	(11,830.99)	(65.59)	(22.75)	335.18	76,995.19	286.15
240907020	RCTC I-15 Prj RAMP UP RESERVE	3130AECJ7	FEDERAL HOME LOAN BANKS	351,368.50	-	-	-	-	-	(21.09)	(101.42)	351,246.00	3,139.06
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AH6C7	FHMS K015 A2	97,054.22	-	-	-	(609.80)	(0.60)	(16.61)	1,165.33	97,592.53	256.43
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828J43	UNITED STATES TREASURY	40,150.00	-	-	-	-	-	(16.58)	1,035.38	41,168.80	60.87
240907020	RCTC I-15 Prj RAMP UP RESERVE	3140J6DU8	FN BM1914	78,841.22	-	-	-	(4,561.36)	(29.59)	(16.30)	1,794.53	76,028.50	152.58
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137A5FP4	FHR 3791E DA	42,484.33	-	-	-	(5,429.62)	(2.85)	(12.46)	238.38	37,277.78	76.86
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828Y53	UNITED STATES TREASURY	224,941.50	-	-	-	-	-	(11.95)	65.95	224,995.50	405.92
240907020	RCTC I-15 Prj RAMP UP RESERVE	38377QKH9	GNR 1118A PG	21,466.94	-	-	-	(1,487.46)	(26.57)	(11.35)	647.44	20,589.01	49.02
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828L57	UNITED STATES TREASURY	25,100.50	-	(15,121.88)	-	-	2.93	(10.58)	401.32	10,372.30	0.48
240907020	RCTC I-15 Prj RAMP UP RESERVE	36179M4J6	G2 MA0825	31,406.33	-	-	-	(1,707.72)	(20.48)	(10.23)	655.81	30,323.72	60.87
240907020	RCTC I-15 Prj RAMP UP RESERVE	36178NB99	GN AB2764	38,163.42	-	-	-	(2,489.26)	(27.19)	(9.79)	947.79	36,584.97	73.24
240907020	RCTC I-15 Prj RAMP UP RESERVE	38376YFF3	GNR 1046E CH	6,976.73	-	-	-	(1,482.77)	(7.23)	(8.71)	18.00	5,496.03	18.07
240907020	RCTC I-15 Prj RAMP UP RESERVE	38379JM99	GNR 1545E AG	21,893.65	-	-	-	(1,653.91)	(9.76)	(7.58)	481.22	20,703.63	41.61
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828L57	UNITED STATES TREASURY	25,100.50	-	(25,203.13)	-	-	2.18	(5.64)	106.09	-	-
240907020	RCTC I-15 Prj RAMP UP RESERVE	38379HLE3	GNR 14184H WK	59,469.03	-	-	-	(13,022.82)	19.29	(3.61)	128.87	46,590.75	131.60
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136A72D3	FNA 12M9 A2	11,740.37	-	-	-	(836.17)	(4.95)	(1.66)	117.25	11,014.85	22.41
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136A72D3	FNA 12M9 A2	2,935.09	-	-	-	(209.04)	(1.23)	(0.40)	29.29	2,753.71	5.60
240907020	RCTC I-15 Prj RAMP UP RESERVE	31398N2K9	FNR 10123B DL	11.22	-	-	-	(10.81)	(0.00)	(0.00)	0.01	0.42	0.00
240907020	RCTC I-15 Prj RAMP UP RESERVE	31846V203	FIRST AMER:GVT OBLG Y	15,346.68	325,987.55	(155,608.35)	-	-	-	-	-	185,725.88	-
240907020	RCTC I-15 Prj RAMP UP RESERVE	CCYUSD	Payable	-	-	-	-	-	-	-	-	(138,611.72)	-
240907020	RCTC I-15 Prj RAMP UP RESERVE	62888VAA6	NGN 10R1 1A	0.01	-	-	-	-	(0.00)	-	-	0.01	-
240907020	RCTC I-15 Prj RAMP UP RESERVE	36179NHK7	G2 MA1134	-	138,382.49	-	-	-	-	-	228.84	138,611.33	22.11
240907020	RCTC I-15 Prj RAMP UP RESERVE	38375JCJ2	GNR 0668 D	1,856.53	-	-	-	(1,858.85)	(0.02)	-	2.34	-	-
240907020	RCTC I-15 Prj RAMP UP RESERVE	31418AU48	FN MA1502	(0.00)	-	-	-	-	(0.00)	-	-	(0.00)	-
240907020	RCTC I-15 Prj RAMP UP RESERVE	31418ASD1	FN MA1415	755.53	-	(669.11)	-	(66.99)	(13.00)	0.26	(6.70)	-	-
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828SH9	UNITED STATES TREASURY	499,760.00	-	-	-	-	-	1.83	163.17	499,925.00	903.75
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378JZD7	GNR 1347A EC	17,662.73	-	-	-	(1,454.18)	17.47	9.04	108.84	16,343.89	20.18
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378HXH4	GNR 12119 KB	6,538.49	-	-	-	(444.65)	20.82	10.04	141.19	6,265.89	6.47
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AJMF8	FHMS K016 A2	95,195.36	-	-	-	(541.58)	1.51	11.70	1,219.28	95,886.28	231.26
240907020	RCTC I-15 Prj RAMP UP RESERVE	31418ASD1	FN MA1415	47,598.26	-	(42,153.62)	-	(4,220.15)	(869.23)	13.67	(368.92)	-	-
240907020	RCTC I-15 Prj RAMP UP RESERVE	38376YPU9	GNR 1050D EA	20,544.87	-	-	-	(3,954.58)	21.52	14.24	39.87	16,665.91	34.48

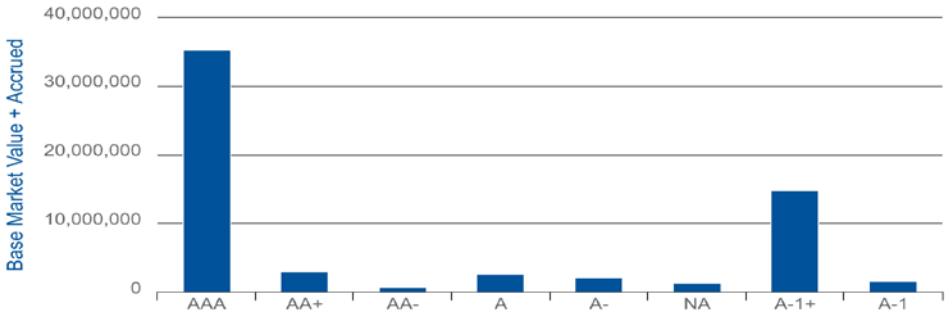
RIVERSIDE COUNTY TRANSPORTATION COMMISSION

2017 Financing STAMP Portfolio Transaction Report by Account
Quarter ended March 31, 2020

Source Account	Account	Identifier	Description	Beginning Base Market Value	Base Purchases	Base Sales	Base Maturities and Redemptions	Base Paydowns	Net Total Realized Gain/Loss	Base Amortization/Accretion	Base Change In Net Unrealized Gain/Loss	Ending Base Market Value	Ending Accrued Income Balance
240907020	RCTC I-15 Prj RAMP UP RESERVE	3132CJAJ2	FH SA0009	-	46,057.38	-	-	(2,354.08)	(68.00)	16.51	816.01	44,467.81	106.08
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378BXQ7	GNR 1289 A	14,837.35	-	-	-	(8,786.51)	48.37	17.75	4.55	6,121.50	7.87
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B1UF7	FHMS K027 A1	27,945.73	-	-	-	(2,659.85)	23.66	19.33	202.19	25,531.07	37.65
240907020	RCTC I-15 Prj RAMP UP RESERVE	3138L2GH4	FN AM1999	21,426.87	-	-	-	(146.00)	0.61	20.98	217.78	21,520.24	34.32
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828Y53	UNITED STATES TREASURY	124,967.50	-	-	-	-	-	21.87	8.13	124,997.50	225.51
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137ASR97	FHMS K020 A1	16,220.73	-	-	-	(2,484.91)	27.67	22.17	49.40	13,835.05	18.10
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378KW47	GNR 13138 A	45,131.42	-	-	-	(3,250.62)	12.98	22.58	1.59	41,917.95	75.11
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136AC7J4	FNA 13M6 2A	35,991.96	-	-	-	(3,059.62)	31.51	26.83	441.69	33,432.36	68.58
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B3NW4	FHMS K031 A1	76,640.69	-	-	-	(6,673.79)	43.27	29.51	676.88	70,716.56	160.15
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828Y53	UNITED STATES TREASURY	374,902.50	-	-	-	-	-	35.45	54.55	374,992.50	676.54
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137AXHN6	FHMS K024 A1	52,301.59	-	-	-	(5,874.35)	46.40	36.17	376.92	46,886.73	67.79
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B84S3	FHR 4305A CT	87,533.38	-	-	-	(8,703.61)	77.62	36.87	915.49	79,859.75	131.08
240907020	RCTC I-15 Prj RAMP UP RESERVE	38377JM59	GNR 10111F PE	30,387.43	-	-	-	(2,543.56)	54.60	37.52	555.69	28,491.67	58.07
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137B1U75	FHMS KS01 A2	117,162.05	-	-	-	(982.44)	10.17	98.97	2,516.67	118,805.42	242.08
240907020	RCTC I-15 Prj RAMP UP RESERVE	9128286N5	UNITED STATES TREASURY	82,943.05	-	-	-	-	-	108.82	(52.00)	82,999.86	188.90
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378VC45	GNR 13116D MA	58,669.77	-	-	-	(2,510.56)	82.25	113.41	1,419.69	57,774.56	105.48
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136AMM48	FNA 15M4B AV2	83,113.69	-	-	-	(1,999.96)	19.09	115.63	669.64	81,918.09	168.59
240907020	RCTC I-15 Prj RAMP UP RESERVE	3136A96F0	FNA 12M17 A2	56,269.56	-	-	-	(2,763.70)	50.24	124.05	594.17	54,274.32	96.99
240907020	RCTC I-15 Prj RAMP UP RESERVE	9128286N5	UNITED STATES TREASURY	82,943.05	-	-	-	-	-	126.66	(69.85)	82,999.86	188.90
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828YK0	UNITED STATES TREASURY	183,873.35	-	-	-	-	-	132.71	6,210.94	190,217.00	1,174.57
240907020	RCTC I-15 Prj RAMP UP RESERVE	38378KWU9	GNR 1396 A	34,816.35	-	-	-	(332.56)	16.81	133.33	170.59	34,804.52	41.14
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828YK0	UNITED STATES TREASURY	228,599.30	-	-	-	-	-	154.18	7,732.52	236,486.00	1,460.28
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828T67	UNITED STATES TREASURY	164,006.70	-	-	-	-	-	166.24	3,585.86	167,758.80	866.93
240907020	RCTC I-15 Prj RAMP UP RESERVE	3137ATRW4	FHMS K020 A2	100,788.00	-	-	-	-	-	183.51	1,066.49	102,038.00	197.75
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828UH1	UNITED STATES TREASURY	83,603.89	-	-	-	-	-	252.80	(1,055.61)	82,801.08	22.16
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828B58	UNITED STATES TREASURY	321,673.60	-	-	-	-	-	370.47	3,482.33	325,526.40	1,139.56
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828VV9	UNITED STATES TREASURY	476,448.75	-	-	-	-	-	503.63	1,999.62	478,952.00	877.72
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828VV9	UNITED STATES TREASURY	300,915.00	-	-	-	-	-	518.35	1,062.65	302,496.00	554.35
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828VA5	UNITED STATES TREASURY	164,716.20	-	-	-	-	-	614.61	(193.86)	165,136.95	780.24
240907020	RCTC I-15 Prj RAMP UP RESERVE	912828VA5	UNITED STATES TREASURY	499,140.00	-	-	-	-	-	1,712.93	(437.93)	500,415.00	2,364.35
				8,295,125.22	**740,175.51**	**(238,756.08)**	**-**	**(310,168.60)**	**(3,811.82)**	**1,407.24**	**91,096.81**	**8,436,456.56**	**24,960.63**
				66,126,161.10	**109,333,972.92**	**(47,607,678.64)**	**(63,949,000.00)**	**(3,001,458.93)**	**(5,708.66)**	**48,014.66**	**106,747.65**	**60,912,438.38**	**145,375.88**

2017 Financing STAMP Portfolio Summary of Investments for quarter ended March 31, 2020

Credit Rating



Industry Group

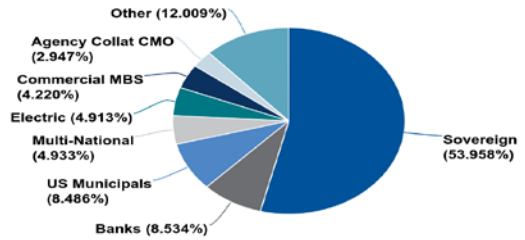


Chart calculated by: Base Market Value + Accrued

Asset Class

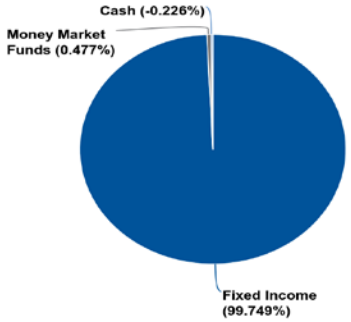


Chart calculated by: Base Market Value + Accrued

Security Type

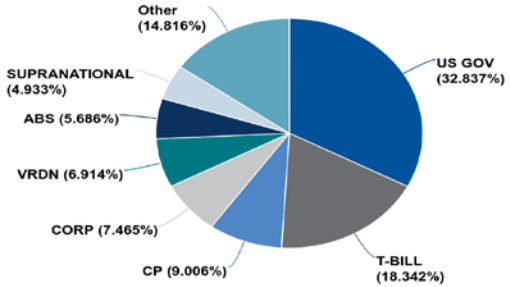


Chart calculated by: Base Market Value + Accrued

Market Sector

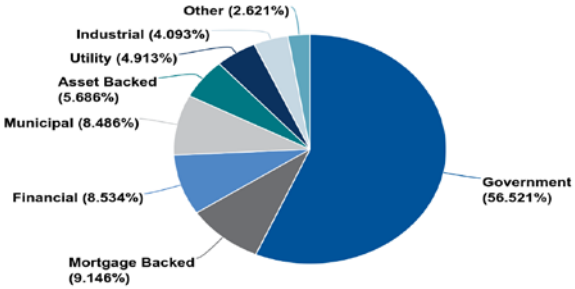


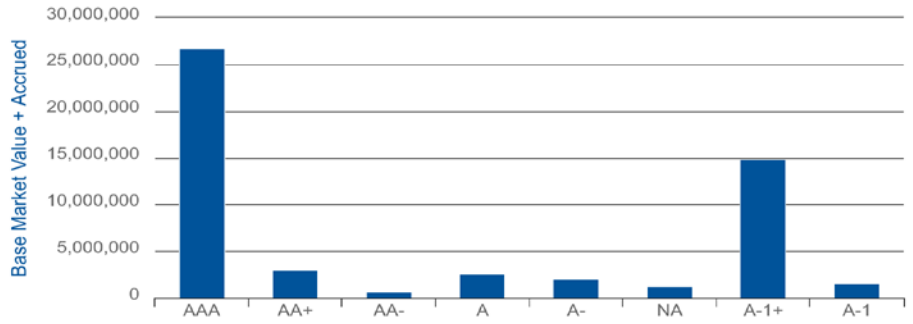
Chart calculated by: Base Market Value + Accrued

*Negative cash reflects securities in transit at month end

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

2017 Financing STAMP Portfolio
Sales Tax I15 ELP Project Revenue Fund Summary of Investments for quarter ended March 31, 2020

Credit Rating



Industry Group

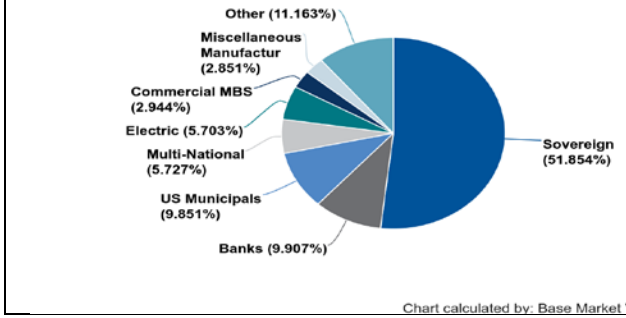


Chart calculated by: Base Market Value + Accrued

Asset Class

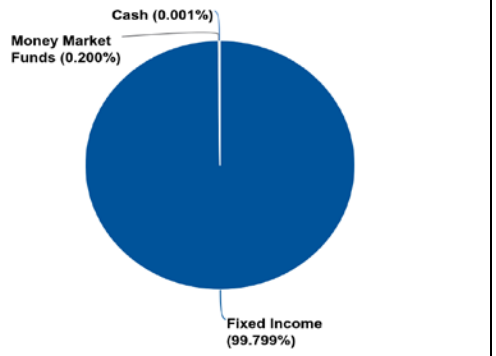


Chart calculated by: Base Market Value + Accrued

Security Type

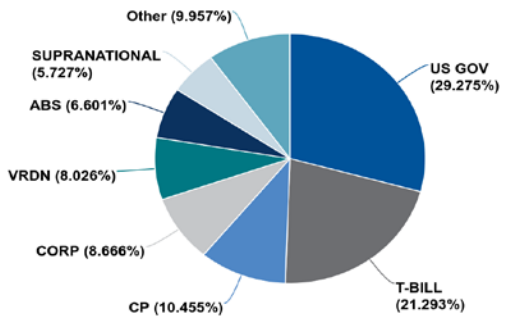


Chart calculated by: Base Market Value + Accrued

Market Sector

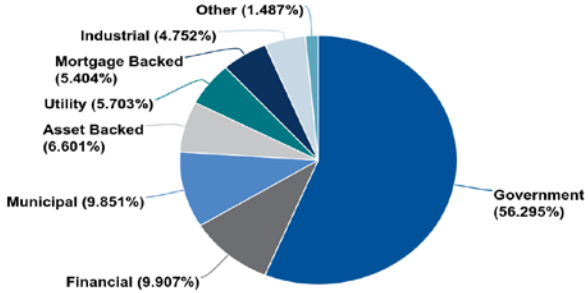
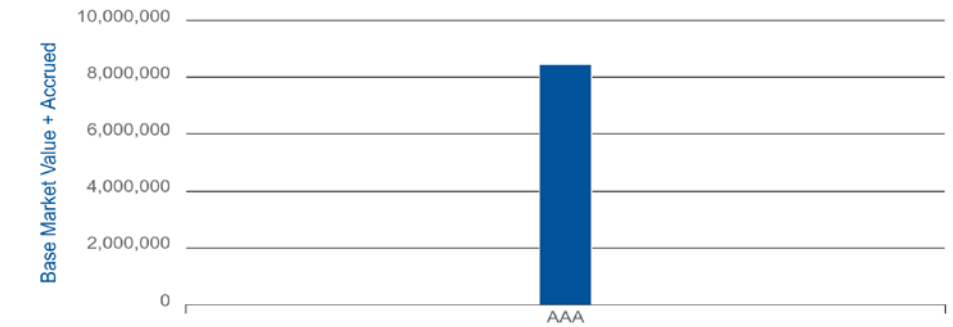


Chart calculated by: Base Market Value + Accrued

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

2017 Financing STAMP Portfolio
Ramp Up Fund Summary of Investments for quarter ended March 31, 2020

Credit Rating



Industry Group

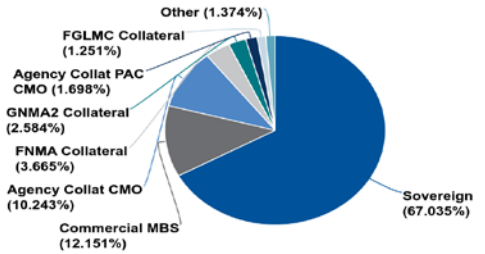


Chart calculated by: Base Market Value + Accrued

Asset Class

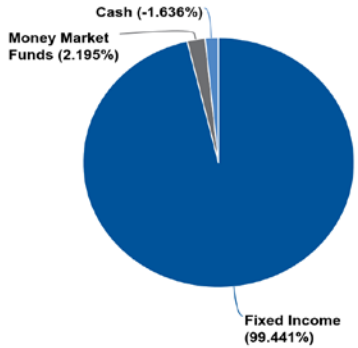


Chart calculated by: Base Market Value + Accrued

Security Type

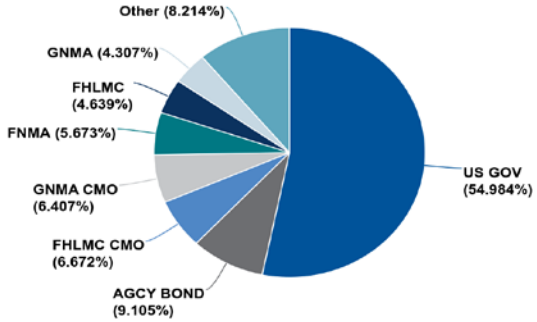


Chart calculated by: Base Market Value + Accrued

Market Sector

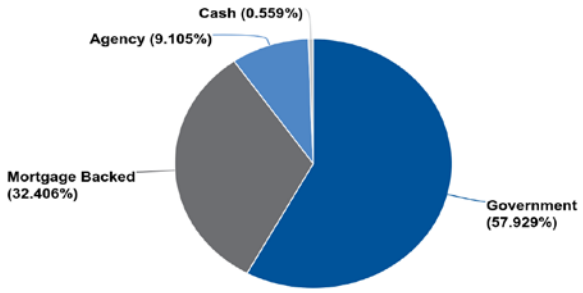


Chart calculated by: Base Market Value + Accrued

*Negative cash reflects securities in transit at month end

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

ATTACHMENT 15

Payden & Rygel Operating Portfolio by Investment Category for Quarter ended March 31, 2020

Account Number: 001050990415 **Name:** RIVERSIDE COUNTY TRANS COMM

CUSIP	Security Type Category	Issuer	Final Maturity	Trade Date	Next Call Date	Original Cost	Base Market Value	Unrealized Gain/Loss	Accrued Income	Coupon	Yield	Credit Rating
010831DN2	Taxable Muni	ALAMEDA CNTY CA JT 2.866% 6/01/21	06/01/2021	04/24/2018		255,000.00	258,891.30	3,891.30	2,436.10	2.870	2.830225944	AA+
010831DQ5	Taxable Muni	ALAMEDA CNTY CA 3.095% 6/01/23	06/01/2023	04/24/2018		135,726.50	135,704.40	(22.10)	1,341.17	3.100	2.977450264	AA+
037833DL1	Credit	APPLE INC 1.700% 9/11/22	09/11/2022	09/11/2019		524,910.75	534,108.75	9,198.00	495.83	1.700	1.656710163	AA+
053015AD5	Credit	AUTOMATIC DATA 2.250% 9/15/20	09/15/2020	09/15/2015	08/15/2020	450,883.17	450,742.50	(140.67)	450.00	2.250	2.239251592	AA
05588CAC6	Asset-Backed	BMW VEHICLE OWNER 1.920% 1/25/24	01/25/2024	09/18/2019		329,955.65	333,168.00	3,212.35	105.60	1.920	1.889391852	AAA
06050TMJ8	Credit	BANK OF AMERICA MTN 3.335% 1/25/23	01/25/2023	01/25/2019	01/25/2022	520,000.00	519,708.80	(291.20)	3,179.37	3.340	3.225868857	A+
06406FAA1	Credit	BANK OF NY MTN 2.500% 4/15/21	04/15/2021	02/19/2016	03/15/2021	452,035.37	449,734.50	(2,300.87)	5,187.50	2.500	2.462957125	A
06406RAK3	Credit	BANK OF NY MTN 1.950% 8/23/22	08/23/2022	08/23/2019		99,968.00	100,410.00	442.00	205.83	1.950	1.910266458	A
06406RAM9	Credit	BANK OF NY MTN 1.850% 1/27/23	01/27/2023	01/28/2020	01/02/2023	299,790.00	298,098.00	(1,692.00)	971.25	1.850	1.813849970	A
072024WN8	Taxable Muni	BAY AREA CA TOLL 2.184% 4/01/23	04/01/2023	09/26/2019		680,000.00	689,200.40	9,200.40	7,631.87	2.180	2.128551240	AA
084670BQ0	Credit	BERKSHIRE HATHAWAY 2.200% 3/15/21	03/15/2021	03/15/2016	02/15/2021	466,436.01	473,251.38	6,815.37	460.53	2.200	2.170995500	AA
13032UUZ9	Taxable Muni	CALIFORNIA ST HLTH 1.893% 6/01/22	06/01/2022	11/25/2019		520,000.00	518,476.40	(1,523.60)	3,445.26	1.890	1.887544995	AA-
13063BFS6	Taxable Muni	CALIFORNIA ST BUILD 6.650% 3/01/22	03/01/2022	04/01/2010		458,136.84	455,957.00	(2,179.84)	2,355.21	6.650	6.193132608	AA-
13063DGA0	Taxable Muni	CALIFORNIA ST 2.800% 4/01/21	04/01/2021	04/25/2018		500,000.00	507,170.00	7,170.00	7,000.00	2.800	2.753710133	AA-
13066YTY5	Taxable Muni	CALIFORNIA ST DEPT 1.81331% 5/01/21	05/01/2021	09/28/2016		102,868.78	104,255.01	1,386.23	741.69	1.710	1.808873360	AA+
13066YTZ2	Taxable Muni	CALIFORNIA ST DEPT 2.000% 5/01/22	05/01/2022	09/28/2016		301,155.36	304,563.00	3,407.64	2,500.00	2.000	1.974860032	AA+
14043MAC5	Asset-Backed	CAPTIAL ONE PRIME 1.600% 11/15/24	11/15/2024	02/19/2020		289,938.35	285,557.20	(4,381.15)	206.22	1.600	1.585791310	AAA
144141DC9	Credit	PROG ENERGY CAROLINA 2.800% 5/15/22	05/15/2022	05/18/2012	02/15/2022	253,182.85	253,745.00	562.15	2,644.44	2.800	2.708637652	A
156549AA5	Taxable Muni	CENTURY HOUSING CORP 3.824% 11/01/20	11/01/2020	02/07/2019		110,000.00	111,688.50	1,688.50	1,752.67	3.820	3.769678927	AA-
166764AU4	Credit	CHEVRON CORP 2.4355% 3/03/22	03/03/2022	03/03/2015		502,557.08	487,160.00	(15,397.08)	980.97	1.990	2.458710325	AA
17325FAQ1	Credit	CITIBANK NA 3.400% 7/23/21	07/23/2021	07/23/2018	06/23/2021	253,647.59	255,125.00	1,477.41	1,605.56	3.400	3.318530086	A+
17325FAY4	Credit	CITIBANK NA 2.844% 5/20/22	05/20/2022	05/22/2019	05/20/2021	511,367.99	513,559.80	2,191.81	5,277.99	2.840	2.808861147	A+
20772JKP6	Taxable Muni	CONNECTICUT ST 2.401% 10/15/21	10/15/2021	11/16/2012		120,166.71	120,486.00	319.29	1,328.55	2.400	2.369555992	A
20772KGM5	Taxable Muni	CONNECTICUT ST SER A 2.921% 4/15/23	04/15/2023	04/11/2019		301,458.43	309,978.00	8,519.57	4,040.72	2.920	2.811357074	A
210518CT1	Credit	CONSUMERS ENERGY CO 2.850% 5/15/22	05/15/2022	05/08/2012	02/15/2022	379,955.96	379,601.25	(354.71)	4,037.50	2.850	2.769383253	A
212204JC6	Taxable Muni	CONTRA COSTA CA 1.652% 8/01/22	08/01/2022	09/12/2019		300,000.00	302,550.00	2,550.00	826.00	1.650	1.641706500	AA+
250847EJ5	Credit	DETROIT EDISON CO 2.650% 6/15/22	06/15/2022	06/22/2012		182,506.78	178,734.60	(3,772.18)	1,404.50	2.650	2.592346220	A
30231GAV4	Credit	EXXON MOBIL 2.222% 3/01/21	03/01/2021	03/03/2016	02/01/2021	495,685.00	503,250.00	7,565.00	925.83	2.220	2.201983966	AA
30231GBB7	Credit	EXXON MOBIL 1.902% 8/16/22	08/16/2022	08/16/2019		300,000.00	301,023.00	1,023.00	713.25	1.900	1.863062004	AA
3130AF5B9	Agencies	F H L B DEB 3.000% 10/12/21	10/12/2021	10/12/2018		619,597.00	644,855.80	25,258.80	8,731.67	3.000	2.883367774	AA+
3130AGWK7	Agencies	F H L B DEB 1.500% 8/15/24	08/15/2024	08/16/2019		149,647.50	156,355.50	6,708.00	287.50	1.500	1.434884922	AA+
3130AHJY0	Agencies	F H L B DEB 1.625% 11/19/21	11/19/2021	11/08/2019		469,196.30	479,179.10	9,982.80	3,033.78	1.630	1.591763968	AA+
3130AHWB5	Agencies	F F C B DEB 2.000% 1/21/25	01/21/2025	01/21/2020	07/21/2020	500,000.00	501,820.00	1,820.00	1,944.44	2.000	1.993839037	AA+
3130AJ5Q8	Agencies	F H L B 1.750% 2/14/23	02/14/2023	02/14/2020	08/14/2020	270,000.00	270,240.30	240.30	616.87	1.750	1.749632577	AA+
3133ELGR9	Agencies	F F C B DEB 1.780% 7/13/23	07/13/2023	01/13/2020	04/22/2020	529,867.50	530,153.70	286.20	2,044.03	1.780	1.780000000	AA+
3134GU7H7	Agencies	F H L M C M T N 1.970% 2/06/25	02/06/2025	02/06/2020	05/06/2020	530,000.00	530,609.50	609.50	1,595.15	1.970	1.969921203	N/A
3135G0W33	Agencies	F N M A 1.375% 9/06/22	09/06/2022	09/06/2019		597,912.00	614,460.00	16,548.00	572.92	1.380	1.340103700	AA+
3135G0X73	Agencies	F N M A 1.750% 1/30/23	01/30/2023	01/30/2020	07/30/2020	540,000.00	541,458.00	1,458.00	1,601.25	1.750	1.746350128	AA+
3136B1XP4	Mortgage-Backed	F N M A GTD REMIC 3.560% 9/25/21	09/25/2021	04/01/2018		137,416.61	138,029.83	613.22	404.12	3.560	3.506283044	N/A
3137ATRW4	Mortgage-Backed	F H L M C MULTICLASS 2.373% 5/25/22	05/25/2022	09/01/2012		190,803.65	193,872.20	3,068.55	375.73	2.370	2.311603803	N/A
3137B1U75	Mortgage-Backed	F H L M C MLTCL MTG 2.522% 1/25/23	01/25/2023	05/07/2013		154,180.80	158,407.23	4,226.43	322.77	2.520	2.436079863	N/A
3137B36J2	Mortgage-Backed	F H L M C MLTCL MTG 3.320% 2/25/23	02/25/2023	07/01/2013		498,021.61	505,886.40	7,864.79	1,328.00	3.320	3.125147456	N/A
3137B4WB8	Mortgage-Backed	F H L M C MLTCL MTG 3.060% 7/25/23	07/25/2023	10/01/2013		514,270.31	517,861.40	3,591.09	1,249.50	3.060	2.879241235	N/A
3137BQR90	Mortgage-Backed	F H L M C MLTCL MTG 2.272% 1/25/23	01/25/2023	07/01/2016		250,667.58	257,500.00	6,832.42	473.33	2.270	2.193854889	N/A
3137FJYA1	Mortgage-Backed	F H L M C MLTCL 3.454% 5/25/23	05/25/2023	11/01/2018		96,952.79	99,206.72	2,253.93	279.07	3.450	3.371203248	N/A
31846V203	Taxable Muni	FIRST AM GOVT OB FD CL Y				163,509.64	163,509.64	-	191.61	1.880	0.005986000	
365298Y28	Asset-Backed	GARDEN GROVE CA 1.875% 8/01/21	08/01/2021	10/16/2019		300,000.00	302,436.00	2,436.00	937.50	2.340	1.864076512	AA-
41284WAC4	Taxable Muni	HARLEY DAVIDSON 2.340% 2/15/24	02/15/2024	06/26/2019		589,954.33	585,822.80	(4,131.53)	613.60	2.770	2.329633133	N/A
419792YL4	Asset-Backed	HAWAII ST SER FX 2.770% 1/01/22	01/01/2022	02/21/2019		190,000.00	195,221.20	5,221.20	1,315.75	1.790	2.703757931	AA+
43814PAC4	Asset-Backed	HONDA AUTO 1.790% 9/20/21	09/20/2021	09/29/2017		55,060.48	55,010.28	(50.20)	35.59	1.780	1.787926405	AAA
43815NAC8	Credit	HONDA AUTO 1.780% 8/15/23	08/15/2023	08/27/2019		249,997.93	251,320.00	1,322.07	197.78	3.210	1.755926251	AAA
46647PBB1	Asset-Backed	JPMORGAN CHASE CO 3.207% 4/01/23	04/01/2023	03/22/2019	04/01/2022	1,050,000.00	1,068,081.00	18,081.00	16,836.75	1.780	3.108220745	A-
47787XAC1	Asset-Backed	JOHN DEERE OWNER 1.780% 4/15/21	04/15/2021	03/02/2017		5,353.07	5,348.32	(4.75)	4.24	2.910	1.780569782	N/A
47789JAD8	Asset-Backed	JOHN DEERE OWNER 2.910% 7/17/23	07/17/2023	03/13/2019		259,968.05	264,630.60	4,662.55	336.27	1.100	2.854340363	N/A
47789KAC7	Credit	JOHN DEERE OWNER 1.100% 8/15/24	08/15/2024	03/11/2020		429,973.73	422,122.40	(7,851.33)	262.78	1.950	1.099978000	N/A
478160CH5	Taxable Muni	JOHNSON JOHNSON 1.950% 11/10/20	11/10/2020	11/10/2017		249,732.50	252,620.00	2,887.50	1,909.38	2.140	1.942037646	AAA
544290JC4	Taxable Muni	LOS ALTOS CA SCH 2.143% 8/01/23	08/01/2023	10/17/2019	08/01/2020	390,000.00	390,624.00	624.00	1,392.95	2.090	2.141115818	SP-1+
544445AZ2	Taxable Muni	LOS ANGELES CA DEPT 2.092% 5/15/20	05/15/2020	12/06/2016		98,788.00	100,096.00	1,308.00	790.31	1.770	2.091665334	AA

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Payden & Rygel Operating Portfolio by Investment Category for Quarter ended March 31, 2020

Account Number: 001050990415 **Name:** RIVERSIDE COUNTY TRANS COMM

CUSIP	Security Type Category	Issuer	Final Maturity	Trade Date	Next Call Date	Original Cost	Base Market Value	Unrealized Gain/Loss	Accrued Income	Coupon	Yield	Credit Rating
576051VW3	Asset-Backed	MASSACHUSETTS ST WTR 1.772% 8/01/23	08/01/2023	11/01/2019		110,000.00	111,324.40	1,324.40	324.87	1.940	1.754073370	AA+
58769TAD7	Asset-Backed	MERCEDES BENZ 1.940% 3/15/24	03/15/2024	09/25/2019		269,962.82	270,113.40	150.58	232.80	1.840	1.912781125	AAA
58770FAC6	Credit	MERCEDES BENZ AUTO 1.840% 12/15/22	12/15/2022	01/29/2020		139,981.55	140,091.00	109.45	114.49	2.400	1.830754689	AAA
654106AH6	Credit	NIKE INC SR NT 2.400% 3/27/25	03/27/2025	03/27/2020	02/27/2025	19,972.80	20,782.80	810.00	5.33	2.380	2.277580071	AA-
693304AP2	Taxable Muni	PECO ENERGY CO 2.375% 9/15/22	09/15/2022	09/17/2012	06/15/2022	121,055.60	119,779.20	(1,276.40)	126.67	2.290	2.307527885	A
697379UD5	Credit	PALO ALTO CA 2.291% 8/01/20	08/01/2020	08/14/2012		321,873.50	325,968.50	4,095.00	1,240.96	3.000	2.284398090	AAA
717081EM1	Taxable Muni	PFIZER INC 3.000% 9/15/21	09/15/2021	09/07/2018		249,662.50	256,222.50	6,560.00	333.33	1.880	2.908329456	AA-
796720ME7	Taxable Muni	SAN BERNARDINO CA 1.883% 8/01/22	08/01/2022	12/12/2019		435,000.00	437,396.85	2,396.85	1,365.17	2.990	1.866370638	AA
797299LT9	Taxable Muni	SAN DIEGO CA PUBLIC 2.994% 10/15/21	10/15/2021	06/21/2018		200,000.00	205,194.00	5,194.00	2,761.13	2.170	2.927945548	AA-
797669XT0	Taxable Muni	SAN FRANCISCO CA 2.169% 7/01/20	07/01/2020	12/28/2017		100,000.00	100,302.00	302.00	542.25	2.000	2.167092958	AA+
79770GGM2	Taxable Muni	SAN FRANCISCO CITY 2.000% 8/01/20	08/01/2020	11/30/2017		299,607.00	301,047.00	1,440.00	1,000.00	2.380	2.000000000	AA-
79770GGP5	Taxable Muni	SAN FRANCISCO CA 2.375% 8/01/22	08/01/2022	11/30/2017		406,628.00	409,552.00	2,924.00	1,583.33	2.260	2.364313304	AA-
798170AC0	Taxable Muni	SAN JOSE CA REDEV 2.259% 8/01/20	08/01/2020	12/21/2017		190,000.00	190,963.30	963.30	715.35	2.000	2.254423520	AA
79876CBQ0	Taxable Muni	SAN MARCOS CA REDEV 2.000% 10/01/20	10/01/2020	12/14/2017		109,256.40	110,436.70	1,180.30	1,100.00	3.350	1.994594649	AA-
801096AP3	Taxable Muni	SANTA ANA CA CMNTY 3.346% 9/01/21	09/01/2021	11/08/2018		240,000.00	247,428.00	7,428.00	669.20	3.300	3.257652465	AA
80136PCY7	Taxable Muni	SANTA BARBARA CA 3.300% 12/01/21	12/01/2021	11/28/2018		125,000.00	128,891.25	3,891.25	1,375.00	2.390	3.211553808	AA
80168FMA1	Taxable Muni	SANTA CLARA VLY CA 2.387% 6/01/21	06/01/2021	03/30/2016		397,756.00	405,528.00	7,772.00	3,182.67	1.970	2.360281612	N/A
835569GP3	Credit	SONOMA CNTY CA 1.969% 8/01/22	08/01/2022	11/12/2019		420,000.00	428,076.60	8,076.60	1,378.30	2.550	1.936943584	AA
857477AS2	Taxable Muni	STATE STREET CORP 2.550% 8/18/20	08/18/2020	08/18/2015		789,338.63	789,276.56	(62.07)	2,400.12	2.040	2.537591179	A
882723UC1	Asset-Backed	TEXAS ST REF WTR 2.036% 8/01/20	08/01/2020	02/05/2015		250,292.74	250,960.00	667.26	848.33	1.730	2.030720128	AAA
89238MAD0	Asset-Backed	TOYOTA AUTO 1.730% 2/16/21	02/16/2021	03/15/2017		13,705.03	13,696.91	(8.12)	10.54	1.910	1.729982700	AAA
89238UAD2	Asset-Backed	TOYOTA AUTO 1.910% 9/15/23	09/15/2023	08/14/2019		249,997.95	250,392.50	394.55	212.22	2.910	1.879199913	AAA
89239AAD5	Credit	TOYOTA AUTO 2.910% 7/17/23	07/17/2023	02/13/2019		339,938.05	345,746.00	5,807.95	439.73	3.000	2.842268736	AAA
90331HPA5	Credit	US BANK NA MTN 3.000% 2/04/21	02/04/2021	02/04/2019	01/04/2021	269,781.30	271,728.00	1,946.70	1,282.50	1.950	2.958288137	AA-
90331HPF4	Credit	US BANK NA MTN 1.950% 1/09/23	01/09/2023	12/09/2019	12/09/2022	549,538.00	551,039.50	1,501.50	3,336.67	2.440	1.905189933	AA-
91159HHQ6	Agencies	US BANCORP MTN 1.660% 1/24/22	01/24/2022	01/24/2017	12/23/2021	251,187.55	245,025.00	(6,162.55)	1,152.22	2.570	1.669297990	A+
911759MU9	Treasuries	U S DEPT HSG & URB 2.570% 8/01/21	08/01/2021	03/28/2019		100,000.00	102,798.00	2,798.00	428.33	2.880	2.503287391	N/A
9128285F3	Treasuries	U S TREASURY NT 2.875% 10/15/21	10/15/2021	10/15/2018		1,026,577.07	1,072,291.80	45,714.73	13,673.53	2.880	2.767323445	N/A
9128285L0	Treasuries	U S TREASURY NT 2.875% 11/15/21	11/15/2021	11/15/2018		1,035,793.83	1,079,836.20	44,042.37	11,281.22	1.750	2.761608361	N/A
9128287C8	Treasuries	U S TREASURY NT 1.750% 7/15/22	07/15/2022	07/15/2019		80,379.19	82,740.80	2,361.61	296.15	2.000	1.692865780	N/A
912828F96	Treasuries	U S TREASURY NT 2.000% 10/31/21	10/31/2021	10/31/2014		3,227,217.17	3,295,381.00	68,163.83	26,943.13	1.630	1.947438631	N/A
912828TY6	Treasuries	U S TREASURY NT 1.625% 11/15/22	11/15/2022	11/15/2012		3,769,759.82	3,903,420.30	133,660.48	23,225.89	1.500	1.569699487	N/A
912828YA2	Treasuries	U S TREASURY NT 1.500% 8/15/22	08/15/2022	08/15/2019		4,129,907.73	4,248,585.00	118,677.27	7,819.37	1.500	1.457032123	N/A
912828YJ3	Treasuries	U S TREASURY NT 1.500% 9/30/21	09/30/2021	09/30/2019		2,558,807.88	2,614,991.85	56,188.33	105.12	1.500	1.472392638	N/A
912828YT1	Treasuries	U S TREASURY NT 1.500% 11/30/21	11/30/2021	12/02/2019		1,071,934.57	1,097,972.75	26,038.18	5,330.94	1.630	1.469579700	N/A
912828YW4	Treasuries	U S TREASURY NT 1.625% 12/15/22	12/15/2022	12/15/2019		541,075.78	559,828.80	18,753.02	2,589.34	1.500	1.567806422	N/A
912828Z29	Treasuries	U S TREASURY NT 1.500% 1/15/23	01/15/2023	01/15/2020		2,233,479.29	2,301,139.50	67,660.21	7,060.10	1.380	1.450648924	N/A
912828Z86	Taxable Muni	U S TREASURY NT 1.375% 2/15/23	02/15/2023	02/18/2020		4,848,490.23	4,926,272.00	77,781.77	7,756.10	2.110	1.332622601	N/A
91412G2S3	Taxable Muni	UNIV OF CALIFORNIA 2.112% 5/15/21	05/15/2021	09/28/2017		140,000.00	141,017.80	1,017.80	1,117.01	3.280	2.095903461	AA-
91412HDJ9	Credit	UNIV OF CA 3.283% 5/15/22	05/15/2022	06/05/2018		285,705.28	295,926.90	10,221.62	3,534.70	1.900	3.158188395	AA-
931142EA7	Credit	WALMART STORES INC 1.900% 12/15/20	12/15/2020	10/20/2017		489,760.00	501,350.00	11,590.00	2,797.22	3.130	1.884714962	AA
931142EJ8	Credit	WALMART INC 3.125% 6/23/21	06/23/2021	06/27/2018		129,993.50	132,831.40	2,837.90	1,105.90	3.630	3.037283259	AA
94988J5T0	Credit	WELLS FARGO MTN 3.625% 10/22/21	10/22/2021	10/23/2018	09/21/2021	529,941.70	544,516.70	14,575.00	8,485.52	2.080	3.504582544	A+
94988J6A0	Credit	WELLS FARGO MTN 2.082% 9/09/22	09/09/2022	09/11/2019	09/09/2021	550,000.00	547,420.50	(2,579.50)	731.59		2.067445186	A+
						53,796,563.01	**54,707,918.98**	**911,360.33**	**265,950.39**			

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

ATTACHMENT 16

Payden & Rygel Operating Portfolio Transaction Report
Quarter ended March 31, 2020

Account Number: 001050990415 **Name:** RIVERSIDE COUNTY TRANS COMM

Transaction Date	Trade Date	Settlement Date	CUSIP	Description	Units	Price	Commissions	SEC Fees	Miscellaneous Fees	Net Cash Amount	Federal Tax Cost Amount	Short Term Gain/Loss Amount	Long Term Gain/Loss Amount
01/02/2020	01/02/2020	01/02/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	3,716.0000	1.000000	-	-	-	(3,716.00)	3,716.00	-	-
01/02/2020			31846V203	INTEREST EARNED ON FIRST AM GOVT OB FD CL Y UNIT ON 0.0000 SHARES DUE 12/31/2019 INTEREST FROM 12/1/19 TO 12/31/19	0.0000	0.000000	-	-	-	220.27	-	-	-
01/02/2020			419792YL4	INTEREST EARNED ON HAWAII ST SER FX 2.770% 1/01/22 $1 PV ON 190000.0000 SHARES DUE 1/1/2020	0.0000	0.000000	-	-	-	2,631.50	-	-	-
01/02/2020			797669XT0	INTEREST EARNED ON SAN FRANCISCO CA 2.169% 7/01/20 $1 PV ON 100000.0000 SHARES DUE 1/1/2020	0.0000	0.000000	-	-	-	1,084.50	-	-	-
01/03/2020	01/03/2020	01/03/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	220.2700	1.000000	-	-	-	(220.27)	220.27	-	-
01/09/2020	01/09/2020	01/09/2020	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-541,675.1700	1.000000	-	-	-	541,675.17	(541,675.17)	-	-
01/09/2020	01/08/2020	01/09/2020	912828YW4	PURCHASED PAR VALUE OF U S TREASURY NT 1.625% 12/15/22 /NOMURA SECURITIES/FIX INCOME/540,000 PAR VALUE AT 100.19921852 %	540,000.0000	1.001992	-	-	-	(541,075.78)	541,075.78	-	-
01/09/2020		01/09/2020	912828YW4	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 1.625% 12/15/22	0.0000	0.000000	-	-	-	(599.39)	-	-	-
01/15/2020	01/15/2020	01/15/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	436.5000	1.000000	-	-	-	(436.50)	436.50	-	-
01/15/2020	01/15/2020	01/15/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	45,281.3300	1.000000	-	-	-	(45,281.33)	45,281.33	-	-
01/15/2020			41284WAC4	INTEREST EARNED ON HARLEY DAVIDSON 2.340% 2/15/24 $1 PV ON 1150.5000 SHARES DUE 1/15/2020 $0.00195/PV ON 590,000.00 PV DUE 1/15/20	0.0000	0.000000	-	-	-	1,150.50	-	-	-
01/15/2020			43815NAC8	INTEREST EARNED ON HONDA AUTO 1.780% 8/15/23 $1 PV ON 370.8300 SHARES DUE 1/15/2020 $0.00148/PV ON 250,000.00 PV DUE 1/15/20	0.0000	0.000000	-	-	-	370.83	-	-	-
01/15/2020			47787XAC1	INTEREST EARNED ON JOHN DEERE OWNER 1.780% 4/15/21 $1 PV ON 62.9700 SHARES DUE 1/15/2020 $0.00148/PV ON 42,450.50 PV DUE 1/15/20	0.0000	0.000000	-	-	-	62.97	-	-	-
01/15/2020	01/15/2020	01/15/2020	47787XAC1	PAID DOWN PAR VALUE OF JOHN DEERE OWNER 1.780% 4/15/21	-12,635.7500	5.377367	-	-	-	12,635.75	(12,633.95)	-	1.80
01/15/2020			47789JAD8	INTEREST EARNED ON JOHN DEERE OWNER 2.910% 7/17/23 $1 PV ON 630.5000 SHARES DUE 1/15/2020 $0.00243/PV ON 260,000.00 PV DUE 1/15/20	0.0000	0.000000	-	-	-	630.50	-	-	-
01/15/2020			58769TAD7	INTEREST EARNED ON MERCEDES BENZ 1.940% 3/15/24 $1 PV ON 436.5000 SHARES DUE 1/15/2020 $0.00162/PV ON 270,000.00 PV DUE 1/15/20	0.0000	0.000000	-	-	-	436.50	-	-	-
01/15/2020			65478BAD3	INTEREST EARNED ON NISSAN AUTO LEASE 3.250% 9/15/21 $1 PV ON 541.6700 SHARES DUE 1/15/2020 $0.00271/PV ON 200,000.00 PV DUE 1/15/20	0.0000	0.000000	-	-	-	541.67	-	-	-
01/15/2020			65478NAD7	INTEREST EARNED ON NISSAN AUTO 3.220% 6/15/23 $1 PV ON 1207.5000 SHARES DUE 1/15/2020 $0.00268/PV ON 450,000.00 PV DUE 1/15/20	0.0000	0.000000	-	-	-	1,207.50	-	-	-
01/15/2020			65479KAD2	INTEREST EARNED ON NISSAN AUTO 2.900% 10/16/23 $1 PV ON 773.3300 SHARES DUE 1/15/2020 $0.00242/PV ON 320,000.00 PV DUE 1/15/20	0.0000	0.000000	-	-	-	773.33	-	-	-
01/15/2020			89238MAD0	INTEREST EARNED ON TOYOTA AUTO 1.730% 2/16/21 $1 PV ON 94.1700 SHARES DUE 1/15/2020 $0.00144/PV ON 65,318.30 PV DUE 1/15/20	0.0000	0.000000	-	-	-	94.17	-	-	-
01/15/2020	01/15/2020	01/15/2020	89238MAD0	PAID DOWN PAR VALUE OF TOYOTA AUTO 1.730% 2/16/21	-18,012.3600	3.772246	-	-	-	18,012.36	(18,010.24)	-	2.12
01/15/2020			89238UAD2	INTEREST EARNED ON TOYOTA AUTO 1.910% 9/15/23 $1 PV ON 397.9200 SHARES DUE 1/15/2020 $0.00159/PV ON 250,000.00 PV DUE 1/15/20	0.0000	0.000000	-	-	-	397.92	-	-	-
01/15/2020			89239AAD5	INTEREST EARNED ON TOYOTA AUTO 2.910% 7/17/23 $1 PV ON 824.5000 SHARES DUE 1/15/2020 $0.00243/PV ON 340,000.00 PV DUE 1/15/20	0.0000	0.000000	-	-	-	824.50	-	-	-
01/15/2020			90290AAC1	INTEREST EARNED ON USAA AUTO OWNER 1.700% 5/17/21 $1 PV ON 32.4400 SHARES DUE 1/15/2020 $0.00142/PV ON 22,900.84 PV DUE 1/15/20	0.0000	0.000000	-	-	-	32.44	-	-	-
01/15/2020	01/15/2020	01/15/2020	90290AAC1	PAID DOWN PAR VALUE OF USAA AUTO OWNER 1.700% 5/17/21	-7,846.8900	8.659107	-	-	-	7,846.89	(7,846.06)	-	0.83
01/15/2020			9128287C8	INTEREST EARNED ON U S TREASURY NT 1.750% 7/15/22 $1 PV ON 80000.0000 SHARES DUE 1/15/2020	0.0000	0.000000	-	-	-	700.00	-	-	-
01/15/2020			9128287C8	AMORTIZED PREMIUM ON U S TREASURY NT 1.750% 7/15/22 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(5.47)	-	-
01/21/2020			05584PAD9	INTEREST EARNED ON BMW VEHICLE LEASE 2.070% 10/20/20 $1 PV ON 54.1000 SHARES DUE 1/20/2020 $0.00172/PV ON 31,364.89 PV DUE 1/20/20	0.0000	0.000000	-	-	-	54.10	-	-	-
01/21/2020	01/20/2020	01/21/2020	05584PAD9	PAID DOWN PAR VALUE OF BMW VEHICLE LEASE 2.070% 10/20/20	-15,808.5600	0.000000	-	-	-	15,808.56	(15,808.55)	-	0.01
01/21/2020	01/21/2020	01/21/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	23,649.7800	1.000000	-	-	-	(23,649.78)	23,649.78	-	-
01/21/2020			43814PAC4	INTEREST EARNED ON HONDA AUTO 1.790% 9/20/21 $1 PV ON 115.8700 SHARES DUE 1/18/2020 $0.00149/PV ON 77,681.15 PV DUE 1/18/20	0.0000	0.000000	-	-	-	115.87	-	-	-
01/21/2020	01/18/2020	01/21/2020	43814PAC4	PAID DOWN PAR VALUE OF HONDA AUTO 1.790% 9/20/21	-7,671.2500	0.000000	-	-	-	7,671.25	(7,670.42)	-	0.83

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Payden & Rygel Operating Portfolio Transaction Report
Quarter ended March 31, 2020

Account Number: 001050990415 **Name:** RIVERSIDE COUNTY TRANS COMM

Transaction Date	Trade Date	Settlement Date	CUSIP	Description	Units	Price	Commissions	SEC Fees	Miscellaneous Fees	Net Cash Amount	Federal Tax Cost Amount	Short Term Gain/Loss Amount	Long Term Gain/Loss Amount
01/23/2020			06406FAA1	AMORTIZED PREMIUM ON BANK OF NY MTN 2.500% 4/15/21 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(179.36)	-	-
01/23/2020	01/21/2020	01/23/2020	06406FAA1	SOLD PAR VALUE OF BANK OF NY MTN 2.500% 4/15/21 /US BANCORP INVESTMENTS INC./300,000 PAR VALUE AT 100.836 %	-300,000.0000	1.008360	-	-	-	302,508.00	(301,356.92)	-	1,151.08
01/23/2020		01/23/2020	06406FAA1	RECEIVED ACCRUED INTEREST ON SALE OF BANK OF NY MTN 2.500% 4/15/21	0.0000	0.000000	-	-	-	2,041.67	-	-	-
01/23/2020			17325FAQ1	INTEREST EARNED ON CITIBANK NA 3.400% 7/23/21 $1 PV ON 250000.0000 SHARES DUE 1/23/2020	0.0000	0.000000	-	-	-	4,250.00	-	-	-
01/23/2020			17325FAQ1	AMORTIZED PREMIUM ON CITIBANK NA 3.400% 7/23/21 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(151.48)	-	-
01/23/2020	01/23/2020	01/23/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	308,799.6700	1.000000	-	-	-	(308,799.67)	308,799.67	-	-
01/24/2020	01/23/2020	01/24/2020	3130AHWB5	PURCHASED PAR VALUE OF F F C B DEB 2.000% 1/21/25 /CITIGROUP GLOBAL MARKETS INC./500,000 PAR VALUE AT 100 %	500,000.0000	1.000000	-	-	-	(500,000.00)	500,000.00	-	-
01/24/2020		01/24/2020	3130AHWB5	PAID ACCRUED INTEREST ON PURCHASE OF F F C B DEB 2.000% 1/21/25	0.0000	0.000000	-	-	-	(83.33)	-	-	-
01/24/2020	01/24/2020	01/24/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	5,648.6700	1.000000	-	-	-	(5,648.67)	5,648.67	-	-
01/24/2020	01/24/2020	01/24/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	1,645.7800	1.000000	-	-	-	(1,645.78)	1,645.78	-	-
01/24/2020			91159HHQ6	INTEREST EARNED ON US BANCORP MTN 2.576% 1/24/22 $1 PV ON 250000.0000 SHARES DUE 1/24/2020	0.0000	0.000000	-	-	-	1,645.78	-	-	-
01/24/2020			91159HHQ6	AMORTIZED PREMIUM ON US BANCORP MTN 2.576% 1/24/22 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(37.71)	-	-
01/24/2020			9128287F1	AMORTIZED PREMIUM ON U S TREASURY NT 1.750% 7/31/21 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(203.37)	-	-
01/24/2020	01/23/2020	01/24/2020	9128287F1	SOLD PAR VALUE OF U S TREASURY NT 1.750% 7/31/21 /HSBC SECURITIES, INC./500,000 PAR VALUE AT 100.304688 %	-500,000.0000	1.003047	-	-	-	501,523.44	(501,142.24)	381.20	-
01/24/2020		01/24/2020	9128287F1	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 1.750% 7/31/21	0.0000	0.000000	-	-	-	4,208.56	-	-	-
01/27/2020				TRUST FEES COLLECTED CHARGED FOR PERIOD 12/01/2019 THRU 12/31/2019 COLLECTED BY DISBURSEMENT	0.0000	0.000000	-	-	-	(559.48)	-	-	-
01/27/2020			05588CAC6	INTEREST EARNED ON BMW VEHICLE OWNER 1.920% 1/25/24 $1 PV ON 528.0000 SHARES DUE 1/25/2020 $0.00160/PV ON 330,000.00 PV DUE 1/25/20	0.0000	0.000000	-	-	-	528.00	-	-	-
01/27/2020			06050TMJ8	INTEREST EARNED ON BANK OF AMERICA MTN 3.335% 1/25/23 $1 PV ON 520000.0000 SHARES DUE 1/25/2020	0.0000	0.000000	-	-	-	8,671.00	-	-	-
01/27/2020			3136B1XP4	INTEREST EARNED ON F N M A GTD REMIC 2.29568% 9/25/21 $1 PV ON 420.8700 SHARES DUE 1/25/2020 $0.00191/PV ON 141,867.74 PV DUE 1/25/20	0.0000	0.000000	-	-	-	420.87	-	-	-
01/27/2020			3136B1XP4	AMORTIZED PREMIUM ON F N M A GTD REMIC 2.29568% 9/25/21 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(54.44)	-	-
01/27/2020	01/25/2020	01/27/2020	3136B1XP4	PAID DOWN PAR VALUE OF F N M A GTD REMIC 2.29568% 9/25/21	-2,185.2800	0.000000	-	-	-	2,185.28	(2,206.56)	-	(21.28)
01/27/2020			3136B1XP4	INTEREST EARNED ON F N M A GTD REMIC 2.29568% 9/25/21 $1 PV ON 141867.7400 SHARES DUE 1/25/2020 PENALTY PAYMENT	0.0000	0.000000	-	-	-	6.77	-	-	-
01/27/2020			3137ATRW4	INTEREST EARNED ON F H L M C MULTICLASS 2.373% 5/25/22 $1 PV ON 375.7300 SHARES DUE 1/25/2020 $0.00198/PV ON 190,000.00 PV DUE 1/25/20	0.0000	0.000000	-	-	-	375.73	-	-	-
01/27/2020			3137ATRW4	AMORTIZED PREMIUM ON F H L M C MULTICLASS 2.373% 5/25/22 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(24.38)	-	-
01/27/2020			3137B1U75	INTEREST EARNED ON F H L M C MLTCL MTG 2.522% 1/25/23 $1 PV ON 325.5200 SHARES DUE 1/25/2020 $0.00210/PV ON 154,887.14 PV DUE 1/25/20	0.0000	0.000000	-	-	-	325.52	-	-	-
01/27/2020			3137B1U75	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 2.522% 1/25/23 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(14.10)	-	-
01/27/2020	01/25/2020	01/27/2020	3137B1U75	PAID DOWN PAR VALUE OF F H L M C MLTCL MTG 2.522% 1/25/23	-418.7400	1,801.811172	-	-	-	418.74	(420.48)	(1.74)	-
01/27/2020			3137B36J2	INTEREST EARNED ON F H L M C MLTCL MTG 3.320% 2/25/23 $1 PV ON 480000.0000 SHARES DUE 1/25/2020	0.0000	0.000000	-	-	-	1,328.00	-	-	-
01/27/2020			3137B36J2	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 3.320% 2/25/23 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(405.36)	-	-
01/27/2020			3137BQR90	INTEREST EARNED ON F H L M C MLTCL MTG 2.272% 1/25/23 $1 PV ON 473.3300 SHARES DUE 1/25/2020 $0.00189/PV ON 250,000.00 PV DUE 1/25/20	0.0000	0.000000	-	-	-	473.33	-	-	-
01/27/2020			3137BQR90	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 2.272% 1/25/23 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(15.47)	-	-
01/27/2020			3137FJYA1	INTEREST EARNED ON F H L M C MLTCL 6.17141% 5/25/23 $1 PV ON 1090.6900 SHARES DUE 1/25/2020 $0.00514/PV ON 212,079.11 PV DUE 1/25/20	0.0000	0.000000	-	-	-	1,090.69	-	-	-
01/27/2020	01/25/2020	01/27/2020	3137FJYA1	PAID DOWN PAR VALUE OF F H L M C MLTCL 6.17141% 5/25/23	-31,479.4000	0.000000	-	-	-	31,479.40	(31,478.55)	-	0.85
01/27/2020	01/27/2020	01/27/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	44,664.8200	1.000000	-	-	-	(44,664.82)	44,664.82	-	-
01/27/2020	01/27/2020	01/27/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	2,079.0300	1.000000	-	-	-	(2,079.03)	2,079.03	-	-

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Payden & Rygel Operating Portfolio Transaction Report
Quarter ended March 31, 2020

Account Number: 001050990415 **Name:** RIVERSIDE COUNTY TRANS COMM

Transaction Date	Trade Date	Settlement Date	CUSIP	Description	Units	Price	Commissions	SEC Fees	Miscellaneous Fees	Net Cash Amount	Federal Tax Cost Amount	Short Term Gain/Loss Amount	Long Term Gain/Loss Amount
01/28/2020	01/21/2020	01/28/2020	06406RAM9	PURCHASED PAR VALUE OF BANK OF NY MTN 1.850% 1/27/23 /MORGAN STANLEY & CO. LLC/300,000 PAR VALUE AT 99.93 %	300,000.0000	0.999300	-	-	-	(299,790.00)	299,790.00	-	-
01/28/2020	01/28/2020	01/28/2020	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-299,790.0000	1.000000	-	-	-	299,790.00	(299,790.00)	-	-
01/29/2020	01/29/2020	01/29/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	406,590.5300	1.000000	-	-	-	(406,590.53)	406,590.53	-	-
01/29/2020	01/21/2020	01/29/2020	58770FAC6	PURCHASED PAR VALUE OF MERCEDES BENZ AUTO 1.840% 12/15/22 /MITSUBISHI UFJ SECURITIES USA/140,000 PAR VALUE AT 99.98682143 %	140,000.0000	0.999868	-	-	-	(139,981.55)	139,981.55	-	-
01/29/2020			9128287F1	AMORTIZED PREMIUM ON U S TREASURY NT 1.750% 7/31/21 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(34.29)	-	-
01/29/2020	01/28/2020	01/29/2020	9128287F1	SOLD PAR VALUE OF U S TREASURY NT 1.750% 7/31/21 /HSBC SECURITIES, INC./540,000 PAR VALUE AT 100.35156296 %	-540,000.0000	1.003516	-	-	-	541,898.44	(541,223.20)	675.24	-
01/29/2020		01/29/2020	9128287F1	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 1.750% 7/31/21	0.0000	0.000000	-	-	-	4,673.64	-	-	-
01/30/2020	01/29/2020	01/30/2020	3133ELGR9	PURCHASED PAR VALUE OF F F C B DEB 1.780% 7/13/23 /CITIGROUP GLOBAL MARKETS INC./530,000 PAR VALUE AT 99.975 %	530,000.0000	0.999750	-	-	-	(529,867.50)	529,867.50	-	-
01/30/2020		01/30/2020	3133ELGR9	PAID ACCRUED INTEREST ON PURCHASE OF F F C B DEB 1.780% 7/13/23	0.0000	0.000000	-	-	-	(445.49)	-	-	-
01/30/2020	01/28/2020	01/30/2020	3135G0X73	PURCHASED PAR VALUE OF F N M A 1.750% 1/30/23 /CITIGROUP GLOBAL MARKETS INC./540,000 PAR VALUE AT 100 %	540,000.0000	1.000000	-	-	-	(540,000.00)	540,000.00	-	-
01/30/2020	01/30/2020	01/30/2020	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-540,000.0000	1.000000	-	-	-	540,000.00	(540,000.00)	-	-
01/30/2020	01/30/2020	01/30/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	6,307.5100	1.000000	-	-	-	(6,307.51)	6,307.51	-	-
01/30/2020			9128287F1	AMORTIZED PREMIUM ON U S TREASURY NT 1.750% 7/31/21 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(4.76)	-	-
01/30/2020	01/29/2020	01/30/2020	9128287F1	SOLD PAR VALUE OF U S TREASURY NT 1.750% 7/31/21 /HSBC SECURITIES, INC./530,000 PAR VALUE AT 100.37890566 %	-530,000.0000	1.003789	-	-	-	532,008.20	(531,371.19)	637.01	-
01/30/2020		01/30/2020	9128287F1	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 1.750% 7/31/21	0.0000	0.000000	-	-	-	4,612.30	-	-	-
01/31/2020	01/31/2020	01/31/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	5,206.2500	1.000000	-	-	-	(5,206.25)	5,206.25	-	-
01/31/2020			9128287F1	INTEREST EARNED ON U S TREASURY NT 1.750% 7/31/21 $1 PV ON 595000.0000 SHARES DUE 1/31/2020	0.0000	0.000000	-	-	-	5,206.25	-	-	-
01/31/2020			9128287F1	AMORTIZED PREMIUM ON U S TREASURY NT 1.750% 7/31/21 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(2.41)	-	-
02/03/2020			212204JC6	INTEREST EARNED ON CONTRA COSTA CA 1.652% 8/01/22 $1 PV ON 300000.0000 SHARES DUE 2/1/2020	0.0000	0.000000	-	-	-	1,913.57	-	-	-
02/03/2020	02/03/2020	02/03/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	22,084.5300	1.000000	-	-	-	(22,084.53)	22,084.53	-	-
02/03/2020			31846V203	INTEREST EARNED ON FIRST AM GOVT OB FD CL Y UNIT ON 0.0000 SHARES DUE 1/31/2020 INTEREST FROM 1/1/20 TO 1/31/20	0.0000	0.000000	-	-	-	381.25	-	-	-
02/03/2020			365298Y28	INTEREST EARNED ON GARDEN GROVE CA 1.875% 8/01/21 $1 PV ON 300000.0000 SHARES DUE 2/1/2020	0.0000	0.000000	-	-	-	1,640.63	-	-	-
02/03/2020			544290JC4	INTEREST EARNED ON LOS ALTOS CA SCH 2.143% 8/01/23 $1 PV ON 390000.0000 SHARES DUE 2/1/2020	0.0000	0.000000	-	-	-	2,414.45	-	-	-
02/03/2020			576051VW3	INTEREST EARNED ON MASSACHUSETTS ST WTR 1.772% 8/01/23 $1 PV ON 110000.0000 SHARES DUE 2/1/2020	0.0000	0.000000	-	-	-	487.30	-	-	-
02/03/2020			697379UD5	INTEREST EARNED ON PALO ALTO CA 2.291% 8/01/20 $1 PV ON 325000.0000 SHARES DUE 2/1/2020	0.0000	0.000000	-	-	-	3,722.88	-	-	-
02/03/2020			796720ME7	INTEREST EARNED ON SAN BERNARDINO CA 1.883% 8/01/22 $1 PV ON 435000.0000 SHARES DUE 2/1/2020	0.0000	0.000000	-	-	-	1,114.89	-	-	-
02/03/2020			79770GGM2	INTEREST EARNED ON SAN FRANCISCO CITY 2.000% 8/01/20 $1 PV ON 300000.0000 SHARES DUE 2/1/2020	0.0000	0.000000	-	-	-	3,000.00	-	-	-
02/03/2020			798170AC0	INTEREST EARNED ON SAN JOSE CA REDEV 2.259% 8/01/20 $1 PV ON 190000.0000 SHARES DUE 2/1/2020	0.0000	0.000000	-	-	-	2,146.05	-	-	-
02/03/2020			835569GP3	INTEREST EARNED ON SONOMA CNTY CA 1.969% 8/01/22 $1 PV ON 420000.0000 SHARES DUE 2/1/2020	0.0000	0.000000	-	-	-	1,814.76	-	-	-
02/03/2020			882723UC1	INTEREST EARNED ON TEXAS ST REF WTR 2.036% 8/01/20 $1 PV ON 250000.0000 SHARES DUE 2/1/2020	0.0000	0.000000	-	-	-	2,545.00	-	-	-
02/03/2020			882723UC1	AMORTIZED PREMIUM ON TEXAS ST REF WTR 2.036% 8/01/20 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(46.81)	-	-
02/03/2020			911759MU9	INTEREST EARNED ON U S DEPT HSG & URB 2.570% 8/01/21 $1 PV ON 100000.0000 SHARES DUE 2/1/2020	0.0000	0.000000	-	-	-	1,285.00	-	-	-
02/04/2020	02/04/2020	02/04/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	4,431.2500	1.000000	-	-	-	(4,431.25)	4,431.25	-	-
02/04/2020			90331HPA5	INTEREST EARNED ON US BANK NA MTN 3.000% 2/04/21 $1 PV ON 270000.0000 SHARES DUE 2/4/2020	0.0000	0.000000	-	-	-	4,050.00	-	-	-
02/05/2020	02/05/2020	02/05/2020	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-106,038.5800	1.000000	-	-	-	106,038.58	(106,038.58)	-	-
02/05/2020			9128284W7	AMORTIZED PREMIUM ON U S TREASURY NT 2.750% 8/15/21 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(32.01)	-	-
02/05/2020	02/03/2020	02/05/2020	9128284W7	SOLD PAR VALUE OF U S TREASURY NT 2.750% 8/15/21 /BOFA SECURITIES, INC./FXD INC/1,165,000 PAR VALUE AT 101.96484378 %	-1,165,000.0000	1.019648	-	-	-	1,187,890.43	(1,165,226.38)	-	22,664.05
02/05/2020		02/05/2020	9128284W7	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 2.750% 8/15/21	0.0000	0.000000	-	-	-	15,148.17	-	-	-

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Payden & Rygel Operating Portfolio Transaction Report
Quarter ended March 31, 2020

Account Number: 001050990415 **Name:** RIVERSIDE COUNTY TRANS COMM

Transaction Date	Trade Date	Settlement Date	CUSIP	Description	Units	Price	Commissions	SEC Fees	Miscellaneous Fees	Net Cash Amount	Federal Tax Cost Amount	Short Term Gain/Loss Amount	Long Term Gain/Loss Amount
02/05/2020			9128287F1	AMORTIZED PREMIUM ON U S TREASURY NT 1.750% 7/31/21 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(13.30)	-	-
02/05/2020	02/03/2020	02/05/2020	9128287F1	SOLD PAR VALUE OF U S TREASURY NT 1.750% 7/31/21 /HSBC SECURITIES, INC./595,000 PAR VALUE AT 100.45312437 %	-595,000.0000	1.004531	-	-	-	597,696.09	(596,395.39)	1,300.70	-
02/05/2020		02/05/2020	9128287F1	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 1.750% 7/31/21	0.0000	0.000000	-	-	-	143.03	-	-	-
02/05/2020			912828YC8	ACCREDITED DISCOUNT ON U S TREASURY NT 1.500% 8/31/21 MARKET DISCOUNT	0.0000	0.000000	-	-	-	-	279.09	-	-
02/05/2020	02/03/2020	02/05/2020	912828YC8	SOLD PAR VALUE OF U S TREASURY NT 1.500% 8/31/21 /CITIGROUP GLOBAL MARKETS INC./815,000 PAR VALUE AT 100.08984417 %	-815,000.0000	1.000898	-	-	-	815,732.23	(814,252.72)	1,479.51	-
02/05/2020		02/05/2020	912828YC8	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 1.500% 8/31/21	0.0000	0.000000	-	-	-	5,306.46	-	-	-
02/05/2020	02/03/2020	02/05/2020	912828Z29	PURCHASED PAR VALUE OF U S TREASURY NT 1.500% 1/15/23 /BOFA SECURITIES, INC./FXD INC/2,715,000 PAR VALUE AT 100.39062505 %	2,715,000.0000	1.003906	-	-	-	(2,725,605.47)	2,725,605.47	-	-
02/05/2020		02/05/2020	912828Z29	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 1.500% 1/15/23	0.0000	0.000000	-	-	-	(2,349.52)	-	-	-
02/07/2020	02/06/2020	02/07/2020	3134GU7H7	PURCHASED PAR VALUE OF F H L M C M T N 1.970% 2/06/25 /CITIGROUP GLOBAL MARKETS INC./530,000 PAR VALUE AT 100 %	530,000.0000	1.000000	-	-	-	(530,000.00)	530,000.00	-	-
02/07/2020		02/07/2020	3134GU7H7	PAID ACCRUED INTEREST ON PURCHASE OF F H L M C M T N 1.970% 2/06/25	0.0000	0.000000	-	-	-	(29.00)	-	-	-
02/07/2020	02/07/2020	02/07/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	3,341.2900	1.000000	-	-	-	(3,341.29)	3,341.29	-	-
02/07/2020	02/06/2020	02/07/2020	912828YC8	SOLD PAR VALUE OF U S TREASURY NT 1.500% 8/31/21 /HSBC SECURITIES, INC./530,000 PAR VALUE AT 99.97656226 %	-530,000.0000	0.999766	-	-	-	529,875.78	(529,648.05)	227.73	-
02/07/2020		02/07/2020	912828YC8	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 1.500% 8/31/21	0.0000	0.000000	-	-	-	3,494.51	-	-	-
02/12/2020	02/12/2020	02/12/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	271,951.8700	1.000000	-	-	-	(271,951.87)	271,951.87	-	-
02/12/2020	02/11/2020	02/12/2020	912828YC8	SOLD PAR VALUE OF U S TREASURY NT 1.500% 8/31/21 /HSBC SECURITIES, INC./270,000 PAR VALUE AT 100.04297037 %	-270,000.0000	1.000430	-	-	-	270,116.02	(269,820.70)	295.32	-
02/12/2020		02/12/2020	912828YC8	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 1.500% 8/31/21	0.0000	0.000000	-	-	-	1,835.85	-	-	-
02/14/2020	02/11/2020	02/14/2020	3130AJ5Q8	PURCHASED PAR VALUE OF F H L B 1.750% 2/14/23 /INTL FCSTONE FINL INC./BD RATE/270,000 PAR VALUE AT 100 %	270,000.0000	1.000000	-	-	-	(270,000.00)	270,000.00	-	-
02/14/2020	02/14/2020	02/14/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	57,262.0000	1.000000	-	-	-	(57,262.00)	57,262.00	-	-
02/14/2020	02/13/2020	02/14/2020	912828YC8	SOLD PAR VALUE OF U S TREASURY NT 1.500% 8/31/21 /NOMURA SECURITIES/FIX INCOME/325,000 PAR VALUE AT 100.00781231 %	-325,000.0000	1.000078	-	-	-	325,025.39	(324,784.18)	241.21	-
02/14/2020		02/14/2020	912828YC8	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 1.500% 8/31/21	0.0000	0.000000	-	-	-	2,236.61	-	-	-
02/18/2020	02/13/2020	02/18/2020	010831DQ5	PURCHASED PAR VALUE OF ALAMEDA CNTY CA 3.095% 6/01/23 /RAYMOND JAMES/FI/130,000 PAR VALUE AT 104.405 %	130,000.0000	1.044050	-	-	-	(135,726.50)	135,726.50	-	-
02/18/2020		02/18/2020	010831DQ5	PAID ACCRUED INTEREST ON PURCHASE OF ALAMEDA CNTY CA 3.095% 6/01/23	0.0000	0.000000	-	-	-	(860.58)	-	-	-
02/18/2020			30231GBB7	INTEREST EARNED ON EXXON MOBIL 1.902% 8/16/22 $1 PV ON 300000.0000 SHARES DUE 2/16/2020	0.0000	0.000000	-	-	-	2,853.00	-	-	-
02/18/2020			3130AGWK7	INTEREST EARNED ON F H L B DEB 1.500% 8/15/24 $1 PV ON 150000.0000 SHARES DUE 2/15/2020	0.0000	0.000000	-	-	-	1,118.75	-	-	-
02/18/2020	02/18/2020	02/18/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	93,958.9900	1.000000	-	-	-	(93,958.99)	93,958.99	-	-
02/18/2020	02/18/2020	02/18/2020	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-128,718.0300	1.000000	-	-	-	128,718.03	(128,718.03)	-	-
02/18/2020			41284WAC4	INTEREST EARNED ON HARLEY DAVIDSON 2.340% 2/15/24 $1 PV ON 1150.5000 SHARES DUE 2/15/2020 $0.00195/PV ON 590,000.00 PV DUE 2/15/20	0.0000	0.000000	-	-	-	1,150.50	-	-	-
02/18/2020			43814PAC4	INTEREST EARNED ON HONDA AUTO 1.790% 9/20/21 $1 PV ON 104.4300 SHARES DUE 2/18/2020 $0.00149/PV ON 70,009.90 PV DUE 2/18/20	0.0000	0.000000	-	-	-	104.43	-	-	-
02/18/2020	02/18/2020	02/18/2020	43814PAC4	PAID DOWN PAR VALUE OF HONDA AUTO 1.790% 9/20/21	-7,605.5400	54.509235	-	-	-	7,605.54	(7,604.72)	-	0.82
02/18/2020			43815NAC8	INTEREST EARNED ON HONDA AUTO 1.780% 8/15/23 $1 PV ON 370.8300 SHARES DUE 2/15/2020 $0.00148/PV ON 250,000.00 PV DUE 2/15/20	0.0000	0.000000	-	-	-	370.83	-	-	-
02/18/2020			47787XAC1	INTEREST EARNED ON JOHN DEERE OWNER 1.780% 4/15/21 $1 PV ON 44.2300 SHARES DUE 2/15/2020 $0.00148/PV ON 29,814.75 PV DUE 2/15/20	0.0000	0.000000	-	-	-	44.23	-	-	-
02/18/2020	02/15/2020	02/18/2020	47787XAC1	PAID DOWN PAR VALUE OF JOHN DEERE OWNER 1.780% 4/15/21	-14,303.8500	28.983258	-	-	-	14,303.85	(14,301.82)	-	2.03
02/18/2020			47789JAD8	INTEREST EARNED ON JOHN DEERE OWNER 2.910% 7/17/23 $1 PV ON 630.5000 SHARES DUE 2/15/2020 $0.00243/PV ON 260,000.00 PV DUE 2/15/20	0.0000	0.000000	-	-	-	630.50	-	-	-
02/18/2020			58769TAD7	INTEREST EARNED ON MERCEDES BENZ 1.940% 3/15/24 $1 PV ON 436.5000 SHARES DUE 2/15/2020 $0.00162/PV ON 270,000.00 PV DUE 2/15/20	0.0000	0.000000	-	-	-	436.50	-	-	-

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Account Number: 001050990415 **Name:** RIVERSIDE COUNTY TRANS COMM

Transaction Date	Trade Date	Settlement Date	CUSIP	Description	Units	Price	Commissions	SEC Fees	Miscellaneous Fees	Net Cash Amount	Federal Tax Cost Amount	Short Term Gain/Loss Amount	Long Term Gain/Loss Amount
02/18/2020			58770FAC6	INTEREST EARNED ON MERCEDES BENZ AUTO 1.840% 12/15/22 $1 PV ON 114.4900 SHARES DUE 2/15/2020 $0.00082/PV ON 140,000.00 PV DUE 2/15/20	0.0000	0.000000	-	-	-	114.49	-	-	-
02/18/2020			65478BAD3	INTEREST EARNED ON NISSAN AUTO LEASE 3.250% 9/15/21 $1 PV ON 541.6700 SHARES DUE 2/15/2020 $0.00271/PV ON 200,000.00 PV DUE 2/15/20	0.0000	0.000000	-	-	-	541.67	-	-	-
02/18/2020			65478NAD7	INTEREST EARNED ON NISSAN AUTO 3.220% 6/15/23 $1 PV ON 1207.5000 SHARES DUE 2/15/2020 $0.00268/PV ON 450,000.00 PV DUE 2/15/20	0.0000	0.000000	-	-	-	1,207.50	-	-	-
02/18/2020			65479KAD2	INTEREST EARNED ON NISSAN AUTO 2.900% 10/16/23 $1 PV ON 773.3300 SHARES DUE 2/15/2020 $0.00242/PV ON 320,000.00 PV DUE 2/15/20	0.0000	0.000000	-	-	-	773.33	-	-	-
02/18/2020			857477AS2	INTEREST EARNED ON STATE STREET CORP 2.550% 8/18/20 $1 PV ON 788000.0000 SHARES DUE 2/18/2020	0.0000	0.000000	-	-	-	10,047.00	-	-	-
02/18/2020			857477AS2	AMORTIZED PREMIUM ON STATE STREET CORP 2.550% 8/18/20 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(395.99)	-	-
02/18/2020			89238MAD0	INTEREST EARNED ON TOYOTA AUTO 1.730% 2/16/21 $1 PV ON 68.2000 SHARES DUE 2/15/2020 $0.00144/PV ON 47,305.94 PV DUE 2/15/20	0.0000	0.000000	-	-	-	68.20	-	-	-
02/18/2020	02/15/2020	02/18/2020	89238MAD0	PAID DOWN PAR VALUE OF TOYOTA AUTO 1.730% 2/16/21	-17,428.7500	23.786684	-	-	-	17,428.75	(17,426.70)	-	2.05
02/18/2020			89238UAD2	INTEREST EARNED ON TOYOTA AUTO 1.910% 9/15/23 $1 PV ON 397.9200 SHARES DUE 2/15/2020 $0.00159/PV ON 250,000.00 PV DUE 2/15/20	0.0000	0.000000	-	-	-	397.92	-	-	-
02/18/2020			89239AAD5	INTEREST EARNED ON TOYOTA AUTO 2.910% 7/17/23 $1 PV ON 824.5000 SHARES DUE 2/15/2020 $0.00243/PV ON 340,000.00 PV DUE 2/15/20	0.0000	0.000000	-	-	-	824.50	-	-	-
02/18/2020			90290AAC1	INTEREST EARNED ON USAA AUTO OWNER 1.700% 5/17/21 $1 PV ON 21.3300 SHARES DUE 2/15/2020 $0.00142/PV ON 15,053.95 PV DUE 2/15/20	0.0000	0.000000	-	-	-	21.33	-	-	-
02/18/2020	02/15/2020	02/18/2020	90290AAC1	PAID DOWN PAR VALUE OF USAA AUTO OWNER 1.700% 5/17/21	-7,847.7200	0.000000	-	-	-	7,847.72	(7,846.90)	-	0.82
02/18/2020			912828YA2	INTEREST EARNED ON U S TREASURY NT 1.500% 8/15/22 $1 PV ON 4525000.0000 SHARES DUE 2/15/2020	0.0000	0.000000	-	-	-	33,937.50	-	-	-
02/18/2020			912828YA2	AMORTIZED PREMIUM ON U S TREASURY NT 1.500% 8/15/22 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(237.57)	-	-
02/19/2020	02/11/2020	02/19/2020	14043MAC5	PURCHASED PAR VALUE OF CAPTIAL ONE PRIME 1.600% 11/15/24 /RBC CAPITAL MARKETS, LLC/290,000 PAR VALUE AT 99.97874138 %	290,000.0000	0.999787	-	-	-	(289,938.35)	289,938.35	-	-
02/19/2020	02/19/2020	02/19/2020	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-289,938.3500	1.000000	-	-	-	289,938.35	(289,938.35)	-	-
02/20/2020			05584PAD9	INTEREST EARNED ON BMW VEHICLE LEASE 2.070% 10/20/20 $1 PV ON 26.8300 SHARES DUE 2/20/2020 $0.00173/PV ON 15,556.33 PV DUE 2/20/20	0.0000	0.000000	-	-	-	26.83	-	-	-
02/20/2020	02/20/2020	02/20/2020	05584PAD9	PAID DOWN PAR VALUE OF BMW VEHICLE LEASE 2.070% 10/20/20	-15,079.4300	0.000000	-	-	-	15,079.43	(15,079.42)	-	0.01
02/20/2020	02/20/2020	02/20/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	15,106.2600	1.000000	-	-	-	(15,106.26)	15,106.26	-	-
02/21/2020	02/21/2020	02/21/2020	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-6,119.3800	1.000000	-	-	-	6,119.38	(6,119.38)	-	-
02/21/2020	02/19/2020	02/21/2020	79770GGP5	PURCHASED PAR VALUE OF SAN FRANCISCO CA 2.375% 8/01/22 /PERSHING LLC/400,000 PAR VALUE AT 101.657 %	400,000.0000	1.016570	-	-	-	(406,628.00)	406,628.00	-	-
02/21/2020		02/21/2020	79770GGP5	PAID ACCRUED INTEREST ON PURCHASE OF SAN FRANCISCO CA 2.375% 8/01/22	0.0000	0.000000	-	-	-	(527.78)	-	-	-
02/21/2020			912828YA2	AMORTIZED PREMIUM ON U S TREASURY NT 1.500% 8/15/22 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(39.02)	-	-
02/21/2020	02/19/2020	02/21/2020	912828YA2	SOLD PAR VALUE OF U S TREASURY NT 1.500% 8/15/22 /HSBC SECURITIES, INC./400,000 PAR VALUE AT 100.234375 %	-400,000.0000	1.002344	-	-	-	400,937.50	(400,475.90)	461.60	-
02/21/2020		02/21/2020	912828YA2	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 1.500% 8/15/22	0.0000	0.000000	-	-	-	98.90	-	-	-
02/24/2020				TRUST FEES COLLECTED CHARGED FOR PERIOD 01/01/2020 THRU 01/31/2020 COLLECTED BY DISBURSEMENT	0.0000	0.000000	-	-	-	(562.27)	-	-	-
02/24/2020			06406RAK3	INTEREST EARNED ON BANK OF NY MTN 1.950% 8/23/22 $1 PV ON 100000.0000 SHARES DUE 2/23/2020	0.0000	0.000000	-	-	-	975.00	-	-	-
02/24/2020	02/24/2020	02/24/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	412.7300	1.000000	-	-	-	(412.73)	412.73	-	-
02/25/2020			05588CAC6	INTEREST EARNED ON BMW VEHICLE OWNER 1.920% 1/25/24 $1 PV ON 528.0000 SHARES DUE 2/25/2020 $0.00160/PV ON 330,000.00 PV DUE 2/25/20	0.0000	0.000000	-	-	-	528.00	-	-	-
02/25/2020			3136B1XP4	INTEREST EARNED ON F N M A GTD REMIC 3.560% 9/25/21 $1 PV ON 414.3900 SHARES DUE 2/25/2020 $0.00297/PV ON 139,682.46 PV DUE 2/25/20	0.0000	0.000000	-	-	-	414.39	-	-	-
02/25/2020			3136B1XP4	AMORTIZED PREMIUM ON F N M A GTD REMIC 3.560% 9/25/21 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(69.24)	-	-
02/25/2020	02/25/2020	02/25/2020	3136B1XP4	PAID DOWN PAR VALUE OF F N M A GTD REMIC 3.560% 9/25/21	-1,177.0600	0.000000	-	-	-	1,177.06	(1,187.94)	-	(10.88)
02/25/2020			3136B1XP4	INTEREST EARNED ON F N M A GTD REMIC 3.560% 9/25/21 $1 PV ON 139682.4600 SHARES DUE 2/25/2020 PENALTY PAYMENT	0.0000	0.000000	-	-	-	0.84	-	-	-

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Payden & Rygel Operating Portfolio Transaction Report
Quarter ended March 31, 2020

Account Number: 001050990415 **Name:** RIVERSIDE COUNTY TRANS COMM

Transaction Date	Trade Date	Settlement Date	CUSIP	Description	Units	Price	Commissions	SEC Fees	Miscellaneous Fees	Net Cash Amount	Federal Tax Cost Amount	Short Term Gain/Loss Amount	Long Term Gain/Loss Amount
02/25/2020			3137ATRW4	INTEREST EARNED ON F H L M C MULTICLASS 2.373% 5/25/22 $1 PV ON 375.7300 SHARES DUE 2/25/2020 $0.00198/PV ON 190,000.00 PV DUE 2/25/20	0.0000	0.000000	-	-	-	375.73	-	-	-
02/25/2020			3137ATRW4	AMORTIZED PREMIUM ON F H L M C MULTICLASS 2.373% 5/25/22 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(31.50)	-	-
02/25/2020			3137B1U75	INTEREST EARNED ON F H L M C MLTCL MTG 2.522% 1/25/23 $1 PV ON 324.6400 SHARES DUE 2/25/2020 $0.00210/PV ON 154,468.40 PV DUE 2/25/20	0.0000	0.000000	-	-	-	324.64	-	-	-
02/25/2020			3137B1U75	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 2.522% 1/25/23 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(18.17)	-	-
02/25/2020	02/25/2020	02/25/2020	3137B1U75	PAID DOWN PAR VALUE OF F H L M C MLTCL MTG 2.522% 1/25/23	-420.2900	0.000000	-	-	-	420.29	(421.99)	(1.70)	-
02/25/2020			3137B36J2	INTEREST EARNED ON F H L M C MLTCL MTG 3.320% 2/25/23 $1 PV ON 480000.0000 SHARES DUE 2/25/2020	0.0000	0.000000	-	-	-	1,326.59	-	-	-
02/25/2020			3137B36J2	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 3.320% 2/25/23 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(523.59)	-	-
02/25/2020			3137BQR90	INTEREST EARNED ON F H L M C MLTCL MTG 2.272% 1/25/23 $1 PV ON 473.3300 SHARES DUE 2/25/2020 $0.00189/PV ON 250,000.00 PV DUE 2/25/20	0.0000	0.000000	-	-	-	473.33	-	-	-
02/25/2020			3137BQR90	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 2.272% 1/25/23 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(19.98)	-	-
02/25/2020			3137FJYA1	INTEREST EARNED ON F H L M C MLTCL 6.17141% 5/25/23 $1 PV ON 6271.5700 SHARES DUE 2/25/2020 $0.03473/PV ON 180,599.71 PV DUE 2/25/20	0.0000	0.000000	-	-	-	6,271.57	-	-	-
02/25/2020	02/25/2020	02/25/2020	3137FJYA1	PAID DOWN PAR VALUE OF F H L M C MLTCL 6.17141% 5/25/23	-82,818.6800	9.097978	-	-	-	82,818.68	(82,816.44)	-	2.24
02/25/2020	02/25/2020	02/25/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	3,713.4400	1.000000	-	-	-	(3,713.44)	3,713.44	-	-
02/25/2020	02/25/2020	02/25/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	90,417.6800	1.000000	-	-	-	(90,417.68)	90,417.68	-	-
02/28/2020	02/28/2020	02/28/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	1,249,165.9500	1.000000	-	-	-	(1,249,165.95)	1,249,165.95	-	-
02/28/2020	02/26/2020	02/28/2020	65478BAD3	SOLD PAR VALUE OF NISSAN AUTO LEASE 3.250% 9/15/21 /J.P. MORGAN SECURITIES LLC/200,000 PAR VALUE AT 100.82422 %	-200,000.0000	1.008242	-	-	-	201,648.44	(199,982.52)	-	1,665.92
02/28/2020		02/28/2020	65478BAD3	RECEIVED ACCRUED INTEREST ON SALE OF NISSAN AUTO LEASE 3.250% 9/15/21	0.0000	0.000000	-	-	-	234.72	-	-	-
02/28/2020	02/26/2020	02/28/2020	65478NAD7	SOLD PAR VALUE OF NISSAN AUTO 3.220% 6/15/23 /BARCLAYS CAPITAL INC. FIXED IN/450,000 PAR VALUE AT 102.21093778 %	-450,000.0000	1.022109	-	-	-	459,949.22	(449,913.78)	-	10,035.44
02/28/2020		02/28/2020	65478NAD7	RECEIVED ACCRUED INTEREST ON SALE OF NISSAN AUTO 3.220% 6/15/23	0.0000	0.000000	-	-	-	523.25	-	-	-
02/28/2020	02/26/2020	02/28/2020	65479KAD2	SOLD PAR VALUE OF NISSAN AUTO 2.900% 10/16/23 /J.P. MORGAN SECURITIES LLC/320,000 PAR VALUE AT 102.1328125 %	-320,000.0000	1.021328	-	-	-	326,825.00	(319,951.52)	-	6,873.48
02/28/2020		02/28/2020	65479KAD2	RECEIVED ACCRUED INTEREST ON SALE OF NISSAN AUTO 2.900% 10/16/23	0.0000	0.000000	-	-	-	335.11	-	-	-
02/28/2020	02/26/2020	02/28/2020	88579YBF7	SOLD PAR VALUE OF 3M COMPANY MTN 2.750% 3/01/22 /MITSUBISHI UFJ SECURITIES USA/250,000 PAR VALUE AT 102.508 %	-250,000.0000	1.025080	-	-	-	256,270.00	(249,882.50)	-	6,387.50
02/28/2020		02/28/2020	88579YBF7	RECEIVED ACCRUED INTEREST ON SALE OF 3M COMPANY MTN 2.750% 3/01/22	0.0000	0.000000	-	-	-	3,380.21	-	-	-
03/02/2020			13063BFS6	INTEREST EARNED ON CALIFORNIA ST BUILD 6.650% 3/01/22 $1 PV ON 425000.0000 SHARES DUE 3/1/2020	0.0000	0.000000	-	-	-	14,131.25	-	-	-
03/02/2020			13063BFS6	AMORTIZED PREMIUM ON CALIFORNIA ST BUILD 6.650% 3/01/22 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(2,663.76)	-	-
03/02/2020			30231GAV4	INTEREST EARNED ON EXXON MOBIL 2.222% 3/01/21 $1 PV ON 500000.0000 SHARES DUE 3/1/2020	0.0000	0.000000	-	-	-	5,555.00	-	-	-
03/02/2020	03/02/2020	03/02/2020	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-537,923.3000	1.000000	-	-	-	537,923.30	(537,923.30)	-	-
03/02/2020			31846V203	INTEREST EARNED ON FIRST AM GOVT OB FD CL Y UNIT ON 0.0000 SHARES DUE 2/29/2020 INTEREST FROM 2/1/20 TO 2/29/20	0.0000	0.000000	-	-	-	251.39	-	-	-
03/02/2020	03/02/2020	03/02/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	18,412.5000	1.000000	-	-	-	(18,412.50)	18,412.50	-	-
03/02/2020			45750TAG8	INTEREST EARNED ON INLAND VLY CA DEV 3.627% 3/01/20 $1 PV ON 230000.0000 SHARES DUE 3/1/2020	0.0000	0.000000	-	-	-	4,171.05	-	-	-
03/02/2020			45750TAG8	AMORTIZED PREMIUM ON INLAND VLY CA DEV 3.627% 3/01/20 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(244.72)	-	-
03/02/2020	03/01/2020	03/01/2020	45750TAG8	MATURED PAR VALUE OF INLAND VLY CA DEV 3.627% 3/01/20 230,000 PAR VALUE AT 100 %	-230,000.0000	1.000000	-	-	-	230,000.00	(230,000.00)	-	-
03/02/2020			801096AP3	INTEREST EARNED ON SANTA ANA CA CMNTY 3.346% 9/01/21 $1 PV ON 240000.0000 SHARES DUE 3/1/2020	0.0000	0.000000	-	-	-	4,015.20	-	-	-
03/02/2020	02/28/2020	03/02/2020	9128285A4	SOLD PAR VALUE OF U S TREASURY NT 2.750% 9/15/21 /CITADEL SECURITIES LLC/510,000 PAR VALUE AT 102.73828039 %	-510,000.0000	1.027383	-	-	-	523,965.23	(507,948.05)	-	16,017.18
03/02/2020		03/02/2020	9128285A4	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 2.750% 9/15/21	0.0000	0.000000	-	-	-	6,511.61	-	-	-
03/02/2020			912828YC8	ACCREDITED DISCOUNT ON U S TREASURY NT 1.500% 8/31/21 MARKET DISCOUNT	0.0000	0.000000	-	-	-	-	159.16	-	-

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Payden & Rygel Operating Portfolio Transaction Report
Quarter ended March 31, 2020

Account Number: 001050990415 **Name:** RIVERSIDE COUNTY TRANS COMM

Transaction Date	Trade Date	Settlement Date	CUSIP	Description	Units	Price	Commissions	SEC Fees	Miscellaneous Fees	Net Cash Amount	Federal Tax Cost Amount	Short Term Gain/Loss Amount	Long Term Gain/Loss Amount
03/02/2020	02/28/2020	03/02/2020	912828YC8	SOLD PAR VALUE OF U S TREASURY NT 1.500% 8/31/21 /CITADEL SECURITIES LLC/2,455,000 PAR VALUE AT 100.80078126 %	-2,455,000.0000	1.008008	-	-	-	2,474,659.18	(2,452,934.74)	21,724.44	-
03/02/2020		03/02/2020	912828YC8	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 1.500% 8/31/21	0.0000	0.000000	-	-	-	200.14	-	-	-
03/02/2020			912828YC8	INTEREST EARNED ON U S TREASURY NT 1.500% 8/31/21 $1 PV ON 2455000.0000 SHARES DUE 2/29/2020	0.0000	0.000000	-	-	-	18,412.50	-	-	-
03/02/2020	02/28/2020	03/02/2020	912828YJ3	SOLD PAR VALUE OF U S TREASURY NT 1.500% 9/30/21 /CITADEL SECURITIES LLC/545,000 PAR VALUE AT 100.875 %	-545,000.0000	1.008750	-	-	-	549,768.75	(543,687.95)	6,080.80	-
03/02/2020		03/02/2020	912828YJ3	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 1.500% 9/30/21	0.0000	0.000000	-	-	-	3,439.75	-	-	-
03/02/2020			912828Z29	AMORTIZED PREMIUM ON U S TREASURY NT 1.500% 1/15/23 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(258.83)	-	-
03/02/2020	02/27/2020	03/02/2020	912828Z29	SOLD PAR VALUE OF U S TREASURY NT 1.500% 1/15/23 /CITADEL SECURITIES LLC/490,000 PAR VALUE AT 101.24218776 %	-490,000.0000	1.012422	-	-	-	496,086.72	(491,867.35)	4,219.37	-
03/02/2020		03/02/2020	912828Z29	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 1.500% 1/15/23	0.0000	0.000000	-	-	-	949.04	-	-	-
03/02/2020	02/28/2020	03/02/2020	912828Z86	PURCHASED PAR VALUE OF U S TREASURY NT 1.375% 2/15/23 /CITADEL SECURITIES LLC/4,775,000 PAR VALUE AT 101.53906241 %	4,775,000.0000	1.015391	-	-	-	(4,848,490.23)	4,848,490.23	-	-
03/02/2020		03/02/2020	912828Z86	PAID ACCRUED INTEREST ON PURCHASE OF U S TREASURY NT 1.375% 2/15/23	0.0000	0.000000	-	-	-	(2,885.99)	-	-	-
03/03/2020			166764AU4	INTEREST EARNED ON CHEVRON CORP 2.4355% 3/03/22 $1 PV ON 500000.0000 SHARES DUE 3/3/2020	0.0000	0.000000	-	-	-	3,078.20	-	-	-
03/03/2020			166764AU4	AMORTIZED PREMIUM ON CHEVRON CORP 2.4355% 3/03/22 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(210.58)	-	-
03/03/2020	02/27/2020	03/03/2020	3137B4WB8	PURCHASED PAR VALUE OF F H L M C MLTCL MTG 3.060% 7/25/23 /GOLDMAN SACHS & CO. LLC/490,000 PAR VALUE AT 104.95312449 %	490,000.0000	1.049531	-	-	-	(514,270.31)	514,270.31	-	-
03/03/2020		03/03/2020	3137B4WB8	PAID ACCRUED INTEREST ON PURCHASE OF F H L M C MLTCL MTG 3.060% 7/25/23	0.0000	0.000000	-	-	-	(83.30)	-	-	-
03/03/2020	03/03/2020	03/03/2020	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-511,024.0200	1.000000	-	-	-	511,024.02	(511,024.02)	-	-
03/06/2020			3135G0W33	INTEREST EARNED ON F N M A 1.375% 9/06/22 $1 PV ON 600000.0000 SHARES DUE 3/6/2020	0.0000	0.000000	-	-	-	4,125.00	-	-	-
03/06/2020	03/06/2020	03/06/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	4,125.0000	1.000000	-	-	-	(4,125.00)	4,125.00	-	-
03/09/2020	03/09/2020	03/09/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	5,661.8800	1.000000	-	-	-	(5,661.88)	5,661.88	-	-
03/09/2020			94988J6A0	INTEREST EARNED ON WELLS FARGO MTN 2.082% 9/09/22 $1 PV ON 550000.0000 SHARES DUE 3/9/2020	0.0000	0.000000	-	-	-	5,661.88	-	-	-
03/10/2020	03/10/2020	03/10/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	112,504.9400	1.000000	-	-	-	(112,504.94)	112,504.94	-	-
03/10/2020	03/09/2020	03/10/2020	912828YJ3	SOLD PAR VALUE OF U S TREASURY NT 1.500% 9/30/21 /CITADEL SECURITIES LLC/110,000 PAR VALUE AT 101.61328182 %	-110,000.0000	1.016133	-	-	-	111,774.61	(109,735.18)	2,039.43	-
03/10/2020		03/10/2020	912828YJ3	RECEIVED ACCRUED INTEREST ON SALE OF U S TREASURY NT 1.500% 9/30/21	0.0000	0.000000	-	-	-	730.33	-	-	-
03/11/2020			037833DL1	INTEREST EARNED ON APPLE INC 1.700% 9/11/22 $1 PV ON 525000.0000 SHARES DUE 3/11/2020	0.0000	0.000000	-	-	-	4,462.50	-	-	-
03/11/2020	03/11/2020	03/11/2020	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-425,511.2300	1.000000	-	-	-	425,511.23	(425,511.23)	-	-
03/11/2020	03/04/2020	03/11/2020	47789KAC7	PURCHASED PAR VALUE OF JOHN DEERE OWNER 1.100% 8/15/24 /BOFA SECURITIES, INC./FXD INC/430,000 PAR VALUE AT 99.9938907 %	430,000.0000	0.999939	-	-	-	(429,973.73)	429,973.73	-	-
03/16/2020			053015AD5	INTEREST EARNED ON AUTOMATIC DATA 2.250% 9/15/20 $1 PV ON 450000.0000 SHARES DUE 3/15/2020	0.0000	0.000000	-	-	-	5,062.50	-	-	-
03/16/2020			053015AD5	AMORTIZED PREMIUM ON AUTOMATIC DATA 2.250% 9/15/20 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(426.36)	-	-
03/16/2020			084670BQ0	INTEREST EARNED ON BERKSHIRE HATHAWAY 2.200% 3/15/21 $1 PV ON 471000.0000 SHARES DUE 3/15/2020	0.0000	0.000000	-	-	-	5,181.00	-	-	-
03/16/2020			14043MAC5	INTEREST EARNED ON CAPTIAL ONE PRIME 1.600% 11/15/24 $1 PV ON 335.1100 SHARES DUE 3/15/2020 $0.00116/PV ON 290,000.00 PV DUE 3/15/20	0.0000	0.000000	-	-	-	335.11	-	-	-
03/16/2020	03/16/2020	03/16/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	7,604.1500	1.000000	-	-	-	(7,604.15)	7,604.15	-	-
03/16/2020	03/16/2020	03/16/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	45,785.0200	1.000000	-	-	-	(45,785.02)	45,785.02	-	-
03/16/2020			41284WAC4	INTEREST EARNED ON HARLEY DAVIDSON 2.340% 2/15/24 $1 PV ON 1150.5000 SHARES DUE 3/15/2020 $0.00195/PV ON 590,000.00 PV DUE 3/15/20	0.0000	0.000000	-	-	-	1,150.50	-	-	-
03/16/2020			43815NAC8	INTEREST EARNED ON HONDA AUTO 1.780% 8/15/23 $1 PV ON 370.8300 SHARES DUE 3/15/2020 $0.00148/PV ON 250,000.00 PV DUE 3/15/20	0.0000	0.000000	-	-	-	370.83	-	-	-
03/16/2020			47787XAC1	INTEREST EARNED ON JOHN DEERE OWNER 1.780% 4/15/21 $1 PV ON 23.0100 SHARES DUE 3/15/2020 $0.00148/PV ON 15,510.90 PV DUE 3/15/20	0.0000	0.000000	-	-	-	23.01	-	-	-
03/16/2020	03/15/2020	03/16/2020	47787XAC1	PAID DOWN PAR VALUE OF JOHN DEERE OWNER 1.780% 4/15/21	-10,157.0780	0.000000	-	-	-	10,157.07	(10,155.62)	-	1.45

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Payden & Rygel Operating Portfolio Transaction Report
Quarter ended March 31, 2020

Account Number: 001050990415 **Name:** RIVERSIDE COUNTY TRANS COMM

Transaction Date	Trade Date	Settlement Date	CUSIP	Description	Units	Price	Commissions	SEC Fees	Miscellaneous Fees	Net Cash Amount	Federal Tax Cost Amount	Short Term Gain/Loss Amount	Long Term Gain/Loss Amount
03/16/2020			47789JAD8	INTEREST EARNED ON JOHN DEERE OWNER 2.910% 7/17/23 $1 PV ON 630.5000 SHARES DUE 3/15/2020 $0.00243/PV ON 260,000.00 PV DUE 3/15/20	0.0000	0.000000	-	-	-	630.50	-	-	-
03/16/2020			58769TAD7	INTEREST EARNED ON MERCEDES BENZ 1.940% 3/15/24 $1 PV ON 436.5000 SHARES DUE 3/15/2020 $0.00162/PV ON 270,000.00 PV DUE 3/15/20	0.0000	0.000000	-	-	-	436.50	-	-	-
03/16/2020			58770FAC6	INTEREST EARNED ON MERCEDES BENZ AUTO 1.840% 12/15/22 $1 PV ON 214.6700 SHARES DUE 3/15/2020 $0.00153/PV ON 140,000.00 PV DUE 3/15/20	0.0000	0.000000	-	-	-	214.67	-	-	-
03/16/2020			693304AP2	INTEREST EARNED ON PECO ENERGY CO 2.375% 9/15/22 $1 PV ON 120000.0000 SHARES DUE 3/15/2020	0.0000	0.000000	-	-	-	1,425.00	-	-	-
03/16/2020			693304AP2	AMORTIZED PREMIUM ON PECO ENERGY CO 2.375% 9/15/22 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(92.00)	-	-
03/16/2020			717081EM1	INTEREST EARNED ON PFIZER INC 3.000% 9/15/21 $1 PV ON 250000.0000 SHARES DUE 3/15/2020	0.0000	0.000000	-	-	-	3,750.00	-	-	-
03/16/2020			89238MAD0	INTEREST EARNED ON TOYOTA AUTO 1.730% 2/16/21 $1 PV ON 43.0700 SHARES DUE 3/15/2020 $0.00144/PV ON 29,877.19 PV DUE 3/15/20	0.0000	0.000000	-	-	-	43.07	-	-	-
03/16/2020	03/15/2020	03/16/2020	89238MAD0	PAID DOWN PAR VALUE OF TOYOTA AUTO 1.730% 2/16/21	-16,170.5500	0.000000	-	-	-	16,170.55	(16,168.64)	-	1.91
03/16/2020			89238UAD2	INTEREST EARNED ON TOYOTA AUTO 1.910% 9/15/23 $1 PV ON 397.9200 SHARES DUE 3/15/2020 $0.00159/PV ON 250,000.00 PV DUE 3/15/20	0.0000	0.000000	-	-	-	397.92	-	-	-
03/16/2020			89239AAD5	INTEREST EARNED ON TOYOTA AUTO 2.910% 7/17/23 $1 PV ON 824.5000 SHARES DUE 3/15/2020 $0.00243/PV ON 340,000.00 PV DUE 3/15/20	0.0000	0.000000	-	-	-	824.50	-	-	-
03/16/2020			90290AAC1	INTEREST EARNED ON USAA AUTO OWNER 1.700% 5/17/21 $1 PV ON 10.2100 SHARES DUE 3/15/2020 $0.00142/PV ON 7,206.23 PV DUE 3/15/20	0.0000	0.000000	-	-	-	10.21	-	-	-
03/16/2020	03/16/2020	03/16/2020	90290AAC1	PAID DOWN PAR VALUE OF USAA AUTO OWNER 1.700% 5/17/21 CMO FINAL PAYDOWN	-7,206.2300	0.000000	-	-	-	7,206.23	(7,205.47)	-	0.76
03/18/2020	03/18/2020	03/18/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	7,431.0000	1.000000	-	-	-	(7,431.00)	7,431.00	-	-
03/18/2020			43814PAC4	INTEREST EARNED ON HONDA AUTO 1.790% 9/20/21 $1 PV ON 93.0900 SHARES DUE 3/18/2020 $0.00149/PV ON 62,404.36 PV DUE 3/18/20	0.0000	0.000000	-	-	-	93.09	-	-	-
03/18/2020	03/18/2020	03/18/2020	43814PAC4	PAID DOWN PAR VALUE OF HONDA AUTO 1.790% 9/20/21	-7,337.9100	0.000000	-	-	-	7,337.91	(7,337.11)	-	0.80
03/20/2020	03/20/2020	03/20/2020	05584PAD9	PAID DOWN PAR VALUE OF BMW VEHICLE LEASE 2.070% 10/20/20 CMO FINAL PAYDOWN	-476.9000	0.000000	-	-	-	476.90	(476.90)	-	-
03/20/2020			05584PAD9	INTEREST EARNED ON BMW VEHICLE LEASE 2.070% 10/20/20 $1 PV ON 0.8200 SHARES DUE 3/20/2020 $0.00173/PV ON 476.90 PV DUE 3/20/20	0.0000	0.000000	-	-	-	0.82	-	-	-
03/20/2020	03/20/2020	03/20/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	0.8200	1.000000	-	-	-	(0.82)	0.82	-	-
03/20/2020	03/20/2020	03/20/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	476.9000	1.000000	-	-	-	(476.90)	476.90	-	-
03/25/2020				TRUST FEES COLLECTED CHARGED FOR PERIOD 02/01/2020 THRU 02/29/2020 COLLECTED BY DISBURSEMENT	0.0000	0.000000	-	-	-	(566.96)	-	-	-
03/25/2020			05588CAC6	INTEREST EARNED ON BMW VEHICLE OWNER 1.920% 1/25/24 $1 PV ON 528.0000 SHARES DUE 3/25/2020 $0.00160/PV ON 330,000.00 PV DUE 3/25/20	0.0000	0.000000	-	-	-	528.00	-	-	-
03/25/2020			3136B1XP4	INTEREST EARNED ON F N M A GTD REMIC 3.560% 9/25/21 $1 PV ON 410.9000 SHARES DUE 3/25/2020 $0.00297/PV ON 138,505.40 PV DUE 3/25/20	0.0000	0.000000	-	-	-	410.90	-	-	-
03/25/2020			3136B1XP4	AMORTIZED PREMIUM ON F N M A GTD REMIC 3.560% 9/25/21 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(64.22)	-	-
03/25/2020	03/25/2020	03/25/2020	3136B1XP4	PAID DOWN PAR VALUE OF F N M A GTD REMIC 3.560% 9/25/21	-2,284.5800	0.000000	-	-	-	2,284.58	(2,304.63)	-	(20.05)
03/25/2020			3136B1XP4	INTEREST EARNED ON F N M A GTD REMIC 3.560% 9/25/21 $1 PV ON 138505.4000 SHARES DUE 3/25/2020 PENALTY PAYMENT	0.0000	0.000000	-	-	-	4.90	-	-	-
03/25/2020			3137ATRW4	INTEREST EARNED ON F H L M C MULTICLASS 2.373% 5/25/22 $1 PV ON 190000.0000 SHARES DUE 3/25/2020	0.0000	0.000000	-	-	-	375.73	-	-	-
03/25/2020			3137ATRW4	AMORTIZED PREMIUM ON F H L M C MULTICLASS 2.373% 5/25/22 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(29.46)	-	-
03/25/2020			3137B1U75	INTEREST EARNED ON F H L M C MLTCL MTG 2.522% 1/25/23 $1 PV ON 323.7600 SHARES DUE 3/25/2020 $0.00210/PV ON 154,048.11 PV DUE 3/25/20	0.0000	0.000000	-	-	-	323.76	-	-	-
03/25/2020			3137B1U75	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 2.522% 1/25/23 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(16.95)	-	-
03/25/2020	03/25/2020	03/25/2020	3137B1U75	PAID DOWN PAR VALUE OF F H L M C MLTCL MTG 2.522% 1/25/23	-470.8800	0.000000	-	-	-	470.88	(472.73)	(1.85)	-
03/25/2020			3137B36J2	INTEREST EARNED ON F H L M C MLTCL MTG 3.320% 2/25/23 $1 PV ON 1326.6700 SHARES DUE 3/25/2020 $0.00277/PV ON 480,000.00 PV DUE 3/25/20	0.0000	0.000000	-	-	-	1,326.67	-	-	-
03/25/2020			3137B36J2	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 3.320% 2/25/23 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(489.80)	-	-

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Payden & Rygel Operating Portfolio Transaction Report
Quarter ended March 31, 2020

Account Number: 001050990415 **Name:** RIVERSIDE COUNTY TRANS COMM

Transaction Date	Trade Date	Settlement Date	CUSIP	Description	Units	Price	Commissions	SEC Fees	Miscellaneous Fees	Net Cash Amount	Federal Tax Cost Amount	Short Term Gain/Loss Amount	Long Term Gain/Loss Amount
03/25/2020			3137BQR90	INTEREST EARNED ON F H L M C MLTCL MTG 2.272% 1/25/23 $1 PV ON 473.3300 SHARES DUE 3/25/2020 $0.00189/PV ON 250,000.00 PV DUE 3/25/20	0.0000	0.000000	-	-	-	473.33	-	-	-
03/25/2020			3137BQR90	AMORTIZED PREMIUM ON F H L M C MLTCL MTG 2.272% 1/25/23 CURRENT YEAR AMORTIZATION	0.0000	0.000000	-	-	-	-	(18.69)	-	-
03/25/2020			3137FJYA1	INTEREST EARNED ON F H L M C MLTCL 3.454% 5/25/23 $1 PV ON 281.4500 SHARES DUE 3/25/2020 $0.00288/PV ON 97,781.03 PV DUE 3/25/20	0.0000	0.000000	-	-	-	281.45	-	-	-
03/25/2020	03/25/2020	03/25/2020	3137FJYA1	PAID DOWN PAR VALUE OF F H L M C MLTCL 3.454% 5/25/23	-825.6100	0.000000	-	-	-	825.61	(825.59)	-	0.02
03/25/2020	03/25/2020	03/25/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	1,707.3000	1.000000	-	-	-	(1,707.30)	1,707.30	-	-
03/25/2020	03/25/2020	03/25/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	5,031.5500	1.000000	-	-	-	(5,031.55)	5,031.55	-	-
03/27/2020	03/27/2020	03/27/2020	31846V203	SOLD UNITS OF FIRST AM GOVT OB FD CL Y	-19,972.8000	1.000000	-	-	-	19,972.80	(19,972.80)	-	-
03/27/2020	03/25/2020	03/27/2020	654106AH6	PURCHASED PAR VALUE OF NIKE INC SR NT 2.400% 3/27/25 /BOFA SECURITIES, INC./FXD INC/20,000 PAR VALUE AT 99.864 %	20,000.0000	0.998640	-	-	-	(19,972.80)	19,972.80	-	-
03/31/2020	03/31/2020	03/31/2020	31846V203	PURCHASED UNITS OF FIRST AM GOVT OB FD CL Y	19,237.5000	1.000000	-	-	-	(19,237.50)	19,237.50	-	-
03/31/2020			912828YJ3	INTEREST EARNED ON U S TREASURY NT 1.500% 9/30/21 $1 PV ON 2565000.0000 SHARES DUE 3/31/2020	0.0000	0.000000	-	-	-	19,237.50	-	-	-
Total							**-**	**-**	**-**	**(0.00)**	**382,735.26**	**39,758.27**	**64,761.79**

Riverside County Transportation Commission

SHORT DURATION FIXED INCOME

APRIL 23, 2020

Scott Pavlak, CFA – Portfolio Management

Erin Klepper – Client Service

MetLife Investment Management

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1. MetLife Investment Management Overview

MetLife Investment Management

Overview

MetLife Investment Management (MIM)[1] manages Public Fixed Income, Private Capital and Real Estate assets for institutional investors worldwide by applying our deep asset class expertise to build tailored portfolio solutions. We also leverage the broader resources and 150-year history of MetLife to skillfully navigate markets.

MIM Highlights

- Total Assets Under Management of $600.0 billion[2] as of December 31, 2019
- Separate accounts, proprietary commingled funds and client-specific portfolio solutions
- Experienced and tenured investment teams
- Deep fundamental research
- Leverages the broader resources of the MetLife enterprise

Global Presence[1,3]

1. As of December 31, 2019, subsidiaries of MetLife, Inc. that provide investment management services to MetLife's general account, separate accounts and/or unaffiliated/third party investors include Metropolitan Life Insurance Company, MetLife Investment Management, LLC, MetLife Investment Management Limited, MetLife Investments Limited, MetLife Investments Asia Limited, MetLife Latin America Asesorias e Inversiones Limitada, MetLife Asset Management Corp. (Japan), and MIM I LLC.
2. As of December 31, 2019. At estimated fair value.
3. Illustration shown depicts locations of select MIM regional offices, chosen in MIM's discretion; not a complete representation of MIM's regional offices.

See Appendix – End Notes for non-GAAP financial information, definitions and/or reconciliations.

2. Market Review & Outlook

MetLife Investment Management

Current Themes

GDP
Effects of Covid-19 virus shutdowns will likely impact growth for at least several quarters and lead to a recession. We are not in the "V-shaped" recovery camp and believe the negative impacts could last longer than many anticipate and longer-term changes to the economy will evolve from this pandemic. In this unprecedented period, we feel economic numbers over the short run are less relevant given the nature of this self-imposed disruption. The severity of a recession will depend largely on the duration of the shutdown and its impact on the U.S. consumer, who has historically been the main driver of growth.

Employment
Feeling the immediate impact of the nearly nationwide business shutdowns, unemployment is set to spike to levels not seen since the financial crisis and likely higher. While the CARES package recently passed by Congress incentivizes businesses to retain employees, we have already witnessed an unprecedented increase in new unemployment claims, which does not bode well for the next several months. In the short run, companies may decide to furlough employees with pay but eventually we believe the realities of cash flow (or lack thereof) will hit certain industries extremely hard as "social distancing" likely lingers for some time.

Inflation
While central banks around the world have changed their playbooks for some time to spark inflation, their efforts to date have been largely unsuccessful. Market-based measures such as Treasury Inflation-Protected Securities (TIPS) breakeven rates have recently declined and at some points currently yield more than maturity-matched nominal Treasuries. A slowing of the global economy along with the recent failure of OPEC+ to come to an agreement prolongs the return to central banks' inflation targets. While the passage of the $2 trillion fiscal package and more possibly in the works may potentially augur inflation given the significant deficit financing that would be needed, we still believe inflation is likely to remain muted near term.

Monetary & Fiscal Policy
The Federal Reserve has eased monetary policy, increased quantitative easing programs and announced several programs designed to provide liquidity to a wide segment of the market. Congress followed with a fiscal stimulus rescue package (approximately 9% of GDP) targeted to help both businesses and consumers. We believe this accommodative environment will be here to stay throughout 2020. With the experience of the 2008 still fresh in people's minds, we find the aggressiveness, speed and size of policy actions taken to date to be commendable. Still, these actions are not expected to resolve the current crisis by themselves or collectively, but having the Fed acting as a backstop or buyer of last resort for many assets may help prove supportive in the near term.

Consumer
Consumers entered the shutdown in very good shape and will be supported in the near term by generous unemployment benefits and various measures included in the rescue package recently enacted by Congress. An extended shutdown, however, would weigh heavily on both consumer confidence and household balance sheets while dampening the speed of the eventual rebound as debts accumulate faster than jobs rematerialize. In early March, OPEC+ failed to reach an agreement which sent oil below $30 per barrel. While lower oil prices are generally a positive for consumers and industrial production, the Energy industry has also become a significant employer throughout the fracking boom years in many Energy patch regions across the United States.

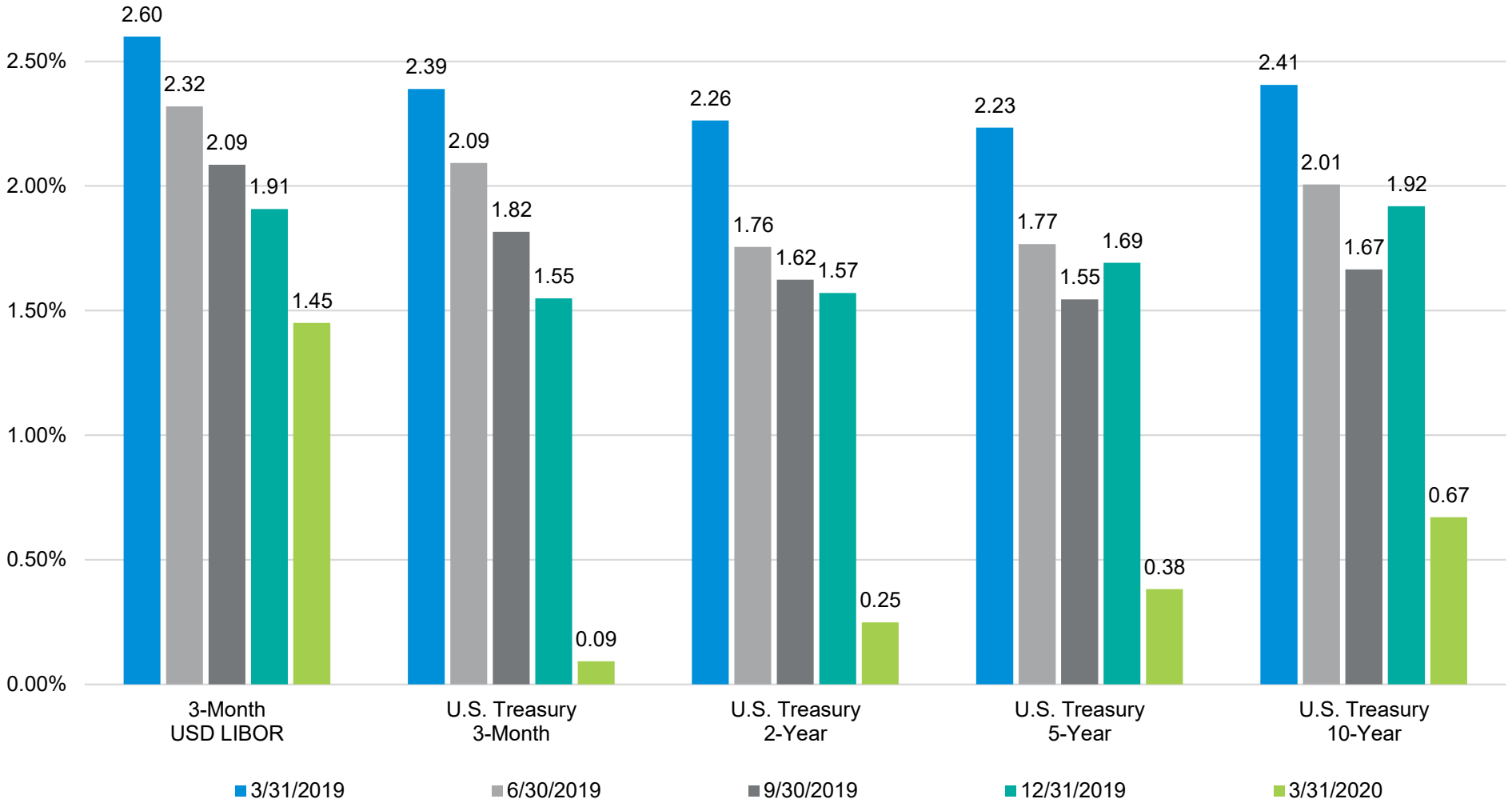
Business
Black Swan events (oil price collapse and spread of COVID-19) have conspired to disrupt almost all businesses. Elevated leverage will weigh on operating fundamentals as strong debt service coverage ratios deteriorate with declining revenue streams. Effects will vary but the Airline, Automotive, Energy, Restaurant, and Retail sectors will be likely particularly hard hit. As distressed ratios have significantly risen, we expect defaults to follow, especially of those companies needing access to capital. Historically, in the investment grade space though, it has been rare to see companies directly default. We do however expect downward ratings pressure and more companies crossing over into high yield (commonly referred to as Fallen Angels). We continue to focus on more domestically driven, non-cyclical sectors including Banks, Healthcare, Technology, Telecommunications and Utilities. While low rates, net interest margin compression and rising credit costs may pressure bank earnings, the strength of their balance sheets may leave them relatively unscathed over the coming quarters. We believe the bank regulations instituted since the financial crisis have made banks part of the solution this time around and not the cause.

Residential / Commercial Real Estate
Expectations for annual home price growth rates have reset to 0-2% on a national level. Despite record low interest rates, headline mortgage rates to consumers are sticky at current levels with originators challenged by both capacity constraints and operational disruptions caused by the virus. Realized prepayments could fall below prepayment model expectations for the duration of the crisis. Forbearance programs for mortgage borrowers present financial challenges for mortgage servicers obligated to advance cash flows to securitized trusts. Retail and lodging properties stand at the epicenter of the virus with performance metrics collapsing across the board. Multi-family properties are challenged by the prospect of record unemployment and increasing pressure to provide "rent holidays". Office properties are faced with long-term demand shifts as businesses successfully implement work-from-home policies. We continue to favor AAA-rated securities with ample credit enhancement, performance triggers and/or Agency backing.

The views present are MetLife Investment Management's only, are subject to change, and may not reflect the manager's current views. Past performance is not indicative of future results. There can be no assurance that the views expressed above will prove accurate and should not be relied upon as a reliable indicator of future events. Any securities mentioned are for informational purposes only and do not represent a recommendation or an offer to buy, hold or sell any securities, and may not be held in client portfolios. Any performance or portfolio holdings cited here were current as of the date stated and are subject to change.

Yields

As of March 31, 2020

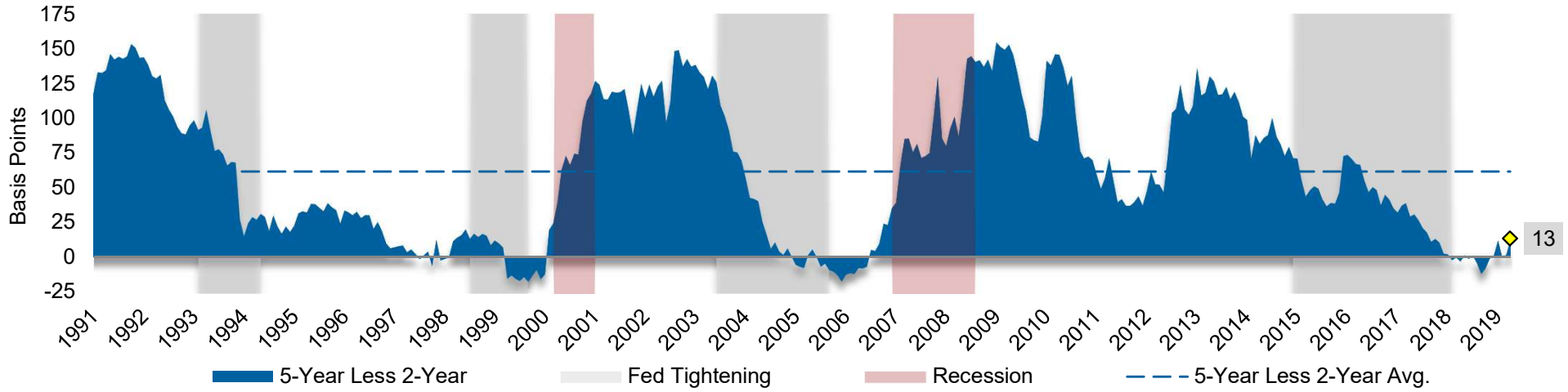


Source: Bloomberg

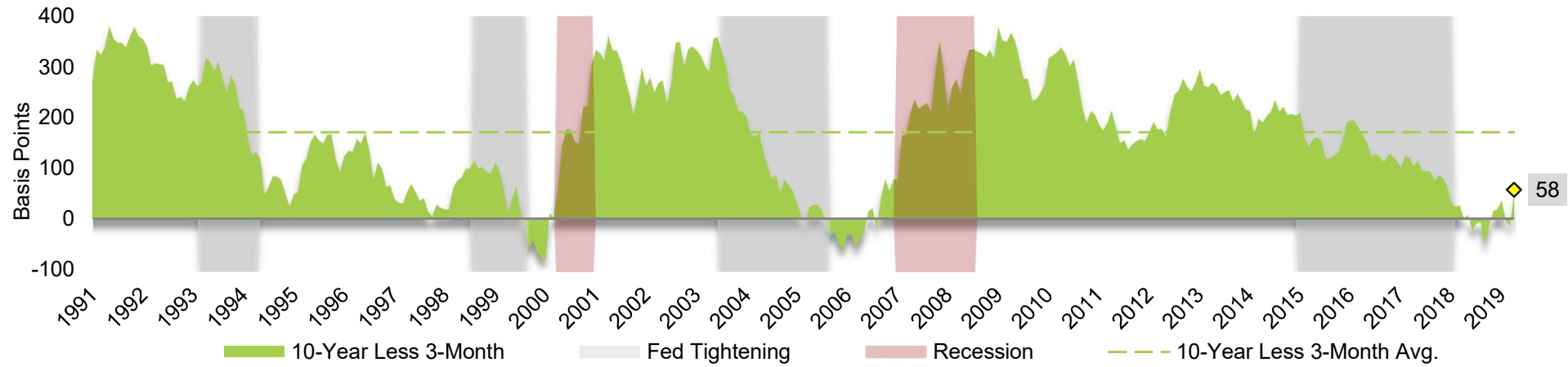
Yield Curves

As of March 31, 2020

5-Year Less 2-Year



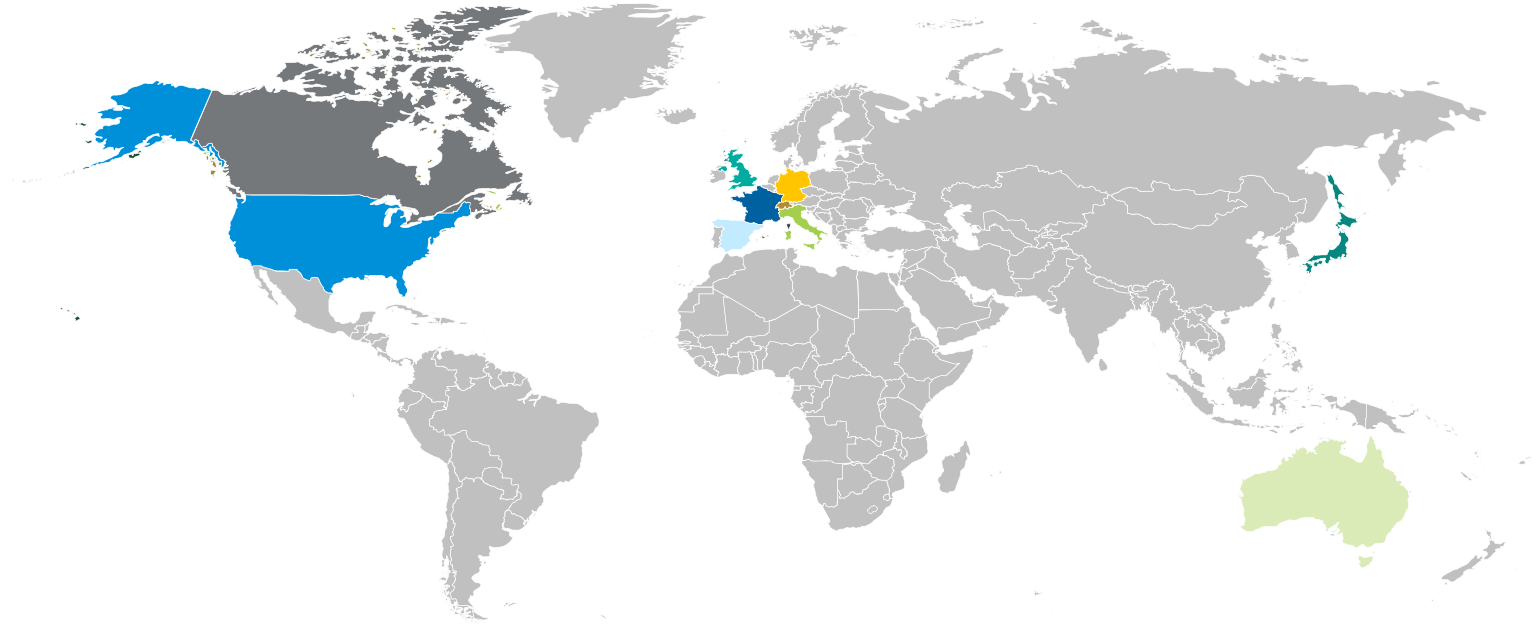
10-Year Less 3-Month



Source: Bloomberg

World Interest Rates

As of March 31, 2020



Country	United States	Canada	United Kingdom	Italy	Spain	France	Germany	Switzerland	Japan	Australia
3-Month	**0.09%**	0.21%	NA	-0.05%	-0.23%	-0.50%	-0.71%	NA	-0.30%	NA
2-Year	**0.25%**	0.42%	0.12%	0.33%	-0.20%	-0.60%	-0.70%	-0.68%	-0.15%	0.25%
5-Year	**0.38%**	0.58%	0.20%	0.91%	0.15%	-0.35%	-0.66%	-0.60%	-0.12%	0.34%
10-Year	**0.67%**	0.69%	0.35%	1.52%	0.67%	-0.02%	-0.47%	-0.38%	0.01%	0.76%
30-Year	**1.32%**	1.30%	0.82%	2.44%	1.51%	0.77%	0.02%	-0.19%	0.42%	1.63%

Source: Bloomberg

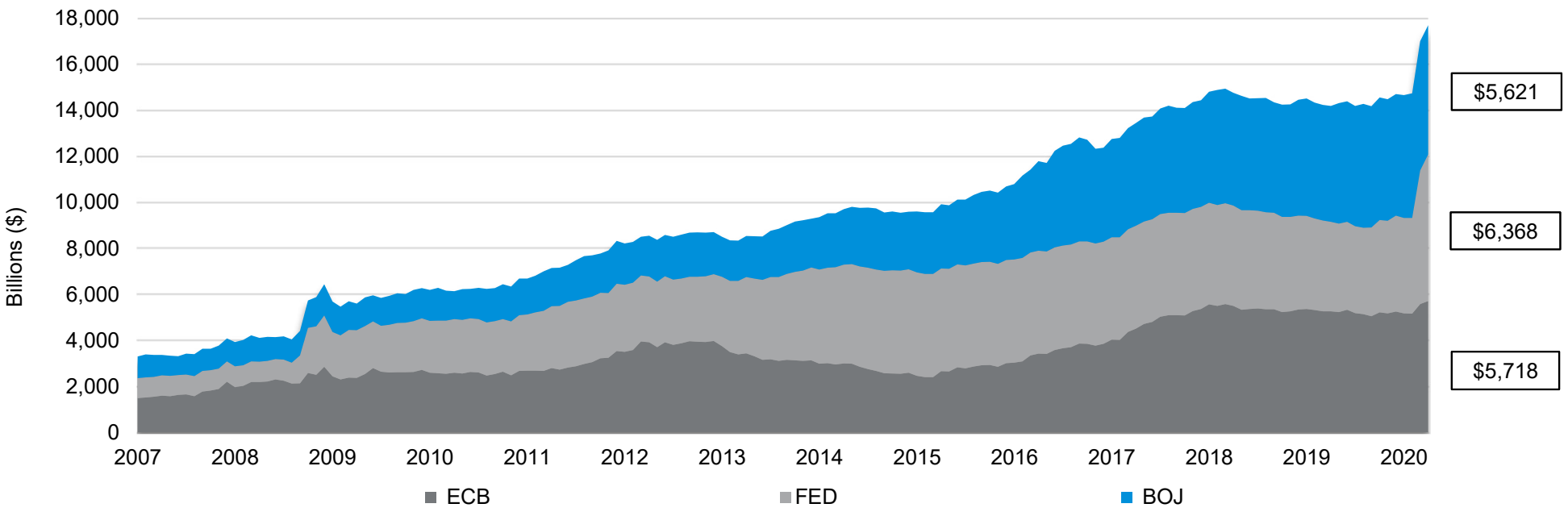
Federal Reserve Programs

Program	Description	Counterparty/ Who does it help?	Rate	Program Size
Monetary Policy				
Treasury QE	Open Market Treasury Purchases	Treasury Market	N/A	Unlimited
MBS QE	Open Market Agency MBS Purchases	MBS Market	N/A	Unlimited
Fed Funds	Cut Rates to Help Recovery	Economy	0-0.25bp	N/A
Liquidity Measures				
Discount Window	Discount Window	Depository Institutions	25bp	-
Central Bank Swap Lines	Fed Swap Lines With Foreign Central Banks	Foreign/Central banks	OIS+25bp	-
Repos	Repo Operations with Dealers	Primary dealers	IOER & OIS	-
FIMA Repo Facility	Repo Operations with Foreign/Int'l Monetary Authorities	Foreign & int'l monetary authorities	IOER +25bp	-
Facilities				
CPFF	Commercial Paper Funding Facility	Commercial Paper Issuers	OIS+110bp OIS+200bp	N/A
PDCF	Primary Dealer Credit Facility	Primary Dealers	25bp	N/A
PPPLF	Paycheck Protection Program Lending Facility	Depository Institutions	35bp	$350bn
MMLF	Money Market Mutual Fund Liquidity Facility	Money Market Funds	125bp for CP, 50bp for Municipals	N/A
PMCCF	Primary Market Corporate Credit Facility	US IG & Fallen Angel Issuers	Market rates 1% commitment fee	$500bn /$750bn Max
SMCCF	Secondary Market Corporate Credit Facility	US IG Credit & Fallen Angel Market	Prevailing market rates	$250bn/$750bn Max
TALF	Term Asset-Backed Securities Loan Facility	US ABS Market & Issuers	OIS+125bp	$100bn
MSLF	Main Street Lending Facility	Small Medium Sized Enterprises (SMEs)	SOFR + 250-400bp	$600bn
MLF	Municipal Liquidity Program	US States, Cities, Counties	Based on rating	$500bn

Note: All figures in $ billions. Maximum usage reflects data since Fed cut rates to zero. (Fed H.4.1 release).
Source: Federal Reserve, TD, Barclays

Central Bank Assets

As of April 17, 2020

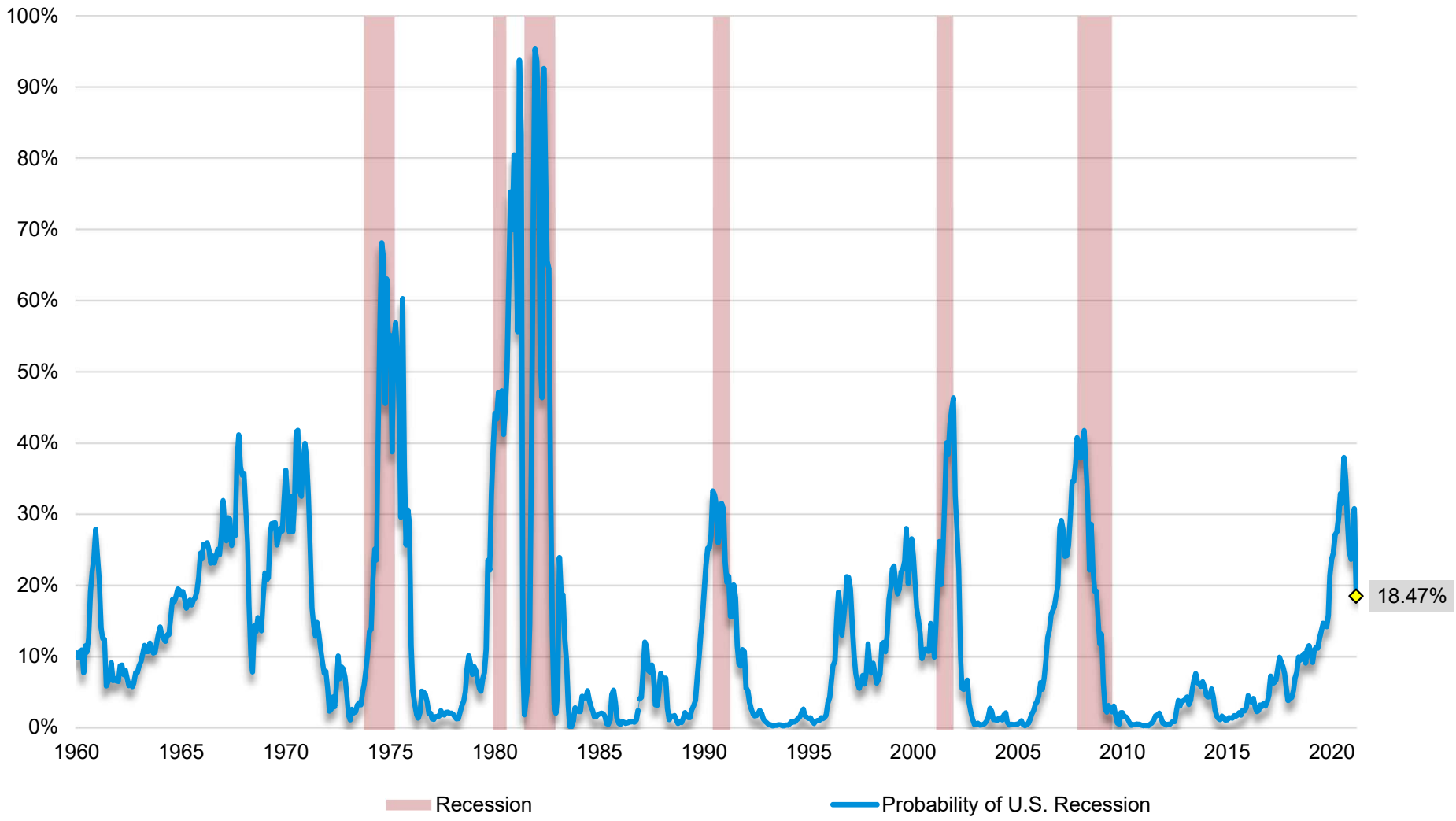


Central Bank	12/31/2008	12/31/2014	12/31/2017	12/31/2018	12/31/2019	4/17/20
European Central Bank	$2,855	$2,601	$5,368	$5,354	$5,261	$5,718
Federal Reserve	$2,239	$4,498	$4,448	$4,076	$4,174	$6,368
Bank of Japan	$1,354	$2,506	$4,627	$5,033	$5,276	$5,621
Total	**$6,448**	**$9,605**	**$14,444**	**$14,463**	**$14,711**	**$17,708**

Source: European Central Bank, Federal Reserve, Bank of Japan

U.S. Recession Probability

As of March 31, 2020



Source: New York Federal Reserve

U.S. Labor

As of April 11, 2020

	4/11/20	4/4/20	3/28/20	2019	2018	2017	2016	2015	2008
Continuing Claims	**N/A**	**11,976,000**	**7,446,000**	**1,775,000**	**1,687,000**	**1,847,000**	**2,060,000**	**2,207,000**	**4,679,000**
4-Week Moving Average	N/A	6,066,250	3,497,750	1,736,000	1,702,750	1,894,750	2,063,250	2,203,750	4,522,250
Initial Claims	**5,245,000**	**6,615,000**	**6,867000**	**220,000**	**228,000**	**243,000**	**236,000**	**276,000**	**533,000**
4-Week Moving Average	5,508,500	4,267,750	2,666,750	226,000	216,500	238,250	250,750	271,000	564,000

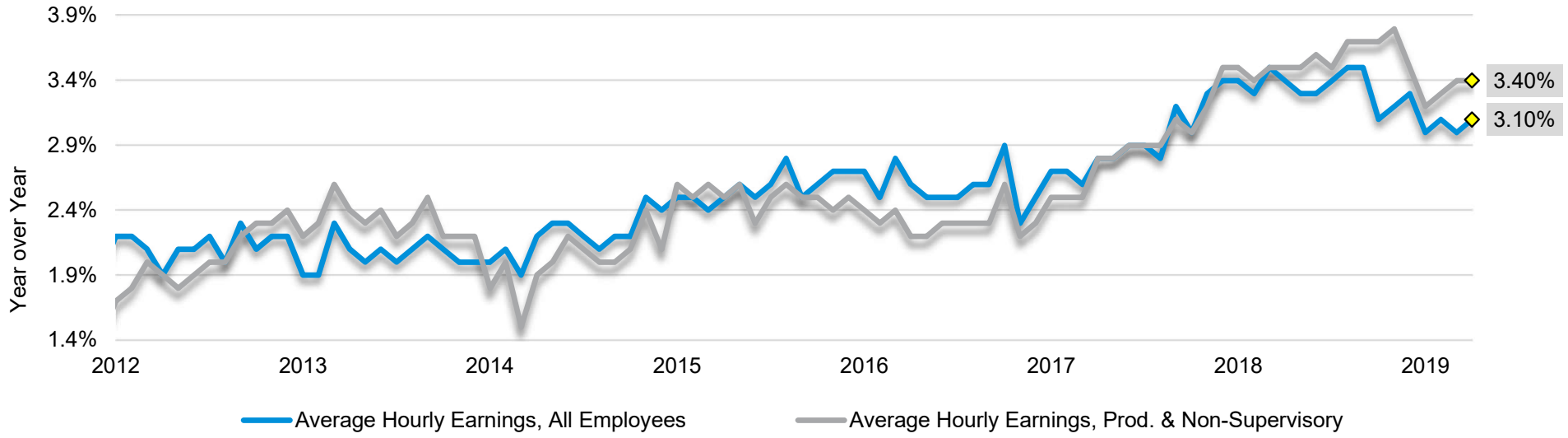
Source: Department of Labor

U.S. Labor & Average Earnings

As of March 31, 2020

	Labor Force Participation Rate	Unemployment Rate	Non-Farm Payroll
Current	**62.7%**	**4.4%**	**(701,000)**
Average (2017 – 2020)	63.0%	4.0%	162,667

U.S. Average Hourly Earnings

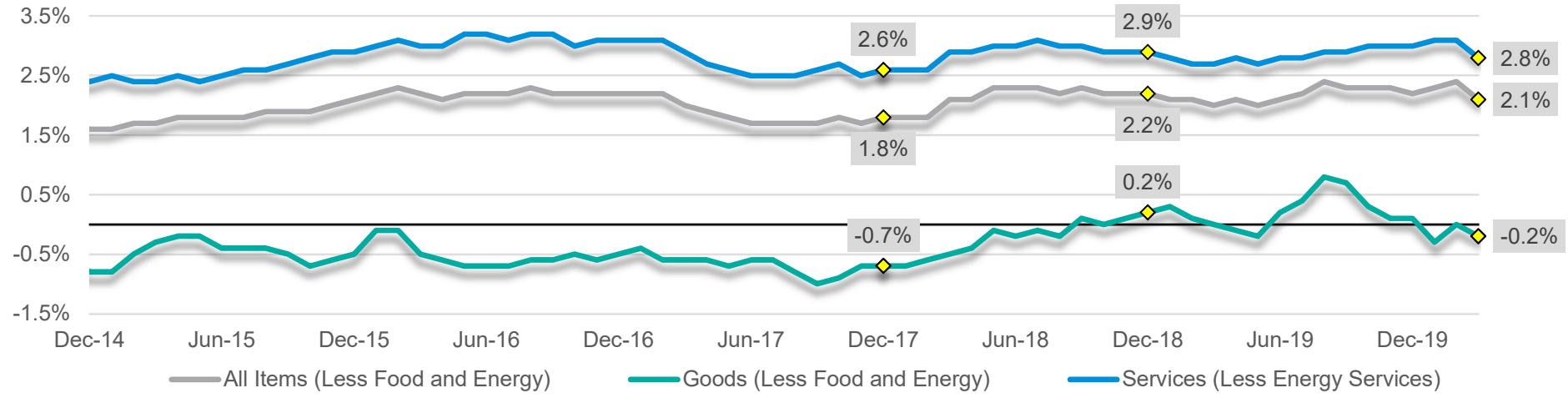


Source: Bureau of Labor Statistics

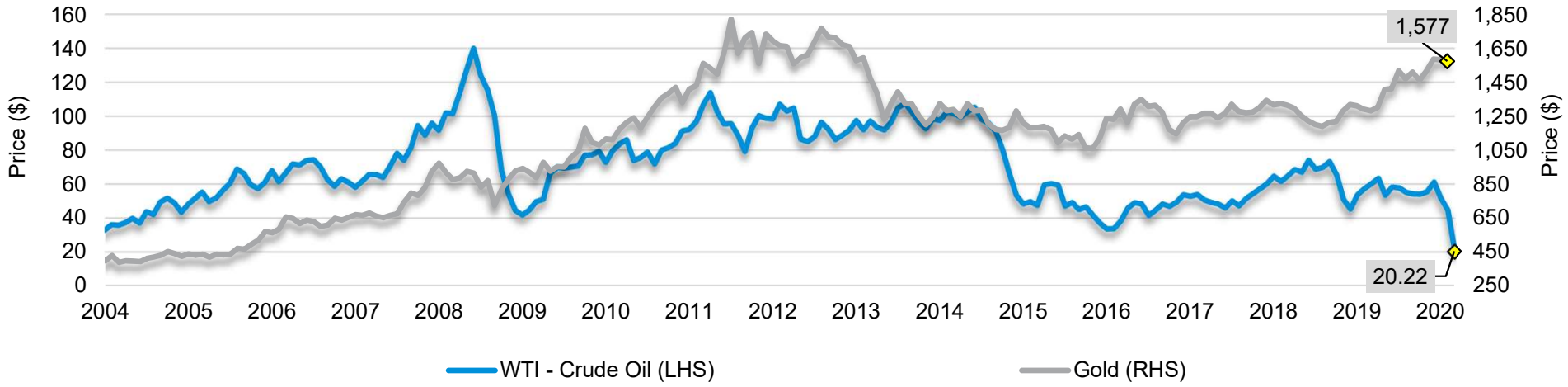
U.S. Inflation

As of March 31, 2020

CPI Core Breakdown



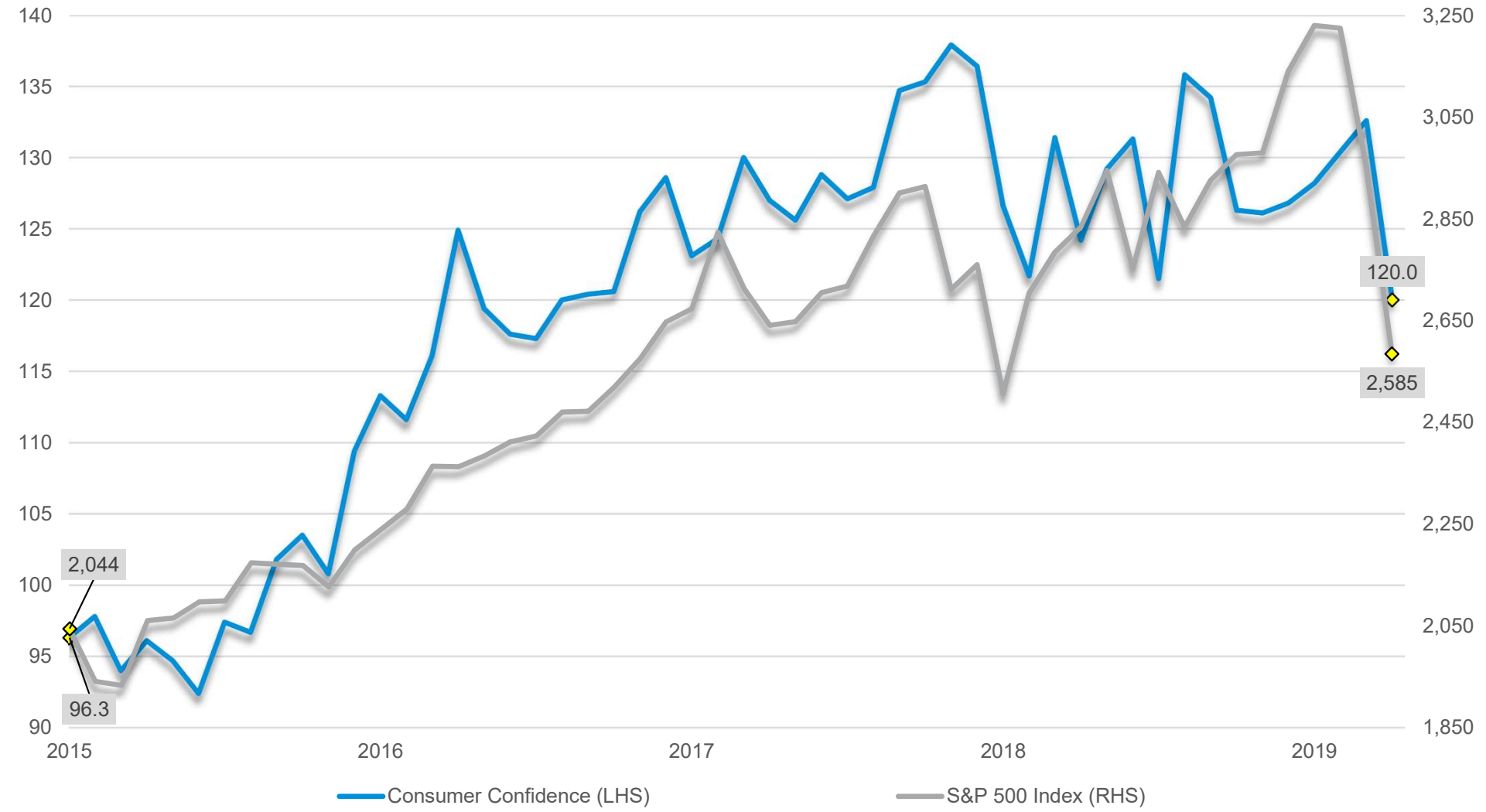
Commodities



Source: Bureau of Labor Statistics, Bloomberg

Consumer Confidence and S&P 500

As of March 31, 2020



Source: Bloomberg

Short Duration Cross Sector Relative Value

As of December 26, 2019

Category		WAL (Years)	Min (bps)	Date Range: 01/03/2019 to 12/26/2019	Max (bps)	BOY (bps)	EOY (bps)	Spread Change (bps)
Credit (1-5 Year)	Overall	2.5	61		114	114	61	-53
	Financials	2.5	62		116	116	62	-54
	Utilities	2.5	70		132	125	70	-55
	Industrials	2.5	59		113	113	59	-54
	Banking	2.5	59		114	114	59	-55
	Telecom	2.5	56		112	112	56	-56
Municipals (1-5 Year)	Taxable	2.5	57		89	83	58	-25
Agency RMBS	CMO PAC	3.0	60		74	70	63	-7
	CMO Sequentials	3.0	61		79	78	65	-13
ABS	Auto Floorplan AAA	3.0	32		63	60	59	-1
	Auto Lease AAA	3.0	38		63	56	49	-7
	Auto Prime AAAL	3.0	25		53	51	42	-9
	Auto SubPrime AAAL	3.0	39		73	71	51	-20
	Credit Card AAAL	3.0	24		38	38	28	-10
	Equipment AAA	3.0	39		67	56	56	0
CMBS	CMBS Agency AAA	3.0	23		41	34	37	3
	Conduit AAA	3.0	35		58	56	46	-10

Source: ICE Data Services, MetLife Investment Management
Past performance is not indicative of future results.

Short Duration Cross Sector Relative Value

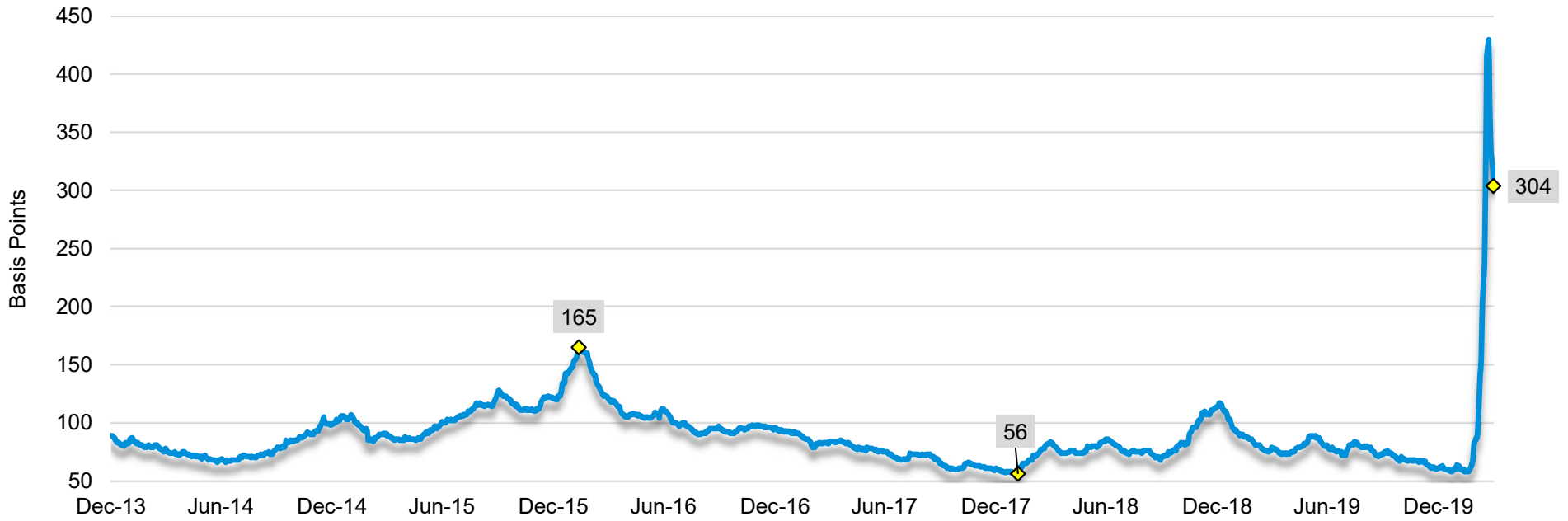
As of March 31, 2020

Category		WAL (Years)	Min (bps)	Date Range: 01/02/2020 to 03/31/2020	Max (bps)	BOP (bps)	EOP (bps)	Spread Change (bps)
Credit (1-5 Year)	Overall	2.5	58		363	61	304	243
	Financial	2.5	59		376	63	285	222
	Utility	2.5	66		313	70	286	216
	Industrial	2.5	57		362	59	319	260
Municipals (1-5 Year)	Taxable	2.5	44		220	60	220	160
Agency RMBS	CMO PAC	3.0	56		106	63	94	31
	CMO Sequentials	3.0	60		110	65	98	33
ABS	Auto Floorplan AAA	3.0	45		400	59	400	341
	Auto Lease AAA	3.0	30		237	48	187	139
	Auto Prime AAAL	3.0	24		220	40	132	92
	Auto SubPrime AAAL	3.0	40		237	50	197	147
	Credit Card AAAL	3.0	21		220	28	110	82
	Equipment AAA	3.0	33		230	55	177	122
CMBS	CMBS Agency AAA	3.0	20		150	35	84	49
	Conduit AAA	3.0	37		210	43	177	134

Source: ICE Data Services, MetLife Investment Management
Past performance is not indicative of future results.

ICE BofA Corporate 1-5 Year Index

As of March 31, 2020



OAS *(bps)*	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Corporate (1–5)	**174**	**70**	**61**	**65**	**62**	**196**	**639**	**166**	**136**	**227**	**110**	**89**	**99**	**121**	**96**	**61**	**114**	**61**	**304**
Financial (1–5)	165	51	50	57	56	212	663	204	158	308	126	93	96	104	100	60	116	63	285
Industrial (1–5)	176	86	73	75	69	181	624	135	116	164	96	85	103	134	92	61	112	59	319
Utility (1–5)	236	79	63	73	71	175	576	155	131	169	110	99	89	120	101	64	126	70	286

Past performance is not indicative of future results.
Source: ICE Data Services

3. Portfolio Review

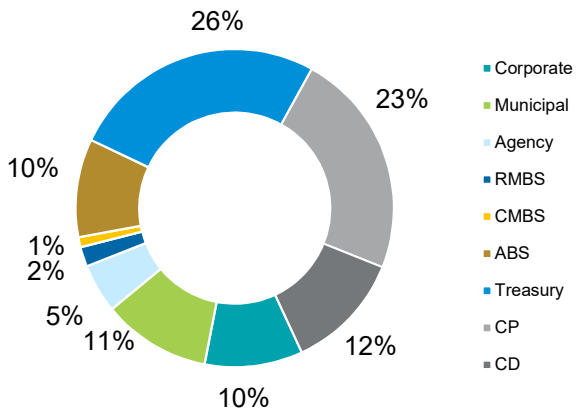
MetLife Investment Management

Portfolio Performance[1] - 2017 Toll Revenue I-15 Project Fund

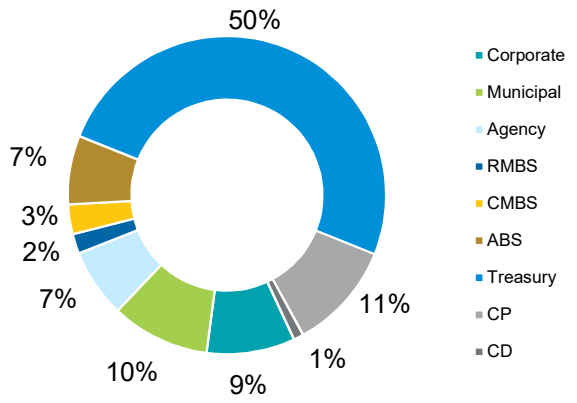
As of March 31, 2020

Portfolio Characteristics	
	12/31/19
Yield to Maturity	1.78%
Duration	0.20 Years
Average Quality (Moody's)	Aa2
Portfolio Market Value	$58,040,739
	3/31/20
Yield to Maturity	1.32%
Duration	0.20 Years
Average Quality (Moody's)	Aa1
Portfolio Market Value	$52,582,103

Asset Allocation
12/31/19



Asset Allocation
3/31/20



Portfolio Performance[1]					
	Jan	Feb	Mar	QTD	Since Inception Annualized (8/1/2017)
2017 Toll Revenue I-15 Project Fund (Gross of Fees)	**0.19%**	**0.20%**	**0.04%**	**0.43%**	**2.01%**
2017 Toll Revenue I-15 Project Fund (Net of Fees)	0.18%	0.19%	0.03%	0.41%	1.91%
FTSE 3-Month Treasury Bill	0.13%	0.13%	0.13%	0.39%	1.86%

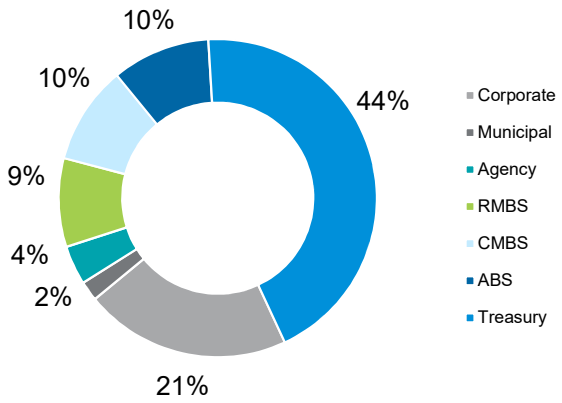
1. Past performance is not indicative of future results. The Since Inception performance returns of the portfolio is as of the first full month following the funding date. The performance benchmark shown for the Riverside County I-15 Express Lanes 2017 Toll Revenue Project Portfolio is the FTSE 6-Month U.S. Treasury Bill, which tracks the return of a six-month Treasury Bill to maturity and the FTSE 3-Month Treasury Bill, which tracks the return of a three-month Treasury Bill to maturity and is shown for discussion purposes only.

Portfolio Performance[1] - 2013 SR-91 Project Residual

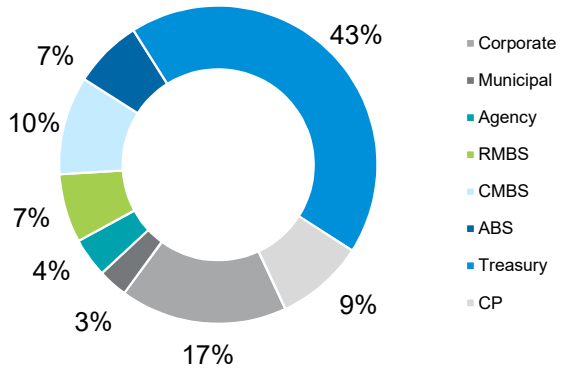
As of March 31, 2020

Portfolio Characteristics	
	12/31/19
Yield to Maturity	1.82%
Duration	1.30 Years
Average Quality (Moody's)	Aa1
Portfolio Market Value	$23,951,083
	3/31/20
Yield to Maturity	1.28%
Duration	1.08 Years
Average Quality (Moody's)	Aa1
Portfolio Market Value	$26,703,468

Asset Allocation
12/31/19



Asset Allocation
3/31/20



Portfolio Performance[1]

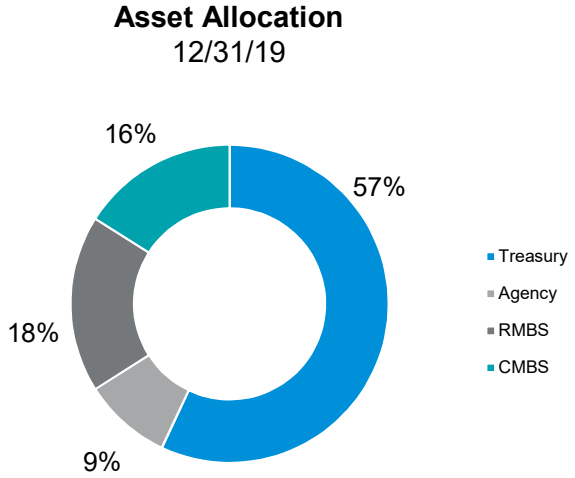
	Jan	Feb	Mar	QTD	Since Inception Annualized (2/1/2018)
Riverside County 2013 SR-91 Project Residual Fund (Gross of Fees)	**0.45%**	**0.56%**	**0.24%**	**1.26%**	**2.92%**
Riverside County 2013 SR-91 Project Residual Fund (Net of Fees)	0.44%	0.55%	0.23%	1.23%	**2.82%**
ICE BofA U.S. Treasury Index 0-2 Year	0.28%	0.50%	0.93%	1.72%	**2.98%**
FTSE 6-Month Treasury Bill	0.15%	0.15%	0.13%	0.42%	**2.12%**

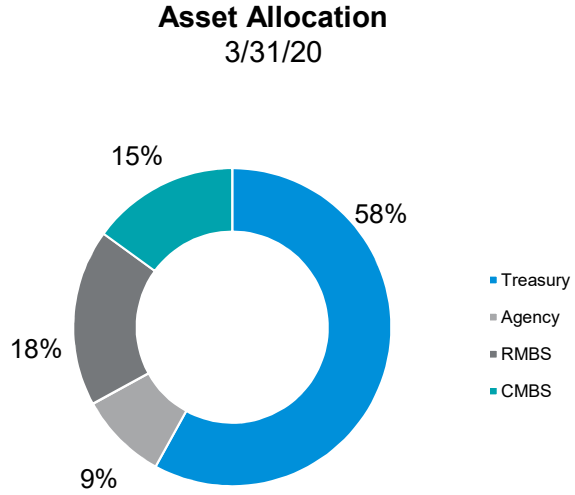
1. Past performance is not indicative of future results. Inception date 1/4/18. Performance returns are calculated as of the first full month following the funding date. The performance benchmark shown for the Riverside County 2013 Residual Fund Portfolio is the ICE BofA 0-2 Year U.S. Treasury Index, which is a broad based index that measures short-term Treasury Notes and Bonds with a maturity range between zero and two years, and the FTSE 6-Month U.S. Treasury Bill, which tracks the return of a six-month Treasury Bill to maturity and is presented for discussion purposes only.

Portfolio Performance[1] - 2017 Toll Revenue I-15 Ramp Up Reserve

As of March 31, 2020

Portfolio Characteristics	
	12/31/19
Yield to Maturity	1.67%
Duration	1.29 Years
Average Quality (Moody's)	Aaa
Portfolio Market Value	$8,327,060
	3/31/20
Yield to Maturity	0.43%
Duration	1.14 Years
Average Quality (Moody's)	Aaa
Portfolio Market Value	$8,461,658





Portfolio Performance[1]					
	Jan	Feb	Mar	QTD	Since Inception Annualized (1/1/2018)
2017 Toll Revenue I-15 Ramp Up Reserve (Gross of Fees)	**0.46%**	**0.57%**	**0.58%**	**1.62%**	**3.12%**
2017 Toll Revenue I-15 Ramp Up Reserve (Net of Fees)	0.46%	0.56%	0.57%	1.59%	3.02%
ICE BofA U.S. Treasury Index 0-2 Year	0.28%	0.50%	0.93%	1.72%	2.87%

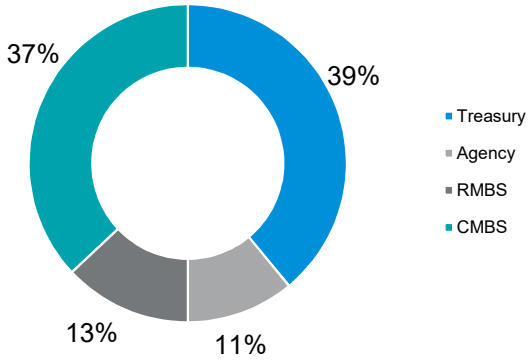
1. Past performance is not indicative of future results. Inception date 12/5/17. Performance returns are calculated as of the first full month following the funding date. Performance for periods greater than one year are annualized. The performance benchmark shown for the Riverside County I-15 Express Lanes Toll Revenue Reserve Portfolio is the ICE BofA 0-2 Year U.S. Treasury Index, which is a broad based index that measures short-term Treasury Notes and Bonds with a maturity range between zero and two years, and is presented for discussion purposes only.

Portfolio Performance[1] - Debt Reserve Fund

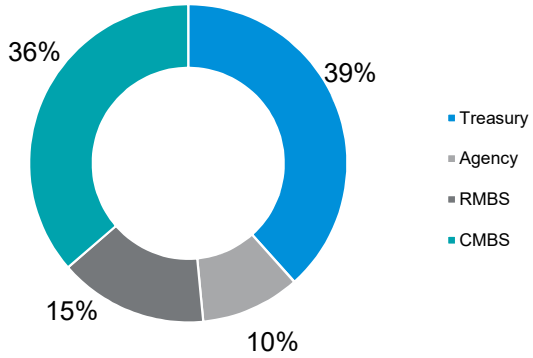
As of March 31, 2020

Portfolio Characteristics	
	12/31/19
Yield to Maturity	1.95%
Duration	2.95 Years
Average Quality (Moody's)	Aaa
Portfolio Market Value	$18,558,814
	3/31/20
Yield to Maturity	0.91%
Duration	2.87 Years
Average Quality (Moody's)	Aaa
Portfolio Market Value	$19,143,678

Asset Allocation
12/31/19



Asset Allocation
3/31/20



Portfolio Performance[1]					
	Jan	Feb	Mar	QTD	Since Inception Annualized (8/1/2013)
Total Debt Service Fund (Gross of Fees)	**1.16%**	**1.18%**	**0.78%**	**3.15%**	**2.80%**
Total Debt Service Fund (Net of Fees)	1.15%	1.17%	0.77%	3.13%	2.70%
ICE BofA U.S. Treasury Index 1-3 Year	0.54%	0.87%	1.37%	2.81%	1.59%
ICE BofA U.S. Treasury Index 3-7 Year	1.71%	1.90%	2.51%	6.25%	3.08%

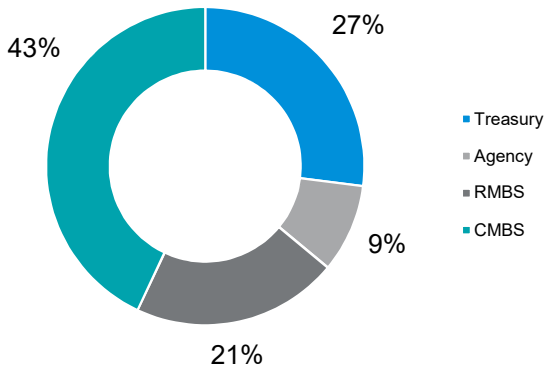
1. Past performance is not indicative of future results. Performance returns for periods greater than one year are annualized. The performance benchmark shown for the Riverside County Debt Reserve Fund is the ICE BofA US Treasury 3-7 Year, which is a broad-based index consisting of U.S. Treasury securities with an outstanding par greater or equal to $1 billion and a maturity range from three to seven years, and the the ICE BofA 1-3 Year U.S. Treasury Index, which is a broad based index that measures short-term Treasury Notes and Bonds with a maturity range between one and three years, and is presented for discussion purposes only.

Portfolio Performance[1] - 91 Subordinate Reserve Account

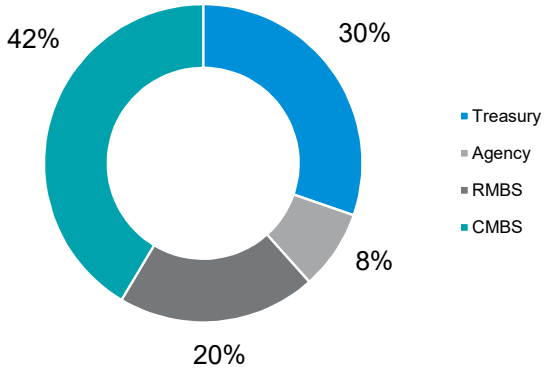
As of March 31, 2020

Portfolio Characteristics	
	12/31/19
Yield to Maturity	1.95%
Duration	2.41 Years
Average Quality (Moody's)	Aaa
Portfolio Market Value	$20,254,180
	3/31/20
Yield to Maturity	0.84%
Duration	2.29 Years
Average Quality (Moody's)	Aaa
Portfolio Market Value	$20,789,568

Asset Allocation
12/31/19



Asset Allocation
3/31/20



Portfolio Performance[1]					
	Jan	Feb	Mar	QTD	Since Inception Annualized (7/1/2019)
Total 91 Subordinate Reserve Fund (Gross of Fees)	**1.00%**	**0.93%**	**0.69%**	**2.64%**	**3.81%**
Total 91 Subordinate Reserve Fund (Net of Fees)	0.99%	0.92%	0.69%	2.62%	3.73%
ICE BofA U.S. Treasury Index 1-3 Year	0.54%	0.87%	1.37%	2.81%	3.93%
ICE BofA U.S. Treasury Index 3-7 Year	1.71%	1.90%	2.51%	6.25%	7.49%

1. Past performance is not indicative of future results. The performance benchmark shown for the Riverside County 91 Subordinate Reserve Account is the ICE BofA US Treasury 3-7 Year, which is a broad-based index consisting of U.S. Treasury securities with an outstanding par greater or equal to $1 billion and a maturity range from three to seven years, and the ICE BofA 1-3 Year U.S. Treasury Index, which is a broad based index that measures short-term Treasury Notes and Bonds with a maturity range between one and three years, and is presented for discussion purposes only.

RCTC Portfolios

2013 SR 91 Reserve and Residual Funds				
Portfolio	**Beginning Market Value (7/3/2013)**	**Net Flows**	**Market Value (3/31/2020)**	**Change in Market Value**
Debt Service Reserve Fund	$17,667,869	($1,774,770)	$19,143,678	$3,250,579

Portfolio	**Beginning Market Value (7/3/2013)**	**Net Flows**	**Market Value (3/31/2020)**	**Change in Market Value**
2013 SR-91 Project Residual Fund	$3,292,782	+$22,338,171	$26,703,468	$1,072,515
Portfolio	**Beginning Market Value (6/6/2019)**	**Net Flows**	**Market Value (3/31/2020)**	**Change in Market Value**
Subordinate Reserve Account	$0	+$20,000,000	$20,789,568	$789,568

2017 I-15 Project				
Portfolio	**Beginning Market Value (7/24/2017)**	**Net Flows**	**Market Value (3/31/2020)**	**Change in Market Value**
2017 Toll Revenue I-15 Project Fund	$98,562,718	($49,905,972)	$52,582,103	$3,925,357
Portfolio	**Beginning Market Value (12/5/2017)**	**Net Flows**	**Market Value (3/31/2020)**	**Change in Market Value**
2017 Toll Revenue I-15 Ramp Up Reserve	$7,723,487	$166,500	$8,461,658	$571,671
Total Project	$106,286,205	($49,739,472)	$61,043,761	$4,497,028

4. Appendix

MetLife Investment Management

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[1] Subsidiaries of MetLife, Inc. that provide investment management services include Metropolitan Life Insurance Company, MetLife Investment Management, LLC, MetLife Investment Management Limited, MetLife Investments Limited, MetLife Investments Asia Limited, MetLife Latin America Asesorias e Inversiones Limitada, MetLife Asset Management Corp. (Japan), and MIM I LLC.

End Notes

Explanatory Note on Non-GAAP Financial Information

In this Fact Sheet, MetLife presents certain measures relating to its assets under management ("AUM") that are not calculated in accordance with accounting principles generally accepted in the United States of America ("GAAP"). MetLife believes that these non-GAAP financial measures enhance the understanding of the depth and breadth of its investment management services on behalf of its general account ("GA") investment portfolio, separate account ("SA") investment portfolios and unaffiliated/third party clients. MetLife uses these measures to evaluate its asset management business.

The following non-GAAP financial measures should not be viewed as substitutes for the most directly comparable financial measures calculated in accordance with GAAP:

	Non-GAAP financial measures:		**Comparable GAAP financial measures:**
(i)	Total AUM	(i)	Total Investments
(ii)	GA AUM	(ii)	Total Investments
(iii)	Total Mortgage Loan AUM	(iii)	Mortgage Loans
(iv)	GA Mortgage Loan AUM	(iv)	Mortgage Loans
(v)	Total Real Estate Equity AUM; and	(v)	Real Estate and Real Estate Joint Ventures; and
(vi)	GA Real Estate Equity AUM	(vi)	Real Estate and Real Estate Joint Ventures

Reconciliations of these non-GAAP measures to the most directly comparable GAAP financial measures are set forth in the tables below. Our definitions of non-GAAP and other financial measures discussed herein may differ from those used by other companies.

Total Assets Under Management, General Account Assets Under Management, Gross Market Value of Commercial Real Estate Under Management and related measures:

Total Assets Under Management ("Total AUM") (as well as all other measures based on Total AUM, such as Total Mortgage Loan AUM, Total Commercial Mortgage Loan AUM, Total Agricultural Mortgage Loan AUM and Total Real Estate Equity AUM) are comprised of GA AUM (or the respective measure based on GA AUM) plus Institutional Client AUM (or the respective measure based on Institutional Client AUM) (each, as defined below).

General Account Assets Under Management ("GA AUM") (as well as other measures based on GA AUM, such as GA Mortgage Loan AUM, GA Commercial Mortgage Loan AUM, GA Agricultural Mortgage Loan AUM, GA Residential Mortgage Loan AUM and GA Real Estate Equity AUM) are used by MetLife to describe assets in its GA investment portfolio which are actively managed and stated at estimated fair value. MetLife believes the use of GA AUM (as well as the other measures based on GA AUM) enhances the understanding and comparability of its GA investment portfolio. GA AUM are comprised of GA Total Investments and cash and cash equivalents, excluding policy loans, other invested assets, contractholder-directed equity securities and fair value option securities, as substantially all of these assets are not actively managed in MetLife's GA investment portfolio. Mortgage loans and real estate and real estate joint ventures included in GA AUM (at net asset value, net of deduction for encumbering debt), have been adjusted from carrying value to estimated fair value. Classification of GA AUM by sector is based on the nature and characteristics of the underlying investments which can vary from how they are classified under GAAP. Accordingly, the underlying investments within certain real estate and real estate joint ventures that are primarily commercial mortgage loans (at net asset value, net of a deduction of encumbering debt) have been reclassified to exclude them from GA Real Estate Equity AUM and include them in both GA Mortgage Loan AUM and GA Commercial Mortgage Loan AUM.

End Notes (cont.)

Gross Market Value of Commercial Real Estate Assets Under Management ("Gross Commercial Real Estate AUM") are comprised of Gross Market Value of Commercial Mortgage Loan AUM ("Gross Commercial Mortgage Loan AUM") plus Gross Market Value of Real Estate Equity AUM ("Gross Real Estate Equity AUM"). Gross Commercial Mortgage Loan AUM and Gross Real Estate Equity AUM are comprised of Total Commercial Mortgage Loan AUM and Total Real Estate Equity AUM, respectively, each plus an adjustment to state at gross market value. For Gross Commercial Mortgage Loan AUM, this adjustment is the amount of encumbering debt related to the joint venture investments, with the underlying investments primarily in commercial mortgage loans (at net asset value, before deduction for encumbering debt) included in both GA Commercial Mortgage Loan AUM and Total Commercial Mortgage Loan AUM. For Gross Real Estate Equity AUM, this adjustment is the amount of encumbering debt related to Total Real Estate Equity AUM.

The following additional information is relevant to an understanding of our assets under management:
Institutional Client Assets Under Management ("Institutional Client AUM") (as well as other measures based on Institutional Client AUM, such as Institutional Client Mortgage Loan AUM and Institutional Real Estate Equity AUM) are comprised of the respective portion of each of SA AUM and TP AUM (each, as defined below). MIM manages Institutional Client AUM in accordance with client contractual investment strategy guidelines ("Mandates").

Separate Account Assets Under Management ("SA AUM") (as well as other measures based on SA AUM, such as SA Mortgage Loan AUM and SA Real Estate Equity AUM) are comprised of the respective portion of separate account investment portfolios, which are managed by MetLife and stated at estimated fair value. SA AUM (as well as the other measures based on SA AUM) are the respective portions of the separate account assets of MetLife insurance companies which are included in MetLife, Inc.'s consolidated financial statements at estimated fair value.

Third Party Assets Under Management ("TP AUM") (as well as other measures based on TP AUM, such as TP Mortgage Loan AUM and TP Real Estate Equity AUM) are the respective portion of non-proprietary assets managed by MetLife on behalf of unaffiliated/third party clients, which are stated at estimated fair value. TP AUM (as well as the other measures based on TP AUM) are owned by such unaffiliated/third party clients; accordingly, unaffiliated/third party non-proprietary assets are not included in MetLife, Inc.'s consolidated financial statements.
Additional information about MetLife's general account investment portfolio is available in MetLife, Inc.'s quarterly financial materials for the quarter ended March 31, 2019, which may be accessed through MetLife's Investor Relations Web page at https://investor.metlife.com.

End Notes (cont.)

Reconciliation of Total Investments to General Account Assets Under Management and Total Assets Under Management	
($ in Billions)	**9/30/2019**
Total Investments	**$471.9**
Plus Cash and Cash Equivalents	19.5
Plus Fair Value Adjustment – Mortgage Loans	3.1
Plus Fair Value Adjustment – Real Estate and Real Estate Joint Ventures	6.3
Less Policy Loans	9.7
Less Other Invested Assets	22.0
Less Contractholder-Directed Equity Securities and Fair Value Option Securities	12.7
General Account Assets Under Management	**$456.4**
Plus Separate Account Assets Under Management	15.2
Plus Third Party Assets Under Management	124.4
Institutional Client Assets Under Management	**$139.6**
Total Assets Under Management	**$596.0**

End Notes (cont.)

Total Assets Under Management - Sector Reconciliations	
($ in Billions)	**9/30/2019**
Mortgage Loans	**$79.0**
Plus Fair Value Adjustment	3.1
Plus Joint Venture Reclassification	0.9
General Account Mortgage Loan Assets Under Management	**83.0**
Plus Separate Account Mortgage Loan Assets Under Management	0.0
Plus Third Party Mortgage Loan Assets Under Management	21.5
Institutional Client Mortgage Loan Assets Under Management	**21.5**
Total Mortgage Loan Assets Under Management[2]	**$104.5**
Real Estate and Real Estate Joint Ventures	**$10.2**
Plus Fair Value Adjustment	6.3
Plus Joint Venture Reclassification	(0.9)
General Account Real Estate Equity Assets Under Management	**15.6**
Plus Separate Account Real Estate Equity Assets Under Management	0.0
Plus Third Party Real Estate Equity Assets Under Management	7.4
Institutional Client Real Estate Equity Assets Under Management	**7.4**
Total Real Estate Equity Assets Under Management	**$23.0**

Notes

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Payden&Rygel

QUARTERLY PORTFOLIO REVIEW

Riverside County Transportation Commission

1st Quarter 2020

During these unprecedented times, our first concern is with the well-being of our staff, clients, and their families. I hope this finds you safe and in good health. Payden & Rygel's entire global team has been working from home since March 13th, but our business is otherwise operating as usual. Our success during this time is in large part due to the firm's collaborative and energetic culture and our consistent ownership and operating structure. These attributes have served us well since the firm's founding in 1983, and I am pleased that they continue to be a critical advantage during this period.

You will see we have updated the format and content of this quarterly report to focus on current conditions. All investment strategies have been impacted by recent market volatility and our comments on global markets include both our thoughts on near-term changes and observations about longer-term prospects. In particular, we highlight the important differences between today's environment and conditions during the 2008 crisis.

We will continue to be in touch with updates on the markets and your portfolio. Most importantly, we hope you stay healthy and safe over the coming weeks and we thank you for your continued trust and partnership with us.

My warmest regards to you and your family.

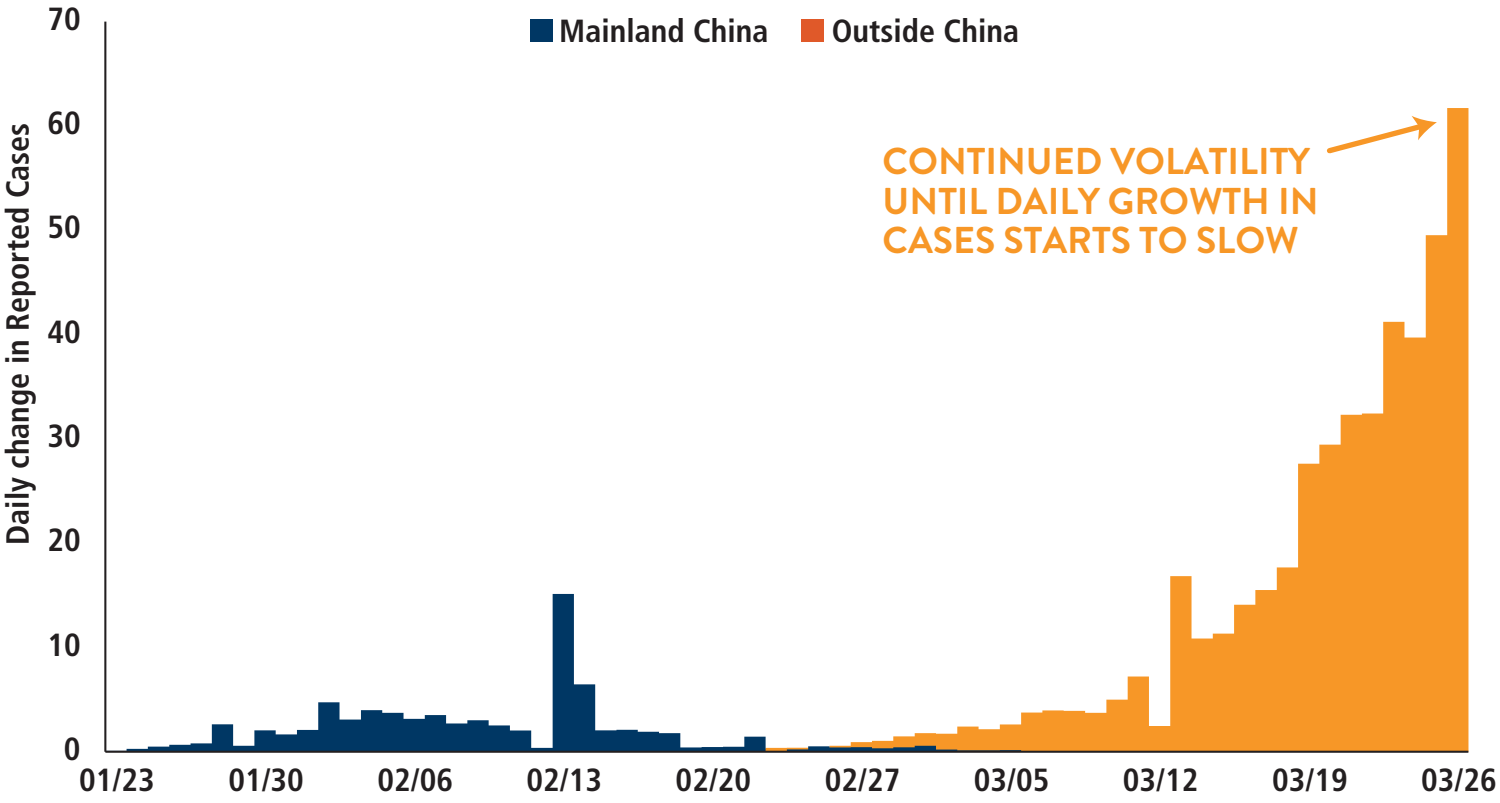
Sincerely,

Joan A. Payden

President & CEO

A PERSPECTIVE ON THE CURRENT CRISIS

DAILY GROWTH IN CASES



THE "PATIENT" (THE U.S. ECONOMY) WAS MUCH HEALTHIER BEFORE THE VIRUS OUTBREAK THAN IT WAS IN 2008

The U.S. Economy Is In Much Better Shape Going Into This Crisis Than It Was In 2008*

	November 2007	February 2020
Job Growth *3-Month Moving Average of Job Growth*	99K	243K
Initial Claims *% Change Year-Over-Year in Initial Claims for Unemployment Insurance*	7%	-6%
Housing Permits *% Change Year-Over-Year in Authorized Housing Permits*	-30%	13%
Household Debt *As % of Gross Domestic Product*	99%	76%

Source: Bureau of Labor Statistics, Dept. of Labor, Census Bureau, Federal Reserve, Payden Estimates
**Data on the eve of the 2008-2009 recession and financial crisis*

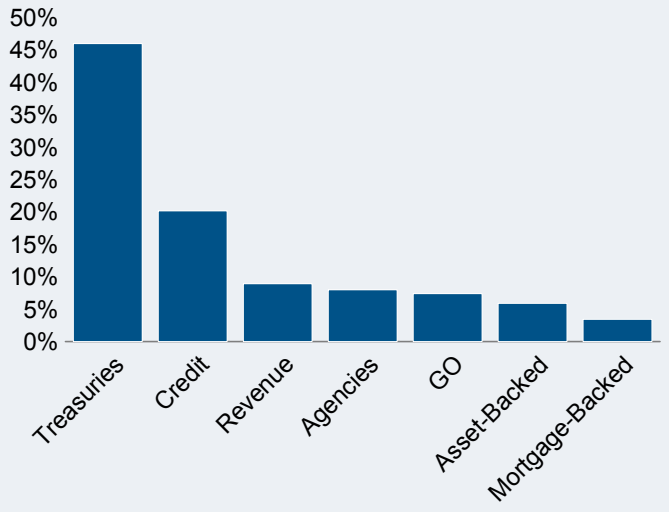
Riverside County Transportation Commission

Portfolio Review and Market Update - 1st Quarter 2020

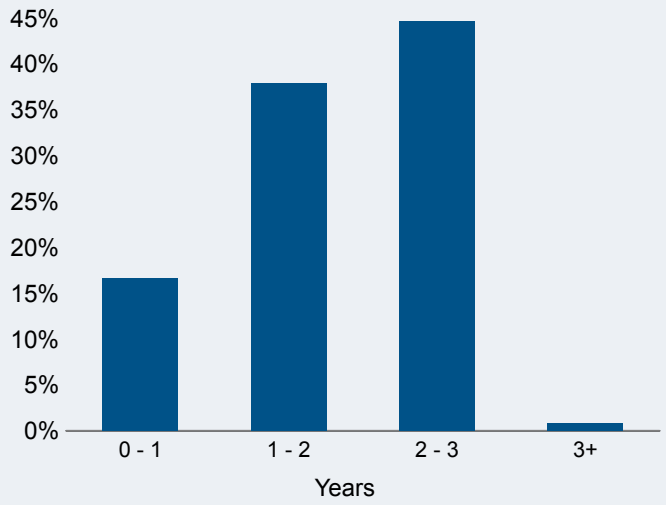
PORTFOLIO CHARACTERISTICS (As of 3/31/2020)

Portfolio Market Value	$55.0 million
Weighted Average Credit Quality	AA+
Weighted Average Duration	1.82 years
Weighted Average Yield to Maturity	0.99%

SECTOR ALLOCATION



DURATION DISTRIBUTION



PORTFOLIO RETURNS - Periods Ending 3/31/2020

	1st Quarter	Trailing 1 Yr	Since Inception (3/1/15)
RCTC Operating Portfolio	**1.89%**	**4.61%**	**1.90%**
ICE BofA 1-3 Year US Treasury Index	2.81%	5.42%	1.86%

Periods over one year are annualized

Waiting for a Recovery

Entering the year, we expected a moderate rebound in the global economy, but the spread of COVID-19 effectively halted global growth and rattled financial markets. **The 11-year bull market, the longest in history, ended abruptly,** morphing into a bear market in the shortest time ever. U.S. Treasury bond yields fell to all-time lows. **Just months after breaking the record for the longest economic expansion in U.S. history, we now appear to be heading into a recession in the second quarter.**

Fixed income market behavior in March was driven by the need for liquidity. Selling pressure from de-risking and collateral and margin calls strained bank balance sheets and created a massive divergence between bond prices and intrinsic value. **The Fed has stepped in to cut rates to nearly zero and purchase bonds on an unprecedented scale to stabilize the market.**

Corporate bond prices fell over the quarter - **energy, autos, and airline/travel bonds were hit hardest by the drop in economic activity.** Mortgage-backed, asset-backed, and municipal bonds also experienced negative returns. However, a flight to quality drove U.S. Treasury prices higher, up 8.8%, the best quarterly performance since Q4 2008.

Equities fell 20-30%, as companies took action to preserve capital by slashing spending, suspending share buybacks and dividends, and implementing layoffs. Energy stocks were the hardest hit, down 50%, as per barrel oil prices plummeted into the low $20's. Technology stocks with strong balance sheets and wide profit margins were the best performers, down 12% for the quarter. Like the Fed, **the U.S. government responded aggressively to prevent the markets and the economy from plummeting even more by passing the $2 trillion CARES Act, the largest stimulus package ever,** to support both companies and individuals.

Looking ahead, **we know that the markets will move beyond COVID-19 eventually, but when is anyone's guess.** We should remember that **near-term uncertainty can create long-term opportunities,** supported by the aggressive and decisive moves by the Fed and Congress, low oil prices and a historically resilient economy. In the past, pandemic-driven recessions have been relatively short and the economy has experienced a quick recovery. In contrast to the Global Financial Crisis, this is an exogenous shock. As always, **we will maintain a flexible but disciplined approach in this fluid environment** and will rely on our firmwide collaboration, innovative thinking and global perspective to serve our clients well through this challenging time.

OVER 35 YEARS OF INSPIRING CONFIDENCE WITH AN UNWAVERING COMMITMENT TO OUR CLIENTS' NEEDS.

LOS ANGELES | BOSTON | LONDON | MILAN

PAYDEN.COM

OUR STRATEGIES

Multi-Sector

Short Maturity Bonds

U.S. Core Bond

Absolute Return Fixed Income

Strategic Income

Global Fixed Income

Liability Driven Investing

Sector-Specific

Emerging Markets Debt

Government/Sovereign

High Yield Bonds & Loans

Inflation-Linked/TIPS

Investment Grade Corporate Bonds

Municipal Bonds (U.S.)

Securitized Bonds

Income-Focused Equities

Equity Income

Available in:
Separate Accounts – Mutual Funds (U.S. and UCITS)
Collective Trusts ("CITs") – Customized Solutions

For more information about Payden & Rygel's strategies, contact us at a location listed below.

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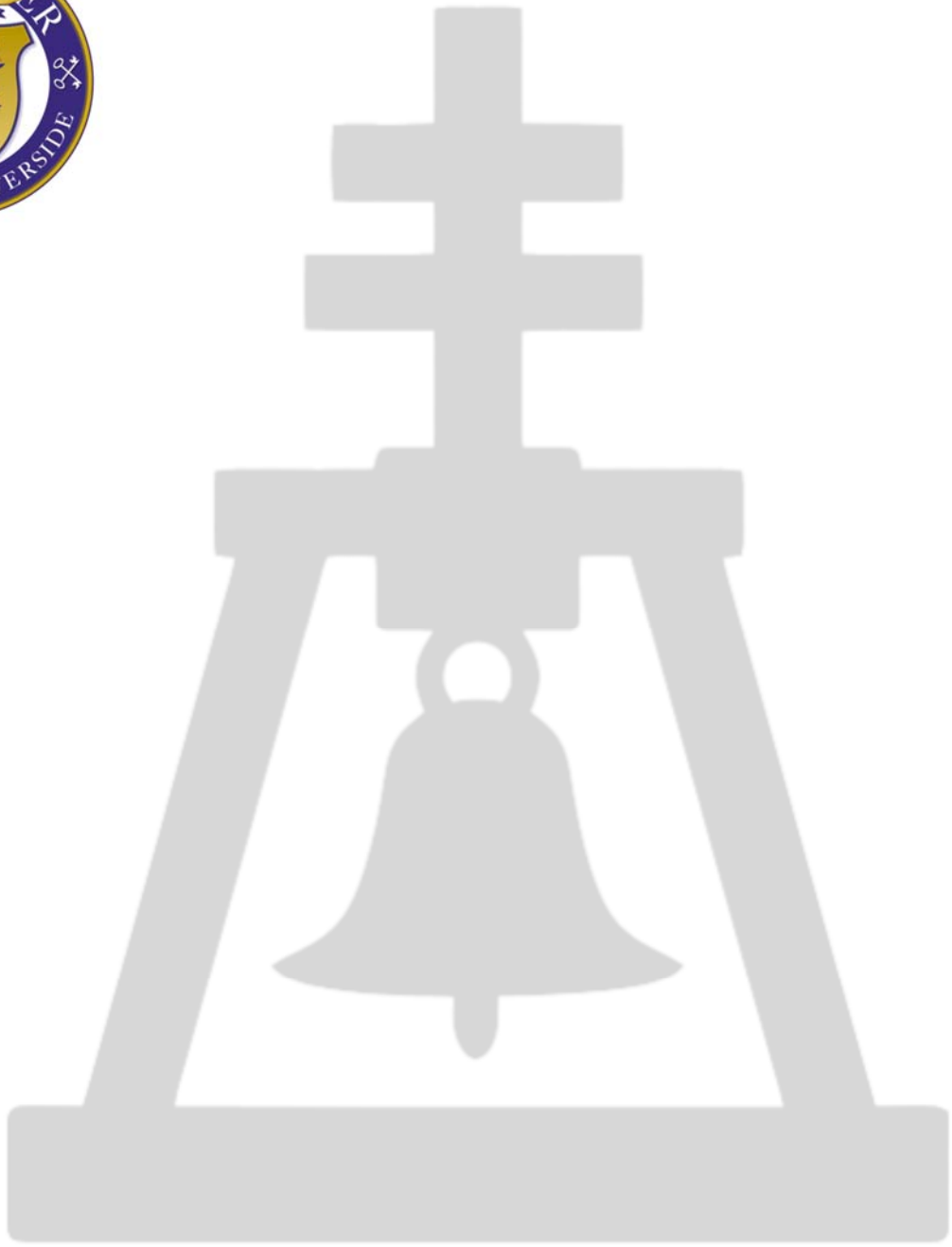

County of Riverside

Treasurer's Pooled Investment Fund

March 2020

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3 | Economy

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6 | Portfolio Data

8 | Compliance Report

9 | Month End Holdings

Federal Reserve Chair Jerome Powell during the March 15 FOMC press conference. Digital Image. *Federal Reserve Board*. https://www.youtube.com/user/FedReserveBoard

Treasurer's Pooled Investment Fund

Monthly Commentary

Multi Trillion Dollar Stimulus

Worldwide, a historic amount of stimulus was provided by nations to stem the economic impact of the Coronavirus pandemic in March. With no known treatment or vaccine, affected communities have responded by limiting social contact and those policies have caused economic activity to nosedive. U.S. Treasury rates declined to historic near zero levels and credit spreads widened, reflecting market liquidity distress. As a result, the yield on the TPIF has been decreasing and is expected to continue to drop. However, the TPIF is well positioned to weather this shock, with ample liquidity and a defensive credit posture.

The month began with the Coronavirus epidemic still concentrated mostly in China and beginning to spread through Europe, with Italy first receiving the brunt of its devastation. Recognition of the economic impact began to alarm central banks and public health officials alike, as the number of worldwide cases began to grow exponentially. By the second half of the month, the epidemic was upgraded to a pandemic by the WHO, and the number of cases in the United States had grown to over 200,000 by month end.

The U.S. bond market rallied intensely during the first week of the month in anticipation of the Federal Reserve response. The response came in two steps. The Fed's first move was a 50 basis point cut on March 3rd, which lowered the funds rate from a 1.50 – 1.75% range to a 1.00 – 1.25% range. Followed with a second cut on March 15th, lowering the funds rate to a range of 0.00 - 0.25%. In reaction, many short Treasury securities began to trade very close to 0%, with some in the 'under 3 months' maturities range actually trading at negative yields! The 2-year Treasury yield began the month at .92% and ended at .21%. The 5-year Treasury yield began the month at .92% and ended at .35%. The Dow Jones Industrial Index began the month at 26,000, traded as low as 18,600 on March 23rd, then recovered to end the month at 22,000.

In the second step, the Federal Reserve and United States Treasury injected trillions of dollars of support and stimulus to help support the economy. The CARES Act, signed into law by the President on March 27th, provides over $2 trillion in stimulus. In addition to taking rates to zero, the Fed injected over $2.3 trillion in market support in the form of a number of programs, including increased purchases of Treasury securities, the establishment of a Commercial Paper Funding Facility and a Money Market Mutual Fund Liquidity Facility. Furthermore, the Fed announced programs to begin buying commercial mortgage backed securities, investment grade corporate debt, asset backed securities and tax-exempt commercial paper. All of these programs are designed to bring stability back to the United States funding markets.

Jon Christensen

Treasurer-Tax Collector

Treasurer's Statement

The Treasurer's Pooled Investment Fund is comprised of contributions from the county, schools, special districts, and other discretionary depositors throughout the County of Riverside. The primary objective of the treasurer shall be to **safeguard the principal** of the funds under the Treasurer's control, meet the **liquidity needs** of the depositor, and to maximize a **return on the funds** within the given parameters.

The Treasurer-Tax Collector and the Capital Markets team are committed to maintaining the highest credit ratings. The Treasurer's Pooled Investment Fund is currently rated **Aaa-bf** by **Moody's Investor Service** and **AAAf/S1** by **Fitch Ratings,** two of the nation's most trusted bond credit rating services.

Since its inception, the Treasurer's Pooled Investment Fund has been in **full compliance** with the Treasurer's Statement of Investment Policy, which is more restrictive than California Government Code 53646.

Capital Markets Team

Jon Christensen
Treasurer-Tax Collector

Giovane Pizano
Chief Investment Manager

Steve Faeth
Senior Investment Manager

Isela Licea
Assistant Investment Manager

Hayden Nestande
Prof Student Intern

6-Month Pool Performance

	Month End Market Value ($)*	Month End Book Value ($)	Paper Gain or Loss ($)	Paper Gain or Loss (%)	Book Yield (%)	WAM (Yrs)
Mar-20	7,300,500,274.82	7,261,665,325.07	38,834,949.75	0.53%	1.46	1.19
Feb-20	7,341,926,889.86	7,315,633,798.80	26,293,091.06	0.36%	1.80	1.16
Jan-20	7,653,741,469.47	7,633,961,510.96	19,779,958.51	0.26%	1.82	1.06
Dec-19	8,232,092,850.66	8,214,054,109.29	18,038,741.37	0.22%	1.86	1.01
Nov-19	6,701,954,259.60	6,686,612,679.23	15,341,580.37	0.23%	1.91	1.13
Oct-19	6,439,190,828.38	6,419,496,517.32	19,694,311.06	0.31%	2.03	1.13

*Market values do not include accrued interest.

Economy

National Economy

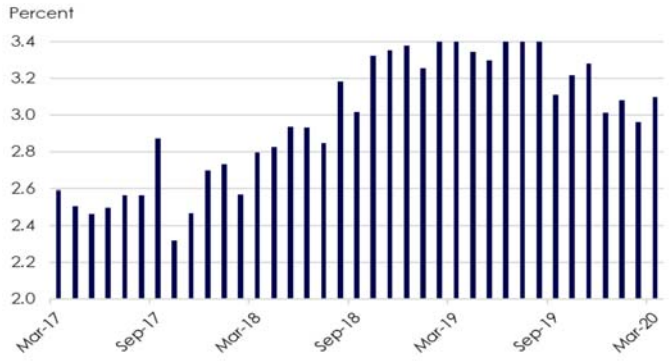
In February, personal income increased just over $100 billion, or 0.6%. This jump in personal income led to increases in disposable personal income (DPI) as well as personal consumption expenditure (PCE). What is interesting about the $13 billion increase in PCE, is when broken down we learned that there was actually a $7.7 billion decrease in spending on goods, and an $18.3 billion increase in spending on services- led by spending on electricity and gas. These numbers reflect the lifestyle shift many Americans adopted amid growing concern surrounding the pandemic. Rather than crowding up shopping malls and shopping for goods, many instead practiced social distancing by staying inside their homes and running up the electricity bill. (BEA 04/02/20)

State Economy

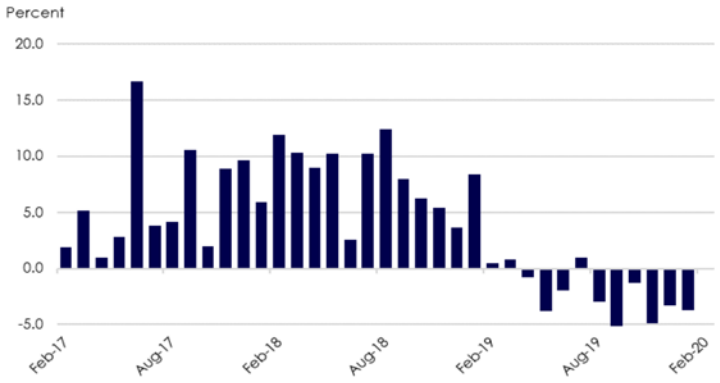
Pre-pandemic data showed California continued its historic job growth run in February. By adding nearly 30,000 nonfarm payroll jobs, our state maintained the record low 3.9% unemployment rate. This can mostly be attributed to large growth in the Business and Professional Services industry, as well as strong gains in Construction. (EDD 03/27/20)

- As March came, unemployment claims quickly sky rocketed, more than doubling every week and quickly reaching 1 million claims. (CNBC 03/25/20)
- Amid all of this uncertainty regarding our economy and how/when we will recover, experts expect California's unemployment rate to climb above 6.0% in coming months. (Cal Matters 03/22/20)

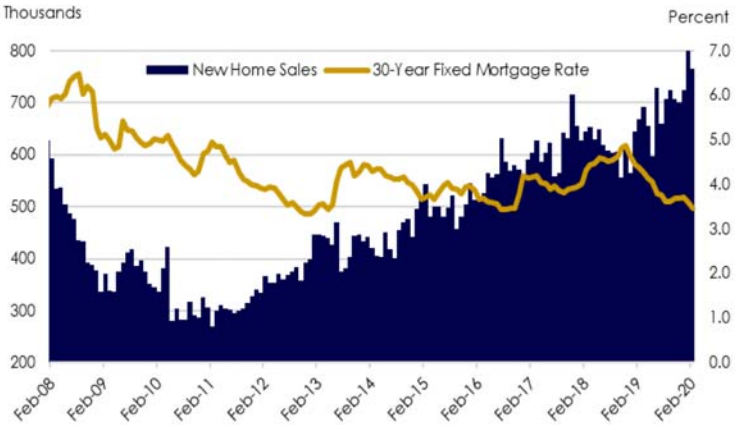
Private Sector Average Hourly Earnings Y/Y



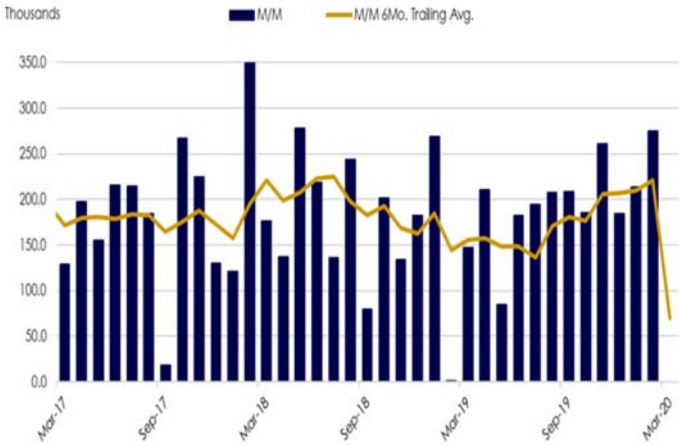
Durable Goods Percent Chg. Y/Y



New Home Sales SAAR



Nonfarm Payrolls Total M/M Change SA



Key Economic Indicators

Release Date	Indicator	Actual	Consensus	Prior Year
03/26/2020	Real GDP - Q/Q Change	**2.1%**	2.1%	2.2%
03/06/2020	Unemployment Rate - Seasonally Adjusted	**3.5%**	3.6%	3.8%
03/06/2020	Non-Farm Payrolls - M/M Change - Thousands	**273**	175	20
03/11/2020	CPI - Y/Y Change	**2.3%**	2.2%	1.5%
03/11/2020	CPI Ex Food and Energy - Y/Y Change	**2.4%**	2.3%	2.1%
03/04/2020	ISM Non-Manufacturing Index (> 50 indicates growth)	**57.3**	54.8	59.7
03/24/2020	New Home Sales - SAAR - Thousands	**765**	750	667
03/05/2020	Factory Orders - M/M Change	**-0.5%**	-0.1%	0.1%
03/05/2020	Durable Goods Orders - New Orders - M/M Change	**-0.2%**	-0.2%	0.3%

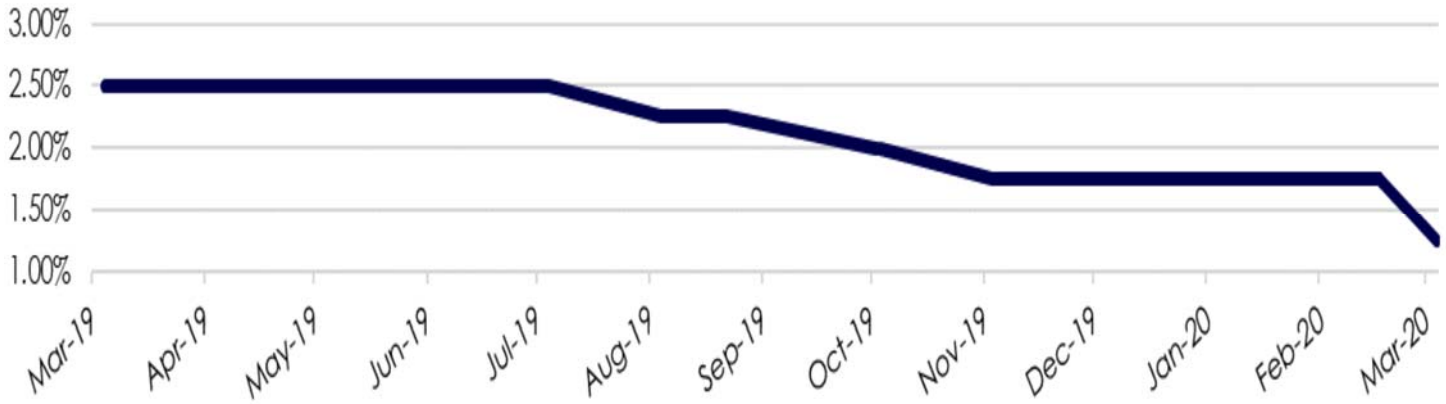
*Note: 'Prior Year' displays final estimates of indicator values from the equivalent period of the prior year.

Market Data

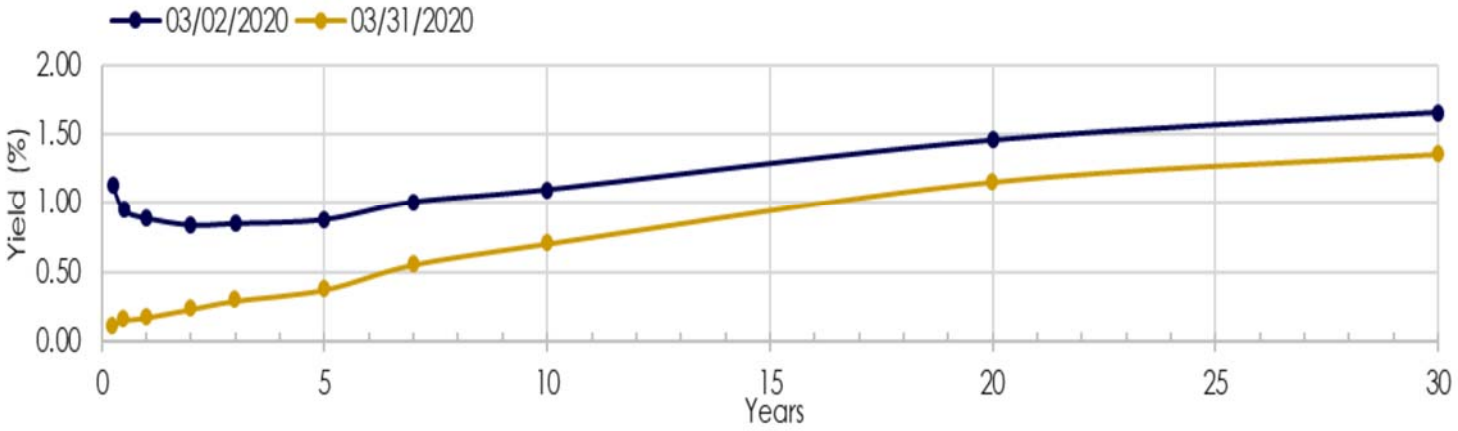
FOMC Meeting 03/15/2020

- The FOMC stated that data received since their last meeting in January showed significant market stress. Against this backdrop, expectations for the path of the federal funds rate were adjusted sharply.
- The Federal Open Market Committee lowered the Fed Funds Target Range on 3/3/2020 to 1.00-1.25%., then lowered again on 3/15/2020 to 0.0-0.25%
- The FOMC stated in their press release that "it is prepared to use its full range of tools to support the flow of credit to households and businesses and thereby promote its maximum employment and price stability goals."

Fed Funds Target Rate (Upper Limit)



U.S. Treasury Curve

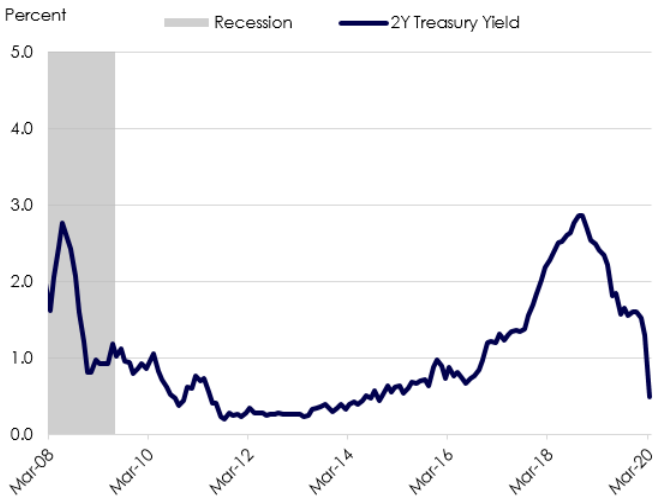


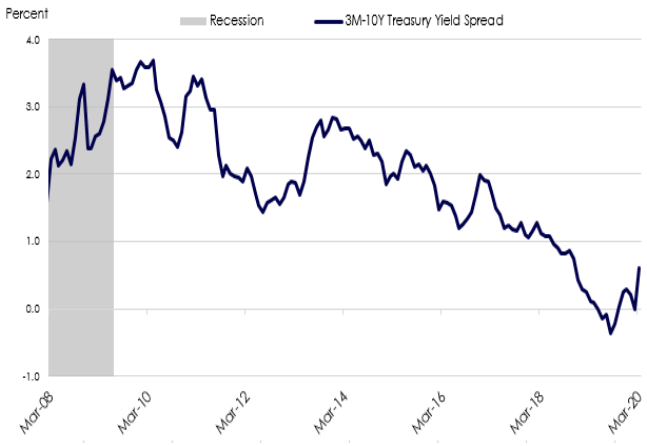
Treasury Curve Differentials	3 Mo	6 Mo	1 Yr	2 Yr	3 Yr	5 Yr	10 Yr	30 Yr
03/31/2020 - 03/02/2020	-1.02	-0.80	-0.72	-0.61	-0.56	-0.51	-0.40	-0.31
03/31/2020	0.11	0.15	0.17	0.23	0.29	0.37	0.70	1.35
03/02/2020	1.13	0.95	0.89	0.84	0.85	0.88	1.10	1.66

The US Treasury Curve and its values are subject to frequent change and will be updated monthly with each issued TPIF report.

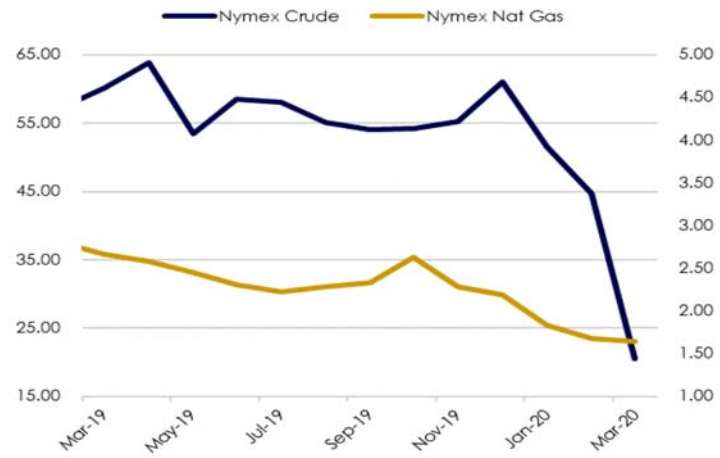
Market Data cont'd

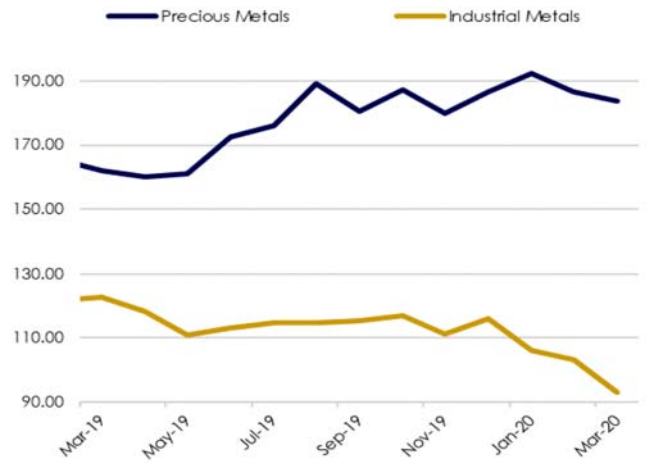
U.S. Treasuries



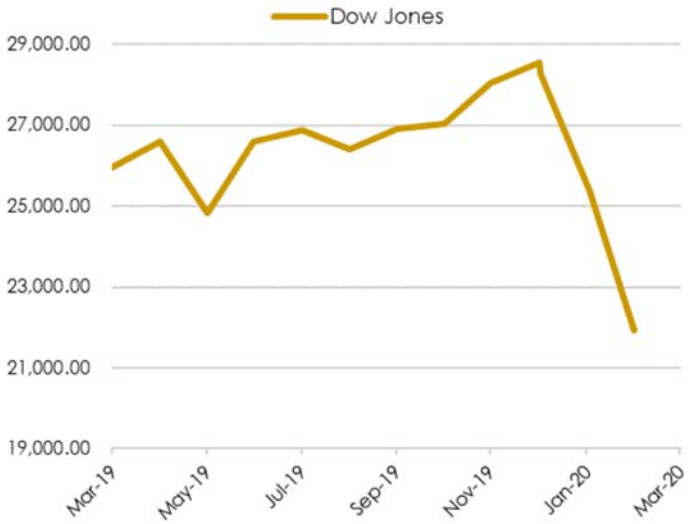


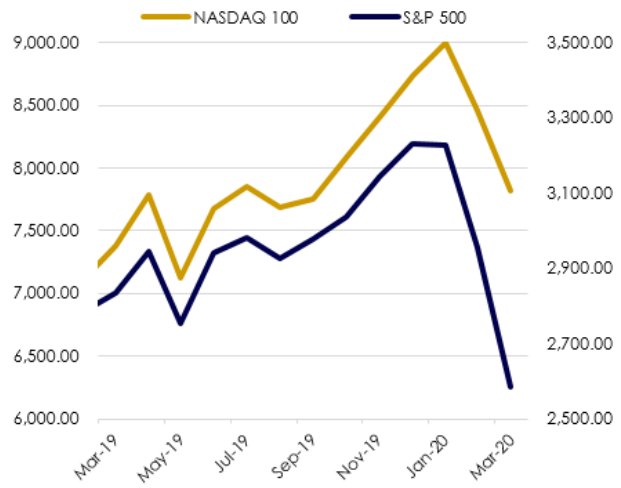
Commodities





Stocks





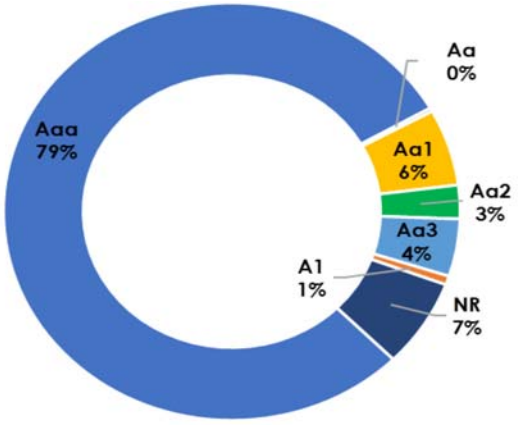
* Values listed for commodities and stocks are in US dollars and are as of the final business day of each month.

Portfolio Data

The County of Riverside's Treasurer's Pooled Investment Fund is currently rated **AAA-bf** by **Moody's Investor Service** and **AAAf/S1** by **Fitch Ratings**.

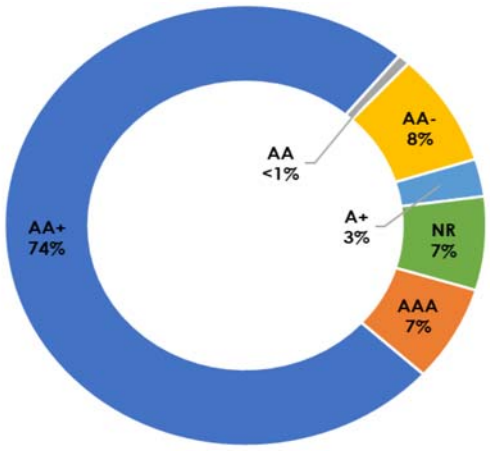
Moody's Asset Rating (000's)

	Book	MKT/Book	% Book	Yield
Aaa	5,754,699.19	100.62%	79.25%	1.40%
Aa	20,000.00	101.00%	0.28%	2.06%
Aa1	432,487.92	100.14%	5.96%	1.72%
Aa2	189,603.49	100.40%	2.61%	1.81%
Aa3	319,830.03	100.26%	4.40%	2.10%
A1	50,000.00	100.00%	0.69%	1.75%
NR	495,044.70	100.22%	6.82%	1.43%
Totals:	**7,261,665.33**	**100.53%**	**100.00%**	**1.46%**



S&P Asset Rating (000's)

	Book	MKT/Book	% Book	Yield
AAA	512,969.56	100.34%	7.06%	0.99%
AA+	5,390,596.12	100.63%	74.23%	1.45%
AA	59,405.15	100.15%	0.82%	2.01%
AA-	603,649.80	100.30%	8.31%	1.94%
A+	200,000.00	100.00%	2.75%	1.74%
NR	495,044.70	100.22%	6.82%	1.43%
Totals:	**7,261,665.33**	**100.53%**	**100.00%**	**1.46%**



12-Month Projected Cash Flow

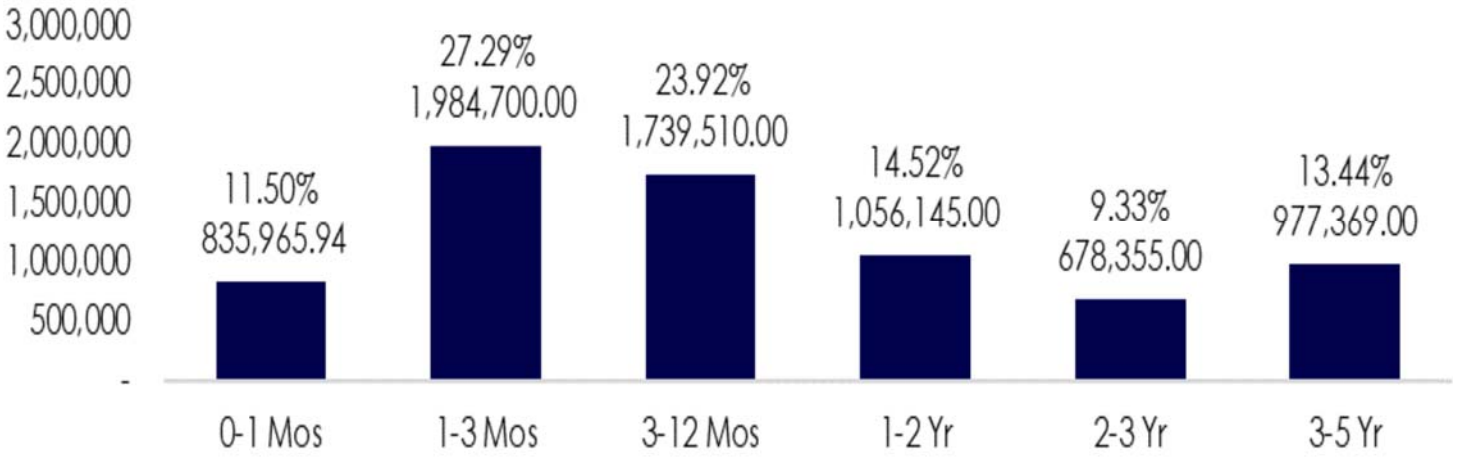
Month	Monthly Receipts	Monthly Disbursements	Difference	Required Matured Investments	Balance	Actual Investments Maturing	Available to Invest > 1 Year
04/2020					247.80		
04/2020	2,103.35	1,289.51	813.84		1,061.64	835.97	
05/2020	1,086.86	1,939.63	(852.77)		208.87	1,519.66	
06/2020	1,044.30	1,802.91	(758.61)	549.74	-	465.04	
07/2020	1,034.18	1,472.64	(438.46)	438.46	-	126.83	
08/2020	986.77	1,164.92	(178.15)	178.15	-	333.35	
09/2020	1,085.65	1,145.14	(59.49)	59.49	-	248.98	
10/2020	1,249.55	1,343.18	(93.63)	93.63	-	187.25	
11/2020	1,205.40	1,074.70	130.70		130.70	320.10	
12/2020	2,348.61	1,073.38	1,275.23		1,405.93		
01/2021	1,078.90	1,910.81	(831.91)		574.02	367.75	
02/2021	1,005.21	1,217.34	(212.13)		361.89	15.00	
03/2021	1,497.96	1,092.59	405.37		767.26	140.26	
TOTALS	15,726.74	16,526.75	(800.01)	1,319.47	4,758.11	4,560.19	5,942.19
				18.17%		62.80%	81.83%

* Values listed in Cash Flow Table are in millions of USD.

Based on historic and current financial conditions within the County, the Pool is expected to maintain sufficient liquidity of funds to cover County expenses for the next twelve months.

Portfolio Data cont'd

Asset Maturity Distribution (Par Value, 000's)

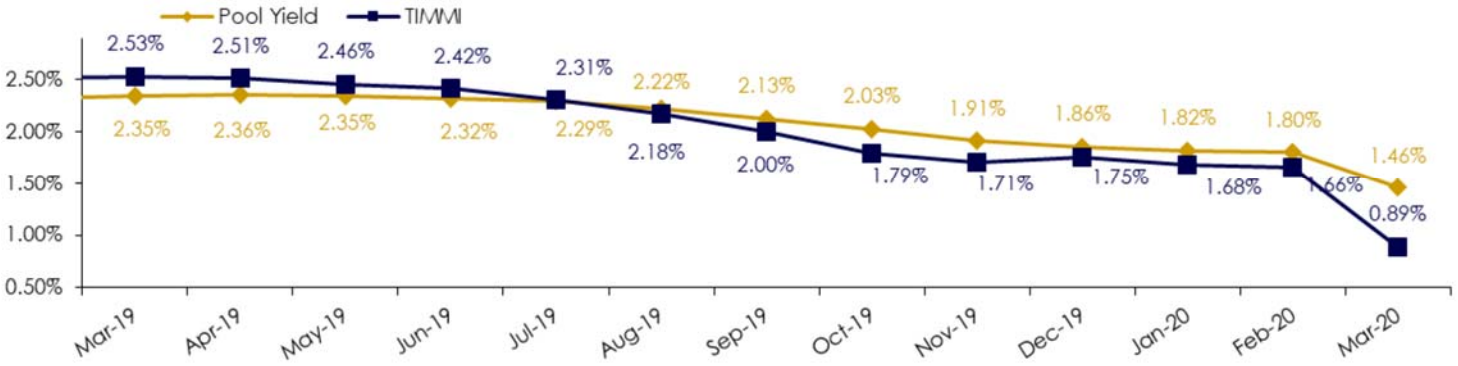


Asset Allocation (000's)

Assets	Scheduled Book	Scheduled Market	Mkt/Book	Yield	WAL (Yr.)	Mat (Yr.)
TREAS	800,494.03	810,908.75	101.30%	1.64%	0.90	0.90
AGENCIES	4,240,686.66	4,263,331.80	100.53%	1.37%	0.86	1.22
MMKT	429,000.00	429,000.00	100.00%	0.69%	0.00	0.00
CASH	275,000.00	275,000.00	100.00%	1.44%	0.00	0.00
CALTRUST FND	4,023.98	4,023.98	100.00%	1.71%	0.00	0.00
COMM PAPER	886,127.80	890,165.58	100.46%	1.68%	0.15	0.15
CDS	100,000.00	100,000.00	100.00%	1.63%	0.48	0.72
NCDS	290,000.00	290,000.00	100.00%	1.88%	0.17	0.17
MEDIUM TERM NOTES	82,836.63	84,573.93	102.10%	2.56%	0.65	0.71
MUNI	153,456.23	153,456.23	100.00%	2.63%	1.09	1.09
LOCAL AGCY OBLIG	40.00	40.00	100.00%	2.41%	0.21	0.21
Totals:	**7,261,665.33**	**7,300,500.27**	**100.53%**	**1.46%**	**0.663**	**1.19**

* For details on the Pool's composition see Month End Portfolio Holdings, pages 9 to 13.

TIMMI



The Treasurer's Institutional Money Market Index (TIMMI) is a composite index of four AAA rated prime institutional money market funds. Their average yield is compared to the yield of the Treasurer's Pooled Investment Fund in the above graph.

Compliance Report

Compliance Status: Full Compliance

The Treasurer's Pooled Investment Fund was in full compliance with the County of Riverside's Treasurer's Statement of Investment Policy. The County's Statement of Investment Policy is more restrictive than California Government Code 53646. The County's Investment Policy is reviewed annually by the County of Riverside's Oversight Committee and approved by the Board of Supervisors.

	GOVERNMENT CODE			COUNTY INVESTMENT POLICY			
Investment Category	Maximum Remaining Maturity	Authorized % Limit	S&P/ Moody's	Maximum Remaining Maturity	Authorized % Limit	S&P/Moody's/ Fitch	Actual %
MUNICIPAL BONDS (MUNI)	5 YEARS	NO LIMIT	NA	4 YEARS	15%	AA-/Aa3/AA-	**2.11%**
U.S. TREASURIES	5 YEARS	NO LIMIT	NA	5 YEARS	100%	NA	**11.02%**
LOCAL AGENCY OBLIGATIONS (LAO)	5 YEARS	NO LIMIT	NA	3 YEARS	2.50%	INVESTMENT GRADE	**<0.01%**
FEDERAL AGENCIES	5 YEARS	NO LIMIT	AAA	5 YEARS	100%	NA	**58.40%**
COMMERCIAL PAPER (CP)	270 DAYS	40%	A1/P1	270 DAYS	40%	A1/P1/F1	**12.20%**
CERTIFICATE & TIME DEPOSITS (NCD & TCD)	5 YEARS	30%	NA	1 YEAR	25% Combined	A1/P1/F1	**5.37%**
INT'L BANK FOR RECONSTRUCTION AND DEVELOPMENT AND INT'L FINANCE CORPORATION	NA	NA	NA	4 YEARS	20%	AA/Aa/AA	**0.00%**
REPURCHASE AGREEMENTS (REPO)	1 YEARS	NO LIMIT	NA	45 DAYS	40% max, 25% in term repo over 7 days	A1/P1/F1	**0.00%**
REVERSE REPOS	92 DAYS	20%	NA	60 DAYS	10%	NA	**0.00%**
MEDIUM TERM NOTES (MTNO)	5 YEARS	30%	A	3 YEARS	20%	AA/Aa2/AA	**1.14%**
CALTRUST SHORT TERM FUND	NA	NA	NA	DAILY LIQUIDITY	1.00%	NA	**0.06%**
MONEY MARKET MUTUAL FUNDS (MMF)	60 DAYS[1]	20%	AAA/Aaa [2]	DAILY LIQUIDITY	20%	AAA by 2 Of 3 RATINGS	**5.91%**
LOCAL AGENCY INVESTMENT FUND (LAIF)	NA	NA	NA	DAILY LIQUIDITY	Max $50 million	NA	**0.00%**
CASH/DEPOSIT ACCOUNT	NA	NA	NA	NA	NA	NA	**3.79%**

[1] Money Market Mutual Funds maturity may be interpreted as a weighted average maturity not exceeding 60 days.

[2] Or must have an investment advisor with no fewer than 5 years experience and with assets under management of $500,000,000 USD.

THIS COMPLETES THE REPORT REQUIREMENTS OF CALIFORNIA GOVERNMENT CODE 53646.

CUSIP	Description	Maturity Date	Coupon	Yield To Mat	Par Value	Book Value	Market Price	Market Value	Unrealized Gain/Loss	Modified Duration	Years To Maturity
Fund: 1 POOL FUND											
1060: MMKT ACCTS-A/365-6											
FRGXX	FIDELITY GOV	04/01/2020	.666	.666	121,000,000.00	121,000,000.00	100.000000	121,000,000.00	0.00	.003	.003
GOFXX	FEDERATED GOV	04/01/2020	.456	.456	66,000,000.00	66,000,000.00	100.000000	66,000,000.00	0.00	.003	.003
WFFXX	WELLS FARGO GOV	04/01/2020	1.056	1.056	121,000,000.00	121,000,000.00	100.000000	121,000,000.00	0.00	.003	.003
FGTXX	GOLDMAN SACHS GOV	04/01/2020	.464	.464	121,000,000.00	121,000,000.00	100.000000	121,000,000.00	0.00	.003	.003
			.687	**.687**	**429,000,000.00**	**429,000,000.00**	**100.000000**	**429,000,000.00**	**0.00**	**.003**	**.003**
1065: CLTR-A/365-6											
CLTR	CALTRUST SHT TERM FUND	04/01/2020	1.749	1.706	4,015,944.14	4,023,976.03	100.200000	4,023,976.03	0.00	.003	.003
			1.749	**1.706**	**4,015,944.14**	**4,023,976.03**	**100.200000**	**4,023,976.03**	**0.00**	**.003**	**.003**
1080: MGD RATE-A/365-6											
CASH	BANK OF THE WEST	04/01/2020	.750	.750	25,000,000.00	25,000,000.00	100.000000	25,000,000.00	0.00	.003	.003
			.750	**.750**	**25,000,000.00**	**25,000,000.00**	**100.000000**	**25,000,000.00**	**0.00**	**.003**	**.003**
1170: MGD RATE-A/360											
CASH	PACIFIC PREMIER BANK	04/01/2020	1.530	1.530	0.00	0.00	.000000	0.00	0.00	.000	.003
CASH	FIRST REPUBLIC BANK	04/01/2020	1.515	1.515	0.00	0.00	.000000	0.00	0.00	.000	.003
CASH	UB MANAGED RATE	04/01/2020	1.505	1.505	250,000,000.00	250,000,000.00	100.000000	250,000,000.00	0.00	.003	.003
			1.505	**1.505**	**250,000,000.00**	**250,000,000.00**	**100.000000**	**250,000,000.00**	**0.00**	**.003**	**.003**
1175: LAO-SINKING FND-A/360											
LAO	US DIST COURTHOUSE	06/15/2020	2.408	2.408	40,000.00	40,000.00	100.000000	40,000.00	0.00	-.047	.208
			2.408	**2.408**	**40,000.00**	**40,000.00**	**100.000000**	**40,000.00**	**0.00**	**-.047**	**.208**
1300: U.S. TREASURY BILL											
912796TT6	U.S. TREASURY BILL	05/07/2020	1.523	1.535	25,000,000.00	24,807,509.72	99.994000	24,998,500.00	190,990.28	.100	.101
			1.523	**1.535**	**25,000,000.00**	**24,807,509.72**	**99.994000**	**24,998,500.00**	**190,990.28**	**.100**	**.101**
1310: U.S. TREASURY BOND											
912828Y46	U.S. TREASURY BOND	07/31/2020	2.625	1.662	25,000,000.00	25,179,687.50	100.867000	25,216,750.00	37,062.50	.331	.334
912828L32	U.S. TREASURY BOND	08/31/2020	1.375	1.627	50,000,000.00	49,898,437.50	100.531000	50,265,500.00	367,062.50	.416	.419
912828YC8	U.S. TREASURY BOND	08/31/2021	1.500	1.711	25,000,000.00	24,906,250.00	101.863000	25,465,750.00	559,500.00	1.394	1.419
912828S27	U.S. TREASURY BOND	06/30/2021	1.125	1.735	25,000,000.00	24,753,906.25	101.273000	25,318,250.00	564,343.75	1.231	1.249
912828YE4	U.S. TREASURY BOND	08/31/2024	1.250	1.702	25,000,000.00	24,479,492.19	103.949000	25,987,250.00	1,507,757.81	4.269	4.422
912828L99	U.S. TREASURY BOND	10/31/2020	1.375	1.634	50,000,000.00	49,876,953.13	100.719000	50,359,500.00	482,546.87	.575	.586
9128283Q1	U.S. TREASURY BOND	01/15/2021	2.000	1.647	50,000,000.00	50,193,359.38	101.531000	50,765,500.00	572,140.62	.778	.795
912828PC8	U.S. TREASURY BOND	11/15/2020	2.625	1.638	50,000,000.00	50,455,078.13	101.586000	50,793,000.00	337,921.87	.611	.627
912828A42	U.S. TREASURY BOND	11/30/2020	2.000	1.639	50,000,000.00	50,173,828.13	101.289000	50,644,500.00	470,671.87	.656	.668
9128283Q1	U.S. TREASURY BOND	01/15/2021	2.000	1.643	50,000,000.00	50,193,359.38	101.531000	50,765,500.00	572,140.62	.778	.795
9128283Q1	U.S. TREASURY BOND	01/15/2021	2.000	1.637	25,000,000.00	25,097,656.25	101.531000	25,382,750.00	285,093.75	.778	.795
912828YV6	U.S. TREASURY BOND	11/30/2024	1.500	1.751	25,000,000.00	24,705,078.13	105.301000	26,325,250.00	1,620,171.87	4.462	4.671
9128283Q1	U.S. TREASURY BOND	01/15/2021	2.000	1.626	25,000,000.00	25,097,656.25	101.531000	25,382,750.00	285,093.75	.778	.795
9128283Q1	U.S. TREASURY BOND	01/15/2021	2.000	1.645	50,000,000.00	50,185,546.88	101.531000	50,765,500.00	579,953.12	.778	.795
912828ZZ2	U.S. TREASURY BOND	10/15/2020	1.625	1.649	25,000,000.00	24,995,117.19	100.809000	25,202,250.00	207,132.81	.530	.542
9128283Q1	U.S. TREASURY BOND	01/15/2021	2.000	1.606	50,000,000.00	50,201,171.88	101.531000	50,765,500.00	564,328.12	.778	.795
912828VV9	U.S. TREASURY BOND	08/31/2020	2.125	1.615	50,000,000.00	50,166,015.63	100.832000	50,416,000.00	249,984.37	.416	.419
9128283Q1	U.S. TREASURY BOND	01/15/2021	2.000	1.605	50,000,000.00	50,195,312.50	101.531000	50,765,500.00	570,187.50	.778	.795
912828L32	U.S. TREASURY BOND	08/31/2020	1.375	1.591	50,000,000.00	49,937,500.00	100.531000	50,265,500.00	328,000.00	.416	.419
912828XE5	U.S. TREASURY BOND	05/31/2020	1.500	1.555	25,000,000.00	24,995,117.19	100.231000	25,057,750.00	62,632.81	.166	.167
			1.835	**1.639**	**775,000,000.00**	**775,686,523.49**	**101.407774**	**785,910,250.00**	**10,223,726.51**	**.908**	**.932**
1425: FHLMC-Fxd-S 30/360											
3134GAVF8	FHLMC 3.5YrNc1YrE	05/08/2020	1.200	1.200	15,000,000.00	15,000,000.00	100.084000	15,012,600.00	12,600.00	.103	.104
3134GAXZ2	FHLMC 4YrNc6MoE	11/25/2020	1.370	1.370	25,000,000.00	25,000,000.00	100.533000	25,133,250.00	133,250.00	.642	.655
3134GAYK4	FHLMC 4YrNc1YrE	11/30/2020	1.440	1.440	10,000,000.00	10,000,000.00	100.594000	10,059,400.00	59,400.00	.658	.668
3134G9W37	FHLMC 2.5YrNc3MoB	08/10/2020	1.450	2.421	10,000,000.00	9,769,000.00	100.093000	10,009,300.00	240,300.00	.357	.362
3134GSMF9	FHLMC 5YrNc3YrE	05/26/2023	3.000	3.000	15,000,000.00	15,000,000.00	102.660000	15,399,000.00	399,000.00	2.957	3.153
3134GSQL2	FHLMC 5YrNc2YrE	06/29/2023	3.100	3.100	5,000,000.00	5,000,000.00	100.621000	5,031,050.00	31,050.00	3.041	3.247
3134GTEB5	FHLMC 5YrNc1YrE	04/24/2024	2.625	2.625	15,000,000.00	15,000,000.00	100.129000	15,019,350.00	19,350.00	3.788	4.068
3134GTGX5	FHLMC 5YrNc1YrE	04/24/2024	2.610	2.610	15,000,000.00	15,000,000.00	100.126000	15,018,900.00	18,900.00	3.789	4.068
3134GTGX5	FHLMC 5YrNc1YrE	04/24/2024	2.610	2.610	15,000,000.00	15,000,000.00	100.126000	15,018,900.00	18,900.00	3.789	4.068
3134GTKG7	FHLMC 5YrNc2YrB	05/03/2024	2.600	2.600	10,000,000.00	10,000,000.00	102.120000	10,212,000.00	212,000.00	3.815	4.093
3134GTSF1	FHLMC 3YrNc1YrE	06/10/2022	2.400	2.400	5,000,000.00	5,000,000.00	100.353000	5,017,650.00	17,650.00	2.108	2.195
3134GTYT4	FHLMC 1YrNc1YrE	07/01/2024	2.125	2.125	15,000,000.00	15,000,000.00	100.366000	15,054,900.00	54,900.00	4.023	4.255
3134GTYT4	FHLMC 1YrNc1YrE	07/01/2024	2.125	2.125	15,000,000.00	15,000,000.00	100.366000	15,054,900.00	54,900.00	4.023	4.255
3134GTYS6	FHLMC 3YrNc1YrE	07/01/2022	2.000	2.000	15,000,000.00	15,000,000.00	100.377000	15,056,550.00	56,550.00	2.179	2.252
3134GTYP2	FHLMC 2.75YrNc9MoE	04/01/2022	2.000	2.000	15,000,000.00	15,000,000.00	100.000000	15,000,000.00	0.00	1.944	2.003
3134GTYT4	FHLMC 5YrNc1YrE	07/01/2024	2.125	2.125	15,000,000.00	15,000,000.00	100.366000	15,054,900.00	54,900.00	4.023	4.255
3134GTXJ7	FHLMC 5YrNc1YrE	07/08/2024	2.190	2.190	50,000,000.00	50,000,000.00	100.418000	50,209,000.00	209,000.00	4.035	4.274
3134GTA37	FHLMC 5YrNc1YrE	07/15/2024	2.150	2.150	15,000,000.00	15,000,000.00	100.414000	15,062,100.00	62,100.00	4.058	4.293
3134GTA52	FHLMC 5YrNc1YrQ	07/15/2024	2.300	2.300	5,000,000.00	5,000,000.00	100.481000	5,024,050.00	24,050.00	4.043	4.293
3134GTA37	FHLMC 5YrNc1YrE	07/15/2024	2.150	2.150	5,000,000.00	5,000,000.00	100.414000	5,020,700.00	20,700.00	4.058	4.293
3134GTW82	FHLMC 5YrNc1YrQ	08/07/2024	2.150	2.150	5,000,000.00	5,000,000.00	100.528000	5,026,400.00	26,400.00	4.119	4.356
3134GUHK9	FHLMC 5YrNc1Q	10/15/2024	1.875	1.875	10,000,000.00	10,000,000.00	100.625000	10,062,500.00	62,500.00	4.295	4.545
3134GUWP1	FHLMC 4YrNc1YrB	11/27/2023	1.800	1.800	15,000,000.00	15,000,000.00	100.797000	15,119,550.00	119,550.00	3.501	3.660
3134GUTX8	FHLMC 3.75YrNc9MoB	08/28/2023	1.800	1.814	695,000.00	694,652.50	100.506000	698,516.70	3,864.20	3.299	3.411
3134GUWS5	FHLMC 3YrNc3MoB	12/02/2022	1.900	1.900	10,000,000.00	10,000,000.00	100.234000	10,023,400.00	23,400.00	2.575	2.674
3134GUWR7	FHLMC 4YrNc7MoB	12/12/2023	1.900	1.900	10,000,000.00	10,000,000.00	100.246000	10,024,600.00	24,600.00	3.534	3.701
3134GUYX2	FHLMC 5YrNc6MoB	06/19/2024	2.000	2.000	15,000,000.00	15,000,000.00	100.296000	15,044,400.00	44,400.00	4.002	4.222
3134GUG38	FHLMC 3.5YrNc1YrB	06/23/2023	1.800	1.800	15,000,000.00	15,000,000.00	101.003000	15,150,450.00	150,450.00	3.108	3.230
3134GUG38	FHLMC 3.5YrNc1YrB	06/23/2023	1.800	1.822	9,000,000.00	8,993,250.00	101.003000	9,090,270.00	97,020.00	3.107	3.230
3134GUH45	FHLMC 4YrNc1YrB	12/28/2023	1.900	1.900	20,000,000.00	20,000,000.00	101.007000	20,201,400.00	201,400.00	3.579	3.745
3134GUM72	FHLMC 4YrNc1YrB	12/28/2023	1.900	1.900	10,000,000.00	10,000,000.00	100.983000	10,098,300.00	98,300.00	3.579	3.745
3134GU2V1	FHLMC 4YrNc6MoQ	01/16/2024	1.900	1.900	25,000,000.00	25,000,000.00	100.372000	25,093,000.00	93,000.00	3.628	3.797
3134GUY38	FHLMC 5YrNc6MoQ	01/16/2025	2.000	2.000	24,747,000.00	24,747,000.00	100.141000	24,781,893.27	34,893.27	4.529	4.800
3134GUZ60	FHLMC 4YrNc6MoQ	01/17/2024	1.900	1.900	15,000,000.00	15,000,000.00	100.372000	15,055,800.00	55,800.00	3.631	3.800
3134GU4E7	FHLMC 4.5YrNc1YrQ	07/22/2024	1.850	1.850	25,000,000.00	25,000,000.00	101.006000	25,251,500.00	251,500.00	4.109	4.312
3134GU7L8	FHLMC3.5YrNc6MoQ	08/10/2023	1.700	1.700	15,000,000.00	15,000,000.00	100.389000	15,058,350.00	58,350.00	3.243	3.362
3134GVBK3	FHLMC 3.5YrNc6MoB	08/10/2023	1.750	1.750	5,000,000.00	5,000,000.00	100.391000	5,019,550.00	19,550.00	3.240	3.362

CUSIP	Description	Maturity Date	Coupon	Yield To Mat	Par Value	Book Value	Market Price	Market Value	Unrealized Gain/Loss	Modified Duration	Years To Maturity
3134GVAU2	FHLMC 4YrNc6MoB	02/12/2024	1.800	1.800	5,000,000.00	5,000,000.00	100.397000	5,019,850.00	19,850.00	3.708	3.871
3134GVCD8	FHLMC 4YrNc6MoB	02/24/2024	1.750	1.750	5,000,000.00	5,000,000.00	100.221000	5,011,050.00	11,050.00	3.745	3.904
3134GVCZ9	FHLMC 5YrNc1YrB	02/18/2025	1.700	1.700	10,000,000.00	10,000,000.00	100.821000	10,082,100.00	82,100.00	4.656	4.890
3134GVCR7	FHLMC5YrNc1YrB	02/19/2025	1.800	1.800	5,785,000.00	5,785,000.00	100.892000	5,836,602.20	51,602.20	4.646	4.893
3136G4UG6	FHLMC 5YrNc1YrB	02/19/2025	1.770	1.770	5,000,000.00	5,000,000.00	100.757000	5,037,850.00	37,850.00	4.649	4.893
3134GVDC9	FHLMC 3YrNc9MoB	11/20/2023	1.700	1.700	10,000,000.00	10,000,000.00	100.548000	10,054,800.00	54,800.00	3.505	3.641
3134GVCP1	FHLMC 4YrNc1YrE	02/26/2024	1.600	1.605	10,000,000.00	9,998,000.00	100.919000	10,091,900.00	93,900.00	3.763	3.910
3134GVDW5	FHLMC 1YrNc3MoB	08/26/2021	1.550	1.550	10,000,000.00	10,000,000.00	100.083000	10,008,300.00	8,300.00	1.381	1.405
3134GVDP0	FHLMC 5YrNc6MoB	02/27/2025	1.700	1.700	26,400,000.00	26,400,000.00	100.309000	26,481,576.00	81,576.00	4.680	4.915
3134GVEM6	FHLMC 3YrNc6MoB	02/28/2023	1.500	1.500	10,000,000.00	10,000,000.00	100.319000	10,031,900.00	31,900.00	2.840	2.915
3134GVCY2	FHLMC 3YrNc3MoB	02/28/2023	1.800	1.800	36,000,000.00	36,000,000.00	100.141000	36,050,760.00	50,760.00	2.825	2.915
3134GVHU5	FHLMC 2YrNc3MoB	03/30/2022	1.150	1.150	35,000,000.00	35,000,000.00	100.005000	35,001,750.00	1,750.00	1.972	1.997
3134GVHE1	FHLMC 5YrNc3MoB	03/26/2025	1.400	1.410	5,000,000.00	4,997,500.00	100.050000	5,002,500.00	5,000.00	4.799	4.989
3134GVHJ0	FHLMC 5YrNc3MoB	03/26/2025	1.500	1.500	5,000,000.00	5,000,000.00	100.060000	5,003,000.00	3,000.00	4.787	4.989
3134GVHM3	FHLMC 1.5YrNc3MoB	09/30/2021	1.000	1.000	25,000,000.00	25,000,000.00	100.031000	25,007,750.00	7,750.00	1.490	1.501
			1.876	**1.891**	**722,627,000.00**	**722,384,402.50**	**100.465395**	**725,990,068.17**	**3,605,665.67**	**3.221**	**3.380**
1465: FHLMC-STEP%-S30/360											
3134G9R66	FHLMC 5YrNc3MoB	08/10/2021	1.500	1.500	15,000,000.00	15,000,000.00	100.093000	15,013,950.00	13,950.00	1.339	1.362
3134G9U47	FHLMC 5YrNc3MoB	08/25/2021	1.625	1.625	15,000,000.00	15,000,000.00	100.165000	15,024,750.00	24,750.00	1.378	1.403
3134GADP6	FHLMC 5YrNc3MoB	09/13/2021	1.625	1.625	16,500,000.00	16,500,000.00	100.216000	16,535,640.00	35,640.00	1.427	1.455
3134GAQV9	FHLMC 5YrNc6MoB	10/27/2021	1.625	1.625	15,000,000.00	15,000,000.00	100.049000	15,007,350.00	7,350.00	1.539	1.575
3134GAQV9	FHLMC 5YrNc6MoB	10/27/2021	1.625	1.625	15,000,000.00	15,000,000.00	100.049000	15,007,350.00	7,350.00	1.539	1.575
3134GASF2	FHLMC 5YrNc3MoB	10/27/2021	1.625	1.625	15,000,000.00	15,000,000.00	100.075000	15,011,250.00	11,250.00	1.537	1.575
3134GASF2	FHLMC 5YrNc3MoB	10/27/2021	1.625	1.625	15,000,000.00	15,000,000.00	100.075000	15,011,250.00	11,250.00	1.537	1.575
3134GATA2	FHLMC 5YrNc3MoB	10/27/2021	1.625	1.625	10,000,000.00	10,000,000.00	100.084000	10,008,400.00	8,400.00	1.539	1.575
3134GATB0	FHLMC 5YrNc3MoB	11/10/2021	1.625	1.625	17,000,000.00	17,000,000.00	100.106000	17,018,020.00	18,020.00	1.573	1.614
3134GATA2	FHLMC 5YrNc3MoB	10/27/2021	1.625	1.625	14,000,000.00	14,000,000.00	100.084000	14,011,760.00	11,760.00	1.539	1.575
3134GAUA0	FHLMC 5YrNc3MoB	11/30/2021	1.625	1.625	4,500,000.00	4,500,000.00	100.140000	4,506,300.00	6,300.00	1.631	1.668
3134GAYF5	FHLMC 5YrNc3MoB	11/26/2021	1.625	1.625	20,000,000.00	20,000,000.00	100.150000	20,030,000.00	30,000.00	1.617	1.658
3134G92T3	FHLMC 5YrNc3MoB	08/08/2023	1.500	2.399	5,000,000.00	4,790,170.00	100.049000	5,002,450.00	212,280.00	3.235	3.356
			1.611	**1.636**	**177,000,000.00**	**176,790,170.00**	**100.106480**	**177,188,470.00**	**398,300.00**	**1.560**	**1.597**
1476: FHLMC-Var-SOFR-Q A/360											
3134GVHN1	FHLMC 1.5Yr	09/23/2021	.330	.330	25,000,000.00	25,000,000.00	99.970000	24,992,500.00	-7,500.00	1.473	1.482
3134GVHN1	FHLMC 1.5Yr	09/23/2021	.330	.330	25,000,000.00	25,000,000.00	99.970000	24,992,500.00	-7,500.00	1.473	1.482
3134GVHN1	FHLMC 1.5Yr	09/23/2021	.330	.330	25,000,000.00	25,000,000.00	99.970000	24,992,500.00	-7,500.00	1.473	1.482
3134GVHN1	FHLMC 1.5Yr	09/23/2021	.330	.330	25,000,000.00	25,000,000.00	99.970000	24,992,500.00	-7,500.00	1.473	1.482
3134GVHN1	FHLMC 1.5Yr	09/23/2021	.330	.330	25,000,000.00	25,000,000.00	99.970000	24,992,500.00	-7,500.00	1.473	1.482
3134GVHV3	FHLMC 1.5Yr	09/30/2021	.330	.330	25,000,000.00	25,000,000.00	99.970000	24,992,500.00	-7,500.00	1.496	1.501
			.330	**.330**	**150,000,000.00**	**150,000,000.00**	**99.970000**	**149,955,000.00**	**-45,000.00**	**1.477**	**1.485**
1525: FNMA-Fxd-S 30/360											
3136G3WC5	FNMA 4YrNc6MoE	07/13/2020	1.350	1.350	10,000,000.00	10,000,000.00	100.305000	10,030,500.00	30,500.00	.283	.285
3135G0T60	FNMA 3Yr	07/30/2020	1.500	1.604	10,000,000.00	9,969,700.00	100.434000	10,043,400.00	73,700.00	.329	.332
3135G0T78	FNMA 4.83Yr	10/05/2022	2.000	2.322	15,000,000.00	14,782,200.00	103.612000	15,541,800.00	759,600.00	2.409	2.515
3135G0T94	FNMA 5Yr	01/19/2023	2.375	2.495	10,000,000.00	9,944,100.00	105.390000	10,539,000.00	594,900.00	2.680	2.805
3135G0U43	FNMA 4.41Yr	09/12/2023	2.875	2.333	30,000,000.00	30,670,500.00	107.800000	32,340,000.00	1,669,500.00	3.265	3.452
3136G4TY9	FNMA 5YrNc1YrQ	10/28/2024	2.000	2.000	10,000,000.00	10,000,000.00	100.672000	10,067,200.00	67,200.00	4.315	4.581
3136G0Z87	FNMA 1.75YrNc2MoB	10/26/2021	1.800	1.800	50,000,000.00	50,000,000.00	100.338000	50,169,000.00	169,000.00	1.529	1.573
3136G4UG6	FNMA 5YrNc1YrB	02/19/2025	1.770	1.770	5,000,000.00	5,000,000.00	100.757000	5,037,850.00	37,850.00	4.649	4.893
3135G0Y49	FNMA 3YrNc6MoB	02/21/2023	1.700	1.700	15,000,000.00	15,000,000.00	100.476000	15,071,400.00	71,400.00	2.803	2.896
3135G0X24	FNMA 4.83Yr	01/07/2025	1.625	1.094	10,000,000.00	10,247,300.00	104.969000	10,496,900.00	249,600.00	4.570	4.775
			1.995	**1.913**	**165,000,000.00**	**165,613,800.00**	**102.628515**	**169,337,050.00**	**3,723,250.00**	**2.428**	**2.539**
1565: FNMA-STEP%-S 30/360											
3136G3XT7	FNMA 5YrNc6MoB	07/27/2021	1.625	1.625	15,000,000.00	15,000,000.00	100.068000	15,010,200.00	10,200.00	1.302	1.323
			1.625	**1.625**	**15,000,000.00**	**15,000,000.00**	**100.068000**	**15,010,200.00**	**10,200.00**	**1.302**	**1.323**
1576: FNMA-Var-SOFR-Q A/360											
3135G02H5	FNMA 1.5Yr	09/16/2021	.170	.170	25,000,000.00	25,000,000.00	99.970000	24,992,500.00	-7,500.00	1.446	1.463
3135G02F9	FNMA 1Yr	03/16/2021	.130	.130	25,000,000.00	25,000,000.00	99.981000	24,995,250.00	-4,750.00	.953	.959
3135G02K8	FNMA 2Yr	03/16/2022	.230	.230	25,000,000.00	25,000,000.00	99.802000	24,950,500.00	-49,500.00	1.934	1.959
			.177	**.177**	**75,000,000.00**	**75,000,000.00**	**99.917667**	**74,938,250.00**	**-61,750.00**	**1.444**	**1.460**
1700: FHLB-DISC NOTE											
313384WG0	FHLB DISC NTE	05/01/2020	1.530	1.542	25,000,000.00	24,809,812.50	99.994000	24,998,500.00	188,687.50	.084	.085
313384WM7	FHLB DISC NTE	05/06/2020	1.569	1.582	25,000,000.00	24,801,695.83	99.993000	24,998,250.00	196,554.17	.097	.099
313384XT1	FHLB DISC NTE	06/05/2020	1.550	1.562	50,000,000.00	49,608,194.44	99.987000	49,993,500.00	385,305.56	.178	.181
313384WK1	FHLB DISC NTE	05/04/2020	1.570	1.580	50,000,000.00	49,686,000.00	99.994000	49,997,000.00	311,000.00	.092	.093
313384WW5	FHLB DISC NTE	05/15/2020	1.570	1.577	50,000,000.00	49,768,861.11	99.991000	49,995,500.00	226,638.89	.121	.123
313384WW5	FHLB DISC NTE	05/15/2020	1.570	1.577	25,000,000.00	24,884,430.56	99.991000	24,997,750.00	113,319.44	.121	.123
313384WL9	FHLB DISC NTE	05/05/2020	1.560	1.566	70,000,000.00	69,745,200.00	99.993000	69,995,100.00	249,900.00	.094	.096
313384WW5	FHLB DISC NTE	05/15/2020	1.565	1.571	25,000,000.00	24,901,100.69	99.991000	24,997,750.00	96,649.31	.121	.123
313384XP9	FHLB DISC NTE	06/01/2020	1.530	1.537	50,000,000.00	49,783,250.00	99.988000	49,994,000.00	210,750.00	.167	.170
313384XY0	FHLB DISC NTE	06/10/2020	.486	.487	50,000,000.00	49,938,575.00	99.986000	49,993,000.00	54,425.00	.193	.195
313384WM7	FHLB DISC NTE	05/06/2020	.560	.560	50,000,000.00	49,956,444.44	99.993000	49,996,500.00	40,055.56	.098	.099
313384WZ8	FHLB DISC NTE	05/18/2020	.500	.500	50,000,000.00	49,952,778.78	99.991000	49,995,500.00	42,721.22	.131	.132
313384WS4	FHLB DISC NTE	05/11/2020	.500	.500	50,000,000.00	49,957,638.89	99.992000	49,996,000.00	38,361.11	.112	.112
313384WP0	FHLB DISC NTE	05/08/2020	.485	.485	50,000,000.00	49,962,277.78	99.993000	49,996,500.00	34,222.22	.104	.104
313384WT2	FHLB DISC NTE	05/12/2020	.570	.571	50,000,000.00	49,952,500.00	99.992000	49,996,000.00	43,500.00	.114	.115
313384YF0	FHLB DISC NTE	06/17/2020	.520	.521	50,000,000.00	49,930,666.67	99.985000	49,992,500.00	61,833.33	.212	.214
313384WW5	FHLB DISC NTE	05/15/2020	.570	.571	50,000,000.00	49,950,125.00	99.991000	49,995,500.00	45,375.00	.123	.123
313384A66	FHLB DISC NTE	08/03/2020	.520	.521	50,000,000.00	49,899,611.11	99.962000	49,981,000.00	81,388.89	.340	.342
313384L64	FHLB DISC NTE	10/22/2020	.300	.301	75,000,000.00	74,867,500.00	99.921000	74,940,750.00	73,250.00	.560	.562
313384D71	FHLB DISC NTE	08/28/2020	.050	.050	50,000,000.00	49,989,513.89	99.955000	49,977,500.00	-12,013.89	.410	.411
			.885	**.889**	**945,000,000.00**	**942,346,176.69**	**99.981810**	**944,828,100.00**	**2,481,923.31**	**.189**	**.191**
1725: FHLB-Fxd-S 30/360											
3130A7PV1	FHLB 5Yr	04/05/2021	1.375	1.390	5,000,000.00	4,996,350.00	101.100000	5,055,000.00	58,650.00	.994	1.014
3130A7PU3	FHLB 4Yr	04/06/2020	1.200	1.210	10,000,000.00	9,996,000.00	100.013000	10,001,300.00	5,300.00	.016	.016

CUSIP	Description	Maturity Date	Coupon	Yield To Mat	Par Value	Book Value	Market Price	Market Value	Unrealized Gain/Loss	Modified Duration	Years To Maturity
3130ABYZ3	FHLB 2.75YrNc9MoE	05/22/2020	1.600	1.600	5,000,000.00	5,000,000.00	100.172000	5,008,600.00	8,600.00	.141	.142
3130AC2C7	FHLB 3YrNc1YrE	08/28/2020	2.000	1.790	10,000,000.00	10,061,000.00	100.713000	10,071,300.00	10,300.00	.407	.411
3130ABZE9	FHLB 3YrNc1YrE	08/28/2020	1.650	1.650	5,000,000.00	5,000,000.00	100.570000	5,028,500.00	28,500.00	.407	.411
3130ABY34	FHLB 2.5Yr	05/29/2020	1.613	1.813	10,000,000.00	9,950,500.00	100.200000	10,020,000.00	69,500.00	.160	.162
313379Q69	FHLB 4.5 Yr	06/10/2022	2.125	2.182	7,975,000.00	7,955,620.75	103.843000	8,281,479.25	325,858.50	2.117	2.195
3130ADFW7	FHLB 3Yr	01/25/2021	2.200	2.212	15,000,000.00	14,994,900.00	101.571000	15,235,650.00	240,750.00	.802	.822
3130A0XD7	FHLB 3Yr	03/12/2021	2.375	2.484	10,000,000.00	9,968,000.00	101.930000	10,193,000.00	225,000.00	.930	.948
3130A0XD7	FHLB 3Yr	03/12/2021	2.375	2.489	10,000,000.00	9,966,500.00	101.930000	10,193,000.00	226,500.00	.930	.948
313378WG2	FHLB 4.08Yr	03/11/2022	2.500	2.619	10,000,000.00	9,954,700.00	104.152000	10,415,200.00	460,500.00	1.883	1.945
313382AX1	FHLB 4.9Yr	03/10/2023	2.125	2.716	11,750,000.00	11,432,397.50	104.805000	12,314,587.50	882,190.00	2.825	2.942
3130AE6U9	FHLB 3Yr	05/07/2021	2.700	2.725	7,650,000.00	7,644,492.00	102.637000	7,851,730.50	207,238.50	1.066	1.101
3130AE6U9	FHLB 3Yr	05/07/2021	2.700	2.703	10,000,000.00	9,999,100.00	102.637000	10,263,700.00	264,600.00	1.066	1.101
3130A8R54	FHLB 4.9YrNc1Mo	07/28/2023	1.800	2.965	3,700,000.00	3,504,196.00	100.002000	3,700,074.00	195,878.00	3.183	3.326
313378WG2	FHLB 2.91Yr	03/11/2022	2.500	2.308	30,000,000.00	30,158,100.00	104.152000	31,245,600.00	1,087,500.00	1.886	1.945
3130AHE33	FHLB 5YrNc1YrQ	10/21/2024	2.000	2.000	10,000,000.00	10,000,000.00	100.748000	10,074,800.00	74,800.00	4.296	4.562
3130AHE66	FHLB 5YrNc1YrQ	10/21/2024	2.000	2.000	10,000,000.00	10,000,000.00	100.751000	10,075,100.00	75,100.00	4.296	4.562
3130AHG64	FHLB 5YrNc1YrQ	10/28/2024	2.000	2.000	10,000,000.00	10,000,000.00	100.775000	10,077,500.00	77,500.00	4.315	4.581
3130AHG31	FHLB 5YrNc2YrQ	10/29/2024	1.800	1.800	25,000,000.00	25,000,000.00	102.044000	25,511,000.00	511,000.00	4.343	4.584
3130AHGS6	FHLB 3YrNc6MoQ	10/28/2022	2.000	2.000	50,000,000.00	50,000,000.00	100.112000	50,056,000.00	56,000.00	2.477	2.578
3130AHM59	FHLB 1.75YrNc9MoB	08/27/2024	1.875	1.886	11,200,000.00	11,194,400.00	100.495000	11,255,440.00	61,040.00	4.220	4.411
3130A94N8	FHLB 1.6 YrNc2MoB	08/25/2021	1.700	1.735	25,000,000.00	24,985,000.00	100.151000	25,037,750.00	52,750.00	1.375	1.403
3130AHMM2	FHLB 4.5YrNc1YrA	06/11/2024	1.850	1.850	15,000,000.00	15,000,000.00	100.873000	15,130,950.00	130,950.00	3.996	4.200
3130AHN66	FHLB 5YrNc1YrA	12/16/2024	1.940	1.940	10,000,000.00	10,000,000.00	100.951000	10,095,100.00	95,100.00	4.454	4.715
3130AHQR7	FHLB 5YrNc1YrA	12/23/2024	1.970	1.970	5,000,000.00	5,000,000.00	100.755000	5,037,750.00	37,750.00	4.470	4.734
3130AHVZ3	FHLB 5YrNc6MoQ	01/13/2025	2.000	2.000	10,000,000.00	10,000,000.00	100.347000	10,034,700.00	34,700.00	4.521	4.792
3130AHWB5	FHLB 5YrNc6MoQ	01/21/2025	2.000	2.000	10,000,000.00	10,000,000.00	100.364000	10,036,400.00	36,400.00	4.543	4.814
3130AHWB5	FHLB 5YrNc6MoQ	01/21/2025	2.000	2.000	10,000,000.00	10,000,000.00	100.364000	10,036,400.00	36,400.00	4.543	4.814
3130AHXA6	FHLB 2.5YrNc6MoB	07/22/2022	1.750	1.750	50,000,000.00	50,000,000.00	100.348000	50,174,000.00	174,000.00	2.246	2.310
3130A8XW8	FHLB 2.58YrNc1MoQ	08/25/2022	1.801	1.801	25,000,000.00	25,000,000.00	100.168000	25,042,000.00	42,000.00	2.335	2.403
3130AJ5F2	FHLB 5YrNc1Yr	02/12/2025	1.750	1.750	7,250,000.00	7,250,000.00	100.032000	7,252,320.00	2,320.00	4.633	4.874
3130AJA33	FHLB 3YrNc3MoB	02/28/2023	1.800	1.800	15,000,000.00	15,000,000.00	100.110000	15,016,500.00	16,500.00	2.825	2.915
3130AJF95	FHLB 5YrNc1YrA	03/24/2025	1.300	1.300	10,000,000.00	10,000,000.00	99.907000	9,990,700.00	-9,300.00	4.806	4.984
3130AJB65	FHLB 4YrNc6Mo	03/25/2024	1.620	1.620	6,200,000.00	6,200,000.00	100.256000	6,215,872.00	15,872.00	3.842	3.986
3130AJAX7	FHLB 4YrNc1Yr	03/25/2024	1.550	1.550	10,300,000.00	10,300,000.00	100.573000	10,359,019.00	59,019.00	3.847	3.986
3130AJC23	FHLB 5YrNc6MoA	03/25/2025	1.500	1.500	5,000,000.00	5,000,000.00	100.068000	5,003,400.00	3,400.00	4.783	4.986
			1.939	**1.965**	**491,025,000.00**	**490,511,256.25**	**101.092902**	**496,391,422.25**	**5,880,166.00**	**2.621**	**2.736**
1767: FHLB-Var-M A/360											
3130A9FU0	FHLB 4Yr	09/22/2020	1.074	1.074	10,000,000.00	10,000,000.00	100.084000	10,008,400.00	8,400.00	.474	.479
3130A9FM8	FHLB 4Yr	09/22/2020	1.074	1.074	15,000,000.00	15,000,000.00	100.084000	15,012,600.00	12,600.00	.474	.479
3130A9FR7	FHLB 4Yr	09/28/2020	1.091	1.091	10,000,000.00	10,000,000.00	100.060000	10,006,000.00	6,000.00	.491	.496
3130A9FR7	FHLB 4Yr	09/28/2020	1.091	1.091	15,000,000.00	15,000,000.00	100.060000	15,009,000.00	9,000.00	.491	.496
3130AJ2N8	FHLB 1.16Yr	05/03/2021	1.505	1.581	25,000,000.00	24,978,764.50	99.912000	24,978,000.00	-764.50	1.078	1.090
			1.223	**1.249**	**75,000,000.00**	**74,978,764.50**	**100.018667**	**75,014,000.00**	**35,235.50**	**.681**	**.688**
1770: FHLB-Var-Q A/360											
3130A8NF6	FHLB 3Yr	07/01/2020	2.034	2.034	25,000,000.00	25,000,000.00	100.037000	25,009,250.00	9,250.00	.497	.252
3130AJAS8	FHLB 1.25Yr	05/26/2021	1.557	1.557	75,000,000.00	75,000,000.00	99.977000	74,982,750.00	-17,250.00	1.138	1.153
3130AHVS9	FHLB 6Mo	09/11/2020	1.628	1.314	50,000,000.00	50,075,000.00	99.990000	49,995,000.00	-80,000.00	.441	.449
3130AHVS9	FHLB 6Mo	09/11/2020	1.628	1.313	50,000,000.00	50,075,000.00	99.990000	49,995,000.00	-80,000.00	.441	.449
			1.652	**1.495**	**200,000,000.00**	**200,150,000.00**	**99.991000**	**199,982,000.00**	**-168,000.00**	**.709**	**.688**
1786: FHLB-Var-SOFR-Q A/360											
3130AJEC9	FHLB 6Mo	09/11/2020	.095	.095	25,000,000.00	25,000,000.00	99.932000	24,983,000.00	-17,000.00	.444	.449
			.095	**.095**	**25,000,000.00**	**25,000,000.00**	**99.932000**	**24,983,000.00**	**-17,000.00**	**.444**	**.449**
1900: FFCB-DISC NOTE											
313312YL8	FFCB DISC NTE	06/22/2020	1.530	1.545	25,000,000.00	24,755,625.00	99.984000	24,996,000.00	240,375.00	.224	.227
313312YF1	FFCB DISC NTE	06/17/2020	1.570	1.585	25,000,000.00	24,768,861.11	99.985000	24,996,250.00	227,388.89	.210	.214
			1.550	**1.565**	**50,000,000.00**	**49,524,486.11**	**99.984500**	**49,992,250.00**	**467,763.89**	**.217**	**.220**
1925: FFCB-Fxd-S 30/360											
3133EGSA4	FFCB 4YrNc1YrA	08/24/2020	1.320	1.320	10,000,000.00	10,000,000.00	100.000000	10,000,000.00	0.00	.397	.400
3133EGVK8	FFCB 4YrNc1YrA	09/21/2020	1.350	1.350	10,000,000.00	10,000,000.00	100.000000	10,000,000.00	0.00	.473	.477
3133EGXX8	FFCB 4YrNc1YrA	10/13/2020	1.340	1.340	15,000,000.00	15,000,000.00	100.014000	15,002,100.00	2,100.00	.526	.537
3133EHUL5	FFCB 3Yr	08/10/2020	1.890	1.890	5,000,000.00	5,000,000.00	100.555000	5,027,750.00	27,750.00	.358	.362
3133EHJ95	FFCB 3Yr	10/26/2020	1.750	1.760	20,000,000.00	19,994,000.00	100.858000	20,171,600.00	177,600.00	.560	.573
3133EH6X6	FFCB 4Yr	01/12/2022	2.200	2.365	10,000,000.00	9,938,000.00	103.098000	10,309,800.00	371,800.00	1.728	1.786
3133EJEM7	FFCB 3Yr	03/01/2021	2.500	2.501	10,000,000.00	9,999,700.00	102.218000	10,221,800.00	222,100.00	.899	.918
3133EJCE7	FFCB 2.8Yr	02/12/2021	2.350	2.474	15,000,000.00	14,948,670.00	101.701000	15,255,150.00	306,480.00	.848	.871
3133EJKN8	FFCB 5Yr	04/11/2023	2.700	2.721	10,000,000.00	9,990,300.00	106.410000	10,641,000.00	650,700.00	2.852	3.030
3133EJNS4	FFCB 3Yr	05/10/2021	2.700	2.747	10,000,000.00	9,986,600.00	102.573000	10,257,300.00	270,700.00	1.074	1.110
3133EJD48	FFCB 5Yr	10/02/2023	3.050	3.095	10,000,000.00	9,979,300.00	108.638000	10,863,800.00	884,500.00	3.248	3.507
3133EJT74	FFCB 2.9Yr	11/15/2021	3.050	2.922	10,000,000.00	10,035,700.00	104.196000	10,419,600.00	383,900.00	1.555	1.627
3133EJ3L1	FFCB 1.5Yr	06/24/2020	2.750	2.757	10,000,000.00	9,999,000.00	100.649000	10,064,900.00	65,900.00	.230	.233
3133EKRP3	FFCB 5YrNc2YrA	06/21/2024	2.220	2.220	10,000,000.00	10,000,000.00	101.769000	10,176,900.00	176,900.00	3.985	4.227
3133EKM45	FFCB 3Yr	09/06/2022	1.500	1.529	14,435,000.00	14,422,874.60	102.165000	14,747,517.75	324,643.15	2.375	2.436
3133EKM94	FFCB 4YrNc1YrA	09/11/2023	1.900	1.900	10,000,000.00	10,000,000.00	100.315000	10,031,500.00	31,500.00	3.316	3.449
3133EK2A3	FFCB 5YrNc1YrA	10/15/2024	1.920	1.920	10,000,000.00	10,000,000.00	100.631000	10,063,100.00	63,100.00	4.289	4.545
3133EK4B9	FFCB 5YrNc2YrA	10/28/2024	1.820	1.820	10,000,000.00	10,000,000.00	101.424000	10,142,400.00	142,400.00	4.337	4.581
3133EKP75	FFCB 4.9Yr	09/17/2024	1.600	1.672	6,128,000.00	6,107,471.20	104.289000	6,390,829.92	283,358.72	4.285	4.468
3133EK4A1	FFCB 4YrNc1YrA	10/30/2023	1.930	1.930	5,000,000.00	5,000,000.00	100.702000	5,035,100.00	35,100.00	3.419	3.584
3133EKQA7	FFCB 4.9Yr	09/10/2024	2.080	1.688	2,064,000.00	2,101,585.44	106.039000	2,188,644.96	87,059.52	4.227	4.449
3133EK7L4	FFCB 1YrNc6MoA	11/19/2020	1.660	1.660	50,000,000.00	50,000,000.00	100.196000	50,098,000.00	98,000.00	.624	.638
3133ELDE1	FFCB 3YrNc3MoA	12/12/2022	1.770	1.829	25,000,000.00	24,957,500.00	100.000000	25,000,000.00	42,500.00	2.608	2.701
3133ELMD3	FFCB 3YrNc1YrA	02/10/2023	1.600	1.600	10,000,000.00	10,000,000.00	100.687000	10,068,700.00	68,700.00	2.777	2.866
3133ELMD3	FFCB 3YrNc1YrA	02/10/2023	1.600	1.600	10,000,000.00	10,000,000.00	100.687000	10,068,700.00	68,700.00	2.777	2.866
3133ELMJ0	FFCB 4YrNc1YrC	02/12/2024	1.690	1.690	5,000,000.00	5,000,000.00	100.787000	5,039,350.00	39,350.00	3.717	3.871
3133ELJD7	FFCB 1.16YrNc5MoC	04/22/2021	1.620	1.620	27,910,000.00	27,910,000.00	100.319000	27,999,032.90	89,032.90	1.044	1.060

CUSIP	Description	Maturity Date	Coupon	Yield To Mat	Par Value	Book Value	Market Price	Market Value	Unrealized Gain/Loss	Modified Duration	Years To Maturity
3133ELMD3	FFCB 3YrNc1YrA	02/10/2023	1.600	1.600	15,000,000.00	15,000,000.00	100.687000	15,103,050.00	103,050.00	2.777	2.866
3133ELNF7	FFCB 3.5YrNc1YrA	08/18/2023	1.640	1.640	10,000,000.00	10,000,000.00	100.803000	10,080,300.00	80,300.00	3.269	3.384
3133ELLW2	FFCB 2YrNc3MoA	05/05/2022	1.610	1.615	20,000,000.00	19,998,000.00	100.010000	20,002,000.00	4,000.00	2.058	2.096
3133ELNJ9	FFCB 4YrNc2YrA	02/28/2024	1.550	1.550	5,000,000.00	5,000,000.00	101.847000	5,092,350.00	92,350.00	3.781	3.915
3133ELQF4	FFCB 5YrNc3MoA	03/03/2025	1.750	1.750	10,000,000.00	10,000,000.00	100.118000	10,011,800.00	11,800.00	4.690	4.926
3133ELQE7	FFCB 5YrNc1YrA	03/03/2025	1.640	1.640	10,000,000.00	10,000,000.00	100.608000	10,060,800.00	60,800.00	4.705	4.926
3133ELQU1	FFCB 4.25YrNc3MoA	06/03/2024	1.670	1.682	10,000,000.00	9,995,000.00	100.094000	10,009,400.00	14,400.00	3.992	4.178
3133ELQV9	FFCB 4.5YrNc3MoA	09/03/2024	1.700	1.700	7,900,000.00	7,900,000.00	100.116000	7,909,164.00	9,164.00	4.237	4.430
3133ELQV9	FFCB 4.5YrNc3MoA	09/03/2024	1.700	1.700	5,000,000.00	5,000,000.00	100.116000	5,005,800.00	5,800.00	4.237	4.430
3133ELQU1	FFCB 4.25YrNc3MoA	06/03/2024	1.670	1.676	5,000,000.00	4,998,750.00	100.094000	5,004,700.00	5,950.00	3.993	4.178
3133ELQU1	FFCB 4.25YrNc3Mo	06/03/2024	1.670	1.686	21,000,000.00	20,986,350.00	100.094000	21,019,740.00	33,390.00	3.992	4.178
3133ELQP2	FFCB 4YrNc6MoA	03/04/2024	1.600	1.600	15,000,000.00	15,000,000.00	100.246000	15,036,900.00	36,900.00	3.785	3.929
3133ELTL8	FFCB 1.5YrNc3MoA	09/16/2021	.750	.784	10,000,000.00	9,995,000.00	99.982000	9,998,200.00	3,200.00	1.447	1.463
3133ELTC8	FFCB 5YrNc1YrA	03/17/2025	1.125	1.125	10,000,000.00	10,000,000.00	100.223000	10,022,300.00	22,300.00	4.810	4.964
3133ELUX0	FFCB 2YrNc1YrA	03/30/2022	1.000	1.000	25,000,000.00	25,000,000.00	100.024000	25,006,000.00	6,000.00	1.975	1.997
3133ELUX0	FFCB 2YrNc1YrA	03/30/2022	1.000	1.000	25,000,000.00	25,000,000.00	100.024000	25,006,000.00	6,000.00	1.975	1.997
			1.730	**1.747**	**544,437,000.00**	**544,243,801.24**	**100.958069**	**549,653,079.53**	**5,409,278.29**	**2.295**	**2.383**
1930: FFCB-Var-M A/360											
3133EFT56	FFCB 4Yr	04/01/2020	1.816	1.816	25,000,000.00	25,000,000.00	100.000000	25,000,000.00	0.00	.003	.003
3133EF2Z9	FFCB 4Yr	04/13/2020	1.042	1.042	50,000,000.00	50,000,000.00	100.012000	50,006,000.00	6,000.00	.036	.036
3133EGCE3	FFCB 5Yr	05/25/2021	1.217	1.217	10,000,000.00	10,000,000.00	100.270000	10,027,000.00	27,000.00	1.144	1.151
3133EGCE3	FFCB 5Yr	05/25/2021	1.217	1.217	10,000,000.00	10,000,000.00	100.270000	10,027,000.00	27,000.00	1.144	1.151
3133EG4C6	FFCB 3.9Yr	01/18/2022	.852	.345	15,000,000.00	15,139,095.00	100.062000	15,009,300.00	-129,795.00	1.768	1.803
3133EJDG1	FFCB 5Yr	02/21/2023	.994	.994	15,000,000.00	15,000,000.00	99.569000	14,935,350.00	-64,650.00	2.818	2.896
3133EJJE0	FFCB 3.5Yr	10/04/2021	1.381	1.381	15,000,000.00	15,000,000.00	100.011000	15,001,650.00	1,650.00	1.484	1.512
			1.216	**1.162**	**140,000,000.00**	**140,139,095.00**	**100.004500**	**140,006,300.00**	**-132,795.00**	**.826**	**.842**
1936: FFCB-Var-SOFR-Q A/360											
3133EKT63	FFCB 2Yr	09/24/2021	.150	.150	15,000,000.00	15,000,000.00	99.657000	14,948,550.00	-51,450.00	1.461	1.485
3133EK6V3	FFCB 3Yr	11/07/2022	.320	.320	25,000,000.00	25,000,000.00	100.105000	25,026,250.00	26,250.00	2.535	2.605
3133EK6V3	FFCB 3Yr	11/07/2022	.320	.320	25,000,000.00	25,000,000.00	100.105000	25,026,250.00	26,250.00	2.535	2.605
3133EK6V3	FFCB 3Yr	11/07/2022	.320	.320	25,000,000.00	25,000,000.00	100.105000	25,026,250.00	26,250.00	2.535	2.605
3133EK6V3	FFCB 3Yr	11/07/2022	.320	.320	15,000,000.00	15,000,000.00	100.105000	15,015,750.00	15,750.00	2.535	2.605
3133EK6V3	FFCB 3Yr	11/07/2022	.320	.320	25,000,000.00	25,000,000.00	100.105000	25,026,250.00	26,250.00	2.535	2.605
3133ELCX0	FFCB 3Yr	12/09/2022	.330	.330	9,000,000.00	9,000,000.00	99.954000	8,995,860.00	-4,140.00	2.625	2.693
3133ELCX0	FFCB 3Yr	12/09/2022	.330	.330	24,000,000.00	24,000,000.00	99.954000	23,988,960.00	-11,040.00	2.625	2.693
3133ELCX0	FFCB 3Yr	12/09/2022	.330	.330	24,000,000.00	24,000,000.00	99.954000	23,988,960.00	-11,040.00	2.625	2.693
3133ELCX0	FFCB 3Yr	12/09/2022	.330	.330	24,000,000.00	24,000,000.00	99.954000	23,988,960.00	-11,040.00	2.625	2.693
3133ELCX0	FFCB 3Yr	12/09/2022	.330	.330	14,000,000.00	14,000,000.00	99.954000	13,993,560.00	-6,440.00	2.625	2.693
3133ELCX0	FFCB 3Yr	12/09/2022	.330	.330	24,000,000.00	24,000,000.00	99.954000	23,988,960.00	-11,040.00	2.625	2.693
			.315	**.315**	**249,000,000.00**	**249,000,000.00**	**100.005847**	**249,014,560.00**	**14,560.00**	**2.514**	**2.580**
1950: FMAC-Fxd-S 30/360											
3132X03B5	FAMCA 4.9Yr	06/30/2023	2.850	2.964	10,000,000.00	9,947,900.00	106.489000	10,648,900.00	701,000.00	3.060	3.249
3132X04F5	FAMCA 2.91Yr	07/23/2021	2.840	2.864	10,000,000.00	9,993,300.00	102.959000	10,295,900.00	302,600.00	1.272	1.312
31422BEP1	FAMCA 1.08Yr	05/29/2020	2.430	2.430	25,000,000.00	25,000,000.00	100.430000	25,107,500.00	107,500.00	.160	.162
31422BRH5	FAMCA 1.08YrNc4MoB	01/13/2021	1.700	1.700	40,000,000.00	40,000,000.00	100.051000	40,020,400.00	20,400.00	.773	.789
31422BWE6	FMARC 1YrNc6MoB	03/18/2021	.720	.720	25,000,000.00	25,000,000.00	100.011000	25,002,750.00	2,750.00	.959	.964
			1.851	**1.873**	**110,000,000.00**	**109,941,200.00**	**100.977682**	**111,075,450.00**	**1,134,250.00**	**.942**	**.971**
1965: FMAC-Var-M A/360											
3132X0AT8	FAMCA 2.5 Yr	06/02/2020	1.721	.715	25,000,000.00	25,063,500.00	100.001000	25,000,250.00	-63,250.00	.169	.173
3132X0S77	FAMCA 3Yr	04/23/2021	.997	.997	25,000,000.00	25,000,000.00	99.962000	24,990,500.00	-9,500.00	1.050	1.063
3132X0U90	FAMCA 3Yr	05/10/2021	.883	.883	10,000,000.00	10,000,000.00	99.926000	9,992,600.00	-7,400.00	1.095	1.110
31422BWC0	FAMCA 1.6Yr	05/28/2021	.682	.682	25,000,000.00	25,000,000.00	99.977000	24,994,250.00	-5,750.00	1.152	1.159
			1.104	**.808**	**85,000,000.00**	**85,063,500.00**	**99.973647**	**84,977,600.00**	**-85,900.00**	**.826**	**.835**
1986: FMAC-Var-SOFR-Q A/360											
31422BWG1	FMAC 1Yr FLOATING	03/25/2021	.120	.120	25,000,000.00	25,000,000.00	99.980000	24,995,000.00	-5,000.00	.983	.984
			.120	**.120**	**25,000,000.00**	**25,000,000.00**	**99.980000**	**24,995,000.00**	**-5,000.00**	**.983**	**.984**
2350: MUNIS-S 30/360											
419792JH0	HAWAII STATE	04/01/2020	1.660	1.660	5,055,000.00	5,055,000.00	100.000000	5,055,000.00	0.00	.003	.003
76222RUM2	RHODE ISLAND STATE	05/01/2020	1.625	1.520	2,660,000.00	2,670,719.80	100.403000	2,670,719.80	0.00	.084	.085
3733845L6	GEORGIA STATE	07/01/2020	3.000	1.370	6,825,000.00	7,254,770.25	106.297000	7,254,770.25	0.00	.250	.252
419792NF9	HAWAII STATE	10/01/2020	1.370	1.319	2,250,000.00	2,254,320.00	100.192000	2,254,320.00	0.00	.496	.504
13063DAC2	STATE OF CALIFORNIA	04/01/2021	2.625	2.011	14,400,000.00	14,688,720.00	102.005000	14,688,720.00	0.00	.974	1.003
76222RWT5	RHODE ISLAND ST & PROV	04/01/2020	2.750	2.451	3,065,000.00	3,082,378.55	100.567000	3,082,378.55	0.00	.003	.003
76222RWU2	RHODE ISLAND ST & PROV	04/01/2021	2.750	2.551	3,150,000.00	3,167,766.00	100.564000	3,167,766.00	0.00	.970	1.003
13063DGA0	STATE OF CALIFORNIA	04/01/2021	2.800	2.799	16,000,000.00	16,000,640.00	100.004000	16,000,640.00	0.00	.969	1.003
13063DAC2	STATE OF CALIFORNIA	04/01/2021	2.625	2.850	1,795,000.00	1,784,301.80	99.404000	1,784,301.80	0.00	.970	1.003
13063DAD0	STATE OF CALIFORNIA	04/01/2022	2.367	2.960	1,500,000.00	1,468,800.00	97.920000	1,468,800.00	0.00	1.916	2.003
544351MM8	CITY OF LOS ANGELES	09/01/2021	4.000	2.919	8,915,000.00	9,200,993.20	103.208000	9,200,993.20	0.00	1.368	1.422
13063DAD0	STATE OF CALIFORNIA	04/01/2022	2.367	3.120	17,695,000.00	17,256,340.95	97.521000	17,256,340.95	0.00	1.914	2.003
13063DAD0	STATE OF CALIFORNIA	04/01/2022	2.367	3.290	25,000,000.00	24,275,250.00	97.101000	24,275,250.00	0.00	1.913	2.003
13063DGA0	STATE OF CALIFORNIA	04/01/2021	2.800	2.680	10,825,000.00	10,852,170.75	100.251000	10,852,170.75	0.00	.969	1.003
419792YK6	STATE OF HAWAII	01/01/2021	3.250	2.733	12,745,000.00	12,864,165.75	100.935000	12,864,165.75	0.00	.732	.756
419792YL4	STATE OF HAWAII	01/01/2022	2.770	2.770	3,500,000.00	3,500,000.00	100.000000	3,500,000.00	0.00	1.686	1.756
13063CSQ4	STATE OF CALIFORNIA	04/01/2020	1.800	2.501	14,830,000.00	14,729,897.50	99.325000	14,729,897.50	0.00	.003	.003
368079HQ5	GAVILAN CMNTY CLG GO	08/01/2020	2.470	2.470	1,650,000.00	1,650,000.00	100.000000	1,650,000.00	0.00	.333	.337
365298X94	GARDEN GROVE USD	08/01/2020	1.875	1.875	1,000,000.00	1,000,000.00	100.000000	1,000,000.00	0.00	.334	.337
835569GM0	SONOMA CO JUNIOR GO	08/01/2020	1.837	1.837	700,000.00	700,000.00	100.000000	700,000.00	0.00	.334	.337
			2.581	**2.628**	**153,560,000.00**	**153,456,234.55**	**99.932427**	**153,456,234.55**	**0.00**	**1.040**	**1.082**
3020: COMMERCIAL PAPER											
16677JE77	CHEVRON	05/07/2020	1.650	1.664	94,000,000.00	93,220,191.67	99.870000	93,877,800.00	657,608.33	.100	.101
63763PEL9	NATL SEC CLEARING CORP	05/20/2020	1.750	1.766	35,000,000.00	34,690,347.22	99.823056	34,938,069.44	247,722.22	.135	.137
89233GEJ1	TOYOTA MOTOR CORP	05/18/2020	1.830	1.847	50,000,000.00	49,545,041.67	99.830278	49,915,138.89	370,097.22	.129	.132
89233GE69	TOYOTA MOTOR CORP	05/06/2020	1.860	1.875	50,000,000.00	49,599,583.33	99.873611	49,936,805.56	337,222.23	.097	.099
63763PEF2	NATL SEC CLEARING CORP	05/15/2020	1.800	1.814	20,000,000.00	19,842,000.00	99.841111	19,968,222.22	126,222.22	.121	.123

CUSIP	Description	Maturity Date	Coupon	Yield To Mat	Par Value	Book Value	Market Price	Market Value	Unrealized Gain/Loss	Modified Duration	Years To Maturity
89233GFC5	TOYOTA MOTOR CORP	06/12/2020	1.860	1.877	20,000,000.00	19,816,066.67	99.720000	19,944,000.00	127,933.33	.196	.200
16677JEJ1	CHEVRON CORP	05/18/2020	1.700	1.712	20,000,000.00	19,856,444.44	99.830278	19,966,055.56	109,611.12	.129	.132
03785DE44	APPLE	05/04/2020	1.630	1.639	10,000,000.00	9,944,308.33	99.880833	9,988,083.33	43,775.00	.092	.093
63763PEJ4	NATL SEC CLEARING CORP	05/18/2020	1.680	1.690	28,000,000.00	27,830,133.33	99.830278	27,952,477.78	122,344.45	.129	.132
03785DE69	APPLE	05/06/2020	1.620	1.629	50,000,000.00	49,736,750.00	99.873611	49,936,805.56	200,055.56	.097	.099
63763PE88	NATL SEC CLEARING CORP	05/08/2020	1.670	1.679	25,000,000.00	24,865,472.22	99.866389	24,966,597.22	101,125.00	.102	.104
63763PDP1	NATL SEC CLEARING CORP	04/23/2020	1.670	1.678	20,000,000.00	19,907,222.22	99.920556	19,984,111.11	76,888.89	.062	.063
63763PE62	NATL SEC CLEARING CORP	05/06/2020	1.670	1.679	50,000,000.00	49,740,222.22	99.873611	49,936,805.56	196,583.34	.097	.099
63763PEF2	NATL SEC CLEARING CORP	05/15/2020	1.670	1.679	30,000,000.00	29,833,000.00	99.841111	29,952,333.33	119,333.33	.121	.123
30229AEE5	EXXON MOBIL	05/14/2020	1.590	1.598	100,000,000.00	99,509,750.00	99.844722	99,844,722.22	334,972.22	.119	.121
03785DJ98	APPLE	09/09/2020	1.630	1.647	50,000,000.00	49,481,569.44	99.373889	49,686,944.44	205,375.00	.436	.444
03785DEL6	APPLE	05/20/2020	1.570	1.577	25,000,000.00	24,884,430.56	99.823056	24,955,763.89	71,333.33	.135	.137
89233GH41	TOYOTA MOTOR CORP	08/04/2020	1.690	1.704	40,000,000.00	39,662,000.00	99.513889	39,805,555.56	143,555.56	.339	.345
89233GE51	TOYOTA MOTOR CORP	05/05/2020	1.680	1.687	60,000,000.00	59,750,800.00	99.877222	59,926,333.33	175,533.33	.094	.096
03785DEL6	APPLE	05/20/2020	1.570	1.577	25,000,000.00	24,890,972.22	99.823056	24,955,763.89	64,791.67	.135	.137
03785DF35	APPLE	06/03/2020	1.570	1.578	25,000,000.00	24,875,708.33	99.755000	24,938,750.00	63,041.67	.173	.175
30229AFQ7	EXXON MOBIL	06/24/2020	1.610	1.619	25,000,000.00	24,861,361.11	99.673333	24,918,333.33	56,972.22	.229	.233
30229AFQ7	EXXON MOBIL	06/24/2020	1.610	1.619	20,000,000.00	19,889,088.89	99.673333	19,934,666.67	45,577.78	.229	.233
63763PFP9	NATL SEC CLEARING CORP	06/23/2020	1.570	1.578	20,000,000.00	19,895,333.33	99.677222	19,935,444.44	40,111.11	.226	.230
			1.672	**1.683**	**892,000,000.00**	**886,127,797.20**	**99.794348**	**890,165,583.33**	**4,037,786.13**	**.151**	**.154**
3130: CORP-Fxd-S 30/360											
594918BG8	MICROSOFT CORP	11/03/2020	2.000	2.543	25,000,000.00	24,649,750.00	100.220000	25,055,000.00	405,250.00	.577	.595
478160BS2	JOHNSON & JOHNSON	03/01/2021	1.650	2.646	12,000,000.00	11,663,160.00	100.379000	12,045,480.00	382,320.00	.901	.918
478160BS2	JOHNSON & JOHNSON	03/01/2021	1.650	2.625	12,969,000.00	12,617,410.41	100.379000	13,018,152.51	400,742.10	.901	.918
478160BS2	JOHNSON & JOHNSON	03/01/2021	1.650	3.149	10,295,000.00	9,955,059.10	100.379000	10,334,018.05	378,958.95	.898	.918
594918BG8	MICROSOFT CORP	11/03/2020	2.000	2.912	10,100,000.00	9,929,411.00	100.220000	10,122,220.00	192,809.00	.576	.595
053015AD5	AUTOMATIC DATA	09/15/2020	2.250	1.812	13,976,000.00	14,021,841.28	100.165000	13,999,060.40	-22,780.88	.456	.460
			1.895	**2.568**	**84,340,000.00**	**82,836,631.79**	**100.277367**	**84,573,930.96**	**1,737,299.17**	**.692**	**.708**
4070: CD/TD-Q A/365											
48128LU72	JP MORGAN	11/16/2020	1.648	1.648	25,000,000.00	25,000,000.00	100.000000	25,000,000.00	0.00	.619	.630
48128LV22	JP MORGAN	11/20/2020	1.623	1.623	75,000,000.00	75,000,000.00	100.000000	75,000,000.00	0.00	.631	.641
			1.629	**1.629**	**100,000,000.00**	**100,000,000.00**	**100.000000**	**100,000,000.00**	**0.00**	**.628**	**.638**
4500: NCD-Mat A/360											
06052TH52	BANK OF AMERICA	05/20/2020	1.840	1.840	50,000,000.00	50,000,000.00	100.000000	50,000,000.00	0.00	.134	.137
90333VW55	US BANK	05/22/2020	1.760	1.760	50,000,000.00	50,000,000.00	100.000000	50,000,000.00	0.00	.140	.142
89114NBH7	TORONTO DOMINION	05/22/2020	1.820	1.820	50,000,000.00	50,000,000.00	100.000000	50,000,000.00	0.00	.140	.142
90333VX21	US BANK	06/03/2020	1.750	1.750	50,000,000.00	50,000,000.00	100.000000	50,000,000.00	0.00	.172	.175
89114NDM4	TORONTO DOMINION	06/12/2020	1.850	1.850	20,000,000.00	20,000,000.00	100.000000	20,000,000.00	0.00	.196	.200
90333VX88	US BANK NA	05/14/2020	1.780	1.780	20,000,000.00	20,000,000.00	100.000000	20,000,000.00	0.00	.118	.121
06052TH78	BANK OF AMERICA	07/01/2020	1.850	1.850	50,000,000.00	50,000,000.00	100.000000	50,000,000.00	0.00	.247	.252
			1.806	**1.806**	**290,000,000.00**	**290,000,000.00**	**100.000000**	**290,000,000.00**	**0.00**	**.165**	**.168**
	Total Fund		**1.475**	**1.462**	**7,272,044,944.14**	**7,261,665,325.07**	**100.391298**	**7,300,500,274.82**	**38,834,949.75**	**1.158**	**1.199**
Grand Total			**1.475**	**1.462**	**7,272,044,944.14**	**7,261,665,325.07**	**100.391298**	**7,300,500,274.82**	**38,834,949.75**	**1.158**	**1.199**

The Mission Inn, Downtown Riverside. Digital Image. *The Mission Inn*. http://www.missioninn.com/about-en.html.

COUNTY OF RIVERSIDE
TREASURER-TAX COLLECTOR
CAPITAL MARKETS

COUNTY ADMINISTRATIVE CENTER
4080 LEMON STREET,
4TH FLOOR,
RIVERSIDE, CA 92502-2205

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AGENDA ITEM 7D

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	June 10, 2020
TO:	Riverside County Transportation Commission
FROM:	Michele Cisneros, Deputy Director of Finance Theresia Trevino, Chief Financial Officer
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Quarterly Financial Statements

STAFF RECOMMENDATION:

This item is for the Commission to receive and file the Quarterly Financial Statements for the nine months ended March 31, 2020.

BACKGROUND INFORMATION:

During the first nine months of the fiscal year, staff monitored the revenues and expenditures of the Commission. The attached financial statements present the revenues and expenditures for the first nine months of the fiscal year. Period closing accrual adjustments are not included for revenues earned but not billed and expenditures incurred for goods and services received but not yet invoiced, as such adjustments are normally made during the year-end closing process.

The operating statement shows the Measure A and Local Transportation Fund (LTF) sales tax revenues for the third quarter at 64 percent of the budget. This is a result of Governmental Accounting Standards Board (GASB) Statement No. 33, *Accounting and Financial Reporting for nonexchange Transactions.* GASB Statement No. 33 requires sales tax revenues to be accrued for the period in which they are collected at the point of destination or sale, as applicable. The California Department of Tax and Fee Administration (CDTFA) collects the sales tax funds and remits these funds to the Commission after the reporting period for the businesses. This creates a two-month lag in the receipt of revenues by the Commission. Accordingly, these financial statements reflect the revenues related to collections for January 2020.

On a cash basis, the Measure A and LTF sales tax receipts are 0.14 percent and 0.62 percent higher, respectively, than the same period last fiscal year. This is primarily a result of the resolution of processing issues encountered by the CDTFA and its implementation of a new centralized revenue opportunity system in late Fiscal Year 2017/18 and early FY 2018/19. This had a direct impact on the fluctuation of cash payments received by the Commission from CDTFA. The CDTFA appears to have resolved most of the issues as reflected in this operating statement.

In March, the federal government as well as California's Governor Newsom issued emergency declarations related to the COVID-19 pandemic. Further, on March 19, Governor Newsom issued

Executive Order N-33-20, a stay at home order to protect the health and well-being of all Californians and to establish consistency across the state in order to slow the spread of COVID-19. The County of Riverside also issued a directive to county residents supporting the Governor's executive order. COVID-19 and the related "stay at home" orders have negatively impacted the local, regional, state, and federal economies; the magnitude and duration of these impacts is uncertain. Nonetheless, Commission staff determined that it was critical to reassess the FY 2019/20 revenue projections for Measure A and LTF. At its May 13 meeting, the Commission approved the revised FY 2019/20 revenue projections of $178 million for Measure A revenues and $91 million for LTF revenues, reflecting a $24 million and $12 million decrease in Measure A and LTF revenues, respectively. These adjustments to budgeted revenues are included in the attached financial statements.

Federal, state, and local reimbursements are generally on a reimbursement basis. The Commission will receive these revenues as eligible project costs are incurred and invoiced to the respective agencies. The negative revenue amounts for local reimbursements reflect the reversal of FY 2018/19 accrued revenues at the beginning of FY 2019/20 in excess of amounts billed through the third quarter. Reimbursement invoices for the expenditures for the third quarter will be prepared and submitted in the fourth quarter.

During the FY 2019/20 budget process, the Commission conservatively estimated Transportation Uniform Mitigation Fee (TUMF) revenues of $25 million passed through from the Western Riverside Council of Governments (WRCOG). The Commission received the July through December 2019 TUMF receipts through the third quarter. Staff expects the January 2020 through March 2020 TUMF receipts in the fourth quarter. Management analyzed TUMF revenues for the first six months of FY 2019/20 and determined an average monthly TUMF revenue amount. The analysis showed a 14 percent decrease in TUMF revenues for the first half of FY 2019/20 compared to the same period for FY 2018/19. Additionally, actual revenues were tracking below the FY 2019/20 projections. Management assumed that TUMF revenues for the last four months of FY 2019/20. At its May 13 meeting, the Commission approved the revised FY 2019/20 TUMF revenue projection of $16 million, reflecting an $11 million decrease in revenues. This adjustment to budgeted revenues is included in the attached financial statements.

During the FY 2019/20 budget process, the Commission conservatively budgeted at $36.1 million projected toll transactions for the RCTC 91 Express Lanes operations based on estimated toll transactions and current traffic and revenue data. The RCTC 91 Express Lanes toll transactions exceeded initial expectations. Staff submitted a mid-year budget adjustment in the third quarter of $25.3 million to increase the estimated toll revenues based on actuals received through December 2019 and the *Investment Grade Traffic and Revenue Study, Investment Grade Study Refresh 2018.* The operating statement shows toll revenues at 72 percent of the budget and toll violations and fee revenues at 128 percent of the budget. Given the COVID-19 and the related "stay at home" order impacts, staff will continue to monitor the toll transactions.

The operating statement shows other revenues at 86 percent of the $553,000 budget and reflects property management lease revenues.

The operating statement shows investment income at 129 percent of the $9.5 million budget. During the development of the FY 2019/20 budget, staff estimated investment income rate at 2 percent, as investment income during the first quarter of calendar year 2019 ranged between 2 – 2.5 percent. Since the adoption of the budget in June 2019, the Federal Reserve has cut interest rates five times to a level of 0 – 0.25 percent as recently as March 16. Staff lowered its expectations of investment income results and submitted a mid-year budget adjustment of $3.3 million in the third quarter to decrease investment income from $12.8 million to $9.5 million.

The expenditures/expenses and other financing sources/uses categories are in line overall with the expectations of the budget with the following exceptions:

- Salaries and benefits at 75 percent of the budget reflect the one-time disbursement to fund the Commission's California Public Employees Retirement System net pension liability of $8.6 million. Staff submitted a mid-year budget adjustment in the third quarter to increase the estimated $8.1 million budget approved by the Commission in June 2019 by $506,000 for the final actuarial determined net pension liability;
- Professional services are under budget primarily due to unused budget authority for rail operations and development activities, highway general legal services, toll operations, and public outreach activities;
- Support costs are under budget due to unused budget authority for administrative activities, rail operations and development activities, toll operations, and public outreach activities;
- Program operations are under budget due to unused budget authority for the toll operations, motorist and commuter assistance program operations, highway and rail program management, and station security;
- The status of significant Commission capital projects (engineering, construction, design-build, and right of way/land) with budget amounts exceeding $5 million is discussed in the attachment;
- Operating and capital disbursements are made as claims are submitted to the Commission by transit operators;
- Special studies unused budget authority is related to feasibilities studies;
- Local streets and roads expenditures are related to Measure A sales tax revenues. These financial statements reflect the turnback payments through January 2020. The impacts of COVID-19 prompted staff to submit budget adjustments reflecting a $7.3 million decrease in FY 2019/20;
- Regional arterial expenditures primarily represent expenditures for the highways and regional arterial program administered by Coachella Valley Association of Governments (CVAG). CVAG requests reimbursements from the Commission based on available funds and sufficient budget authority;
- Debt service principal payments are made annually on June 1, while debt service interest payments are made semiannually on December 1 and June 1. On a quarterly basis in the RCTC 91 Express Lanes Enterprise Fund accounting records, the Commission records accrued interest including compounded interest on the 91 Project Transportation

Infrastructure Finance and Innovation Act (TIFIA) loan and accreted interest on the 2013 Toll Revenue Bonds, Series B (capital appreciation). However, $16.2 million of the $21.6 million interest cost related to toll revenue debt through the third quarter will not be paid in the current year and therefore is not included in the FY 2019/20 budget;

- Capital outlay expenditures is under budget due to unused budget authority for office and property improvements for station rehabilitation, toll operations transponders, and Commission office, network, hardware, and software improvements;
- Depreciation is recorded as part of the accrual adjustments in the RCTC 91 Express Lanes Enterprise Fund accounting records; however, such depreciation is not paid and therefore is not included in the FY 2019/20 budget;
- Loss on sale of land is recorded as part of the RCTC 91 Express Lanes Enterprise Fund accounting records and reflects the loss on sale of excess lane purchased for the 91 Project. Loss on sale of land is not a cash-related item and, therefore, is not included in the FY 2019/20 budget;
- The Commission entered into a loan agreement with the U.S. Department of Transportation for a $152.5 million TIFIA loan to pay eligible I-15 Express Lanes project costs. Proceeds of the TIFIA loan may be drawn upon after certain conditions have been met. Through the third quarter, the Commission drew down $79.2 million for a cumulative inception to date total in TIFIA loan proceeds of $94.1 million. During construction of the I-15 Express Lanes project and for a period of up to five years following substantial completion, interest is compounded and added to the TIFIA loan. TIFIA debt service payments are expected to commence in June 2025, which is approximately five years after substantial completion of the I-15 Express Lanes project, through 2055; and
- In March, the Commission approved the refinancing of the 91 Project 2013 Toll Revenue Bonds, Series A (current interest) and TIFIA Loan. Due to COVID-19 and related municipal debt market disruptions, the Commission postponed the refinancing until FY 2020/21. Accordingly, significant variances exist for cost of issuance and payment to escrow agent included in debt service and for debt proceeds and bond premium included in other financing sources.

Attachments:

1) Quarterly Project Status – March 2020
2) Quarterly Financial Statements – March 2020

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
QUARTERLY PROJECT STATUS
3rd QUARTER
FOR NINE MONTHS ENDED 3/31/2020

Project Description	FY 2019/20 3RD QUARTER BUDGET	EXPENDITURES THROUGH 3RD QUARTER	Project Status
91 Project (P003028) The project connects with Orange County Transportation Authority's tolled express lanes at the Orange County/Riverside County line and continues approximately eight miles to the Interstate (I)-15/State Route (SR)-91 interchange. The project involves widening pavement on the outside of the existing highway to reposition general purpose lanes and repurposing the existing high occupancy vehicle lanes to accommodate two-tolled express lanes in the median in each direction. The 91 Project also involves constructing one new general purpose lane in each direction from SR-71 to I-15, ultimately providing two-tolled express lanes and five general purpose lanes in each direction. 91 Project development activities began in September 2007, construction work related to roadway and structures began in July 2014, and the toll lanes opened in March 2017. The total cost of the 91 Project is estimated at $1.4 billion, including capitalized interest, debt service reserves, contingency, and cost of issuance. ***The FY 2019/20 budget amount is $26,195,400.***	$7,396,700	$3,551,651	The under run of the FY 2019/20 budget at the third quarter is due to accrual reversals for the Army Corps of Engineers Reach 9 project ($1.7 million); the city of Corona has not billed for its Ontario Improvements project ($1.1 million); and under runs in the project and construction management (PCM) contract ($0.7 million) and general legal services ($0.3 million).
I-15 Express Lanes project (P003027) The project will generally add two tolled express lanes in each direction from SR-60 to Cajalco Road in Corona. Project development activities began in April 2008, and lanes are expected to open to traffic in 2020. The total project cost is estimated at $472 million, which includes $42 million of contingency. ***The FY 2019/20 budget amount is $122,809,400.***	96,737,700	84,857,230	The under run of the FY 2019/20 budget at the third quarter is due to accrual reversals for COZEEP, flagging, and BNSF ($0.5 million); and under runs in the design-builder ($4.7 million), toll services contractor ($2.2 million), Caltrans extended oversight ($1.0 million), the PCM ($1.7 million), and Commission salaries and benefits ($0.8 million).

Project Description	FY 2019/20 3RD QUARTER BUDGET	EXPENDITURES THROUGH 3RD QUARTER	Project Status
15/91 Express Lanes Connector (P003039) The 15/91 Express Lane Connector (ELC) project constructs an express lanes median direct connector from southbound I-15 to westbound SR-91 and from eastbound SR-91 to northbound I-15 in the city of Corona. The project also adds tolled express lanes in each direction of I-15 from the 15/91 ELC to Hidden Valley Parkway; adds a tolled express lane in each direction of SR-91 from east of Lincoln Avenue to the 15/91 ELC; extends the tolled express lane along eastbound SR-91 from I-15 to west of Promenade Avenue; and extends an eastbound auxiliary lane along SR-91 from west of I-15 to west of Promenade Avenue. The project also includes the addition of a toll collection system infrastructure along I-15 and SR-91. The estimated project cost is $270 million and the project is partially funded by state funds allocated under Senate Bill (SB) 132 legislation. The connector is expected to open to traffic in 2022. ***The FY 2019/20 budget amount is $46,848,200.***	18,219,000	9,292,872	The under run of the FY 2019/20 budget at the third quarter is due to under runs in the design and widening of the Hidden Valley Parkway ($7.0 million), the PCM contract ($2.0 million), and special legal services and financial advisor ($0.7 million combined).
I-15 Express Lanes Southern Extension (P003044) The project will add express lanes between SR-74 and Cajalco Road. The estimated project cost is $544 million with the Project Approval and Environmental Document (PA/ED) phase of work funded by federal Congestion Mitigation and Air Quality (CMAQ) funds and Measure A. ***The FY 2019/20 budget amount is $7,522,400.***	5,641,800	2,004,919	The under run of the FY 2019/20 budget at the third quarter is due to the project approval/environmental documentation contract ($2.8 million) and a traffic and revenue study that has not occurred ($0.6 million).
Mid County Parkway (MCP) (P002302, P612302, P002320, & P002317) The environmental document for a new corridor from I-215 to SR-79 was approved in April 2015. The first design package is anticipated to be completed in FY 2018/2019. Construction of this new facility will be completed over many years as funding becomes available; the total project cost is estimated at $1.3 to $1.6 billion. ***The FY 2019/20 budget amount is $44,866,100.***	21,370,000	10,348,245	The under run of the FY 2019/20 budget at the third quarter is primarily due to the following for each project: • MCP: Lower than expected costs for preliminary engineering and permit fee that did not occur ($0.2 million) and lower than expected costs for right of way (ROW) acquisition and support ($3.5 million). • MCP Placentia: Construction and ROW acquisition support/utility relocation will not start until the latter part of the fourth quarter ($5.3 million). • MCP Mitigation: Actual construction and construction support costs lower than projected ($2.0 million).

Project Description	FY 2019/20 3RD QUARTER BUDGET	EXPENDITURES THROUGH 3RD QUARTER	Project Status
Pachappa Underpass project (P003038) The project will remove the Pachappa shoofly structure and associated retaining walls and construct a retaining wall, drainage, and track bed for the permanent Pachappa underpass. Track relocation will be performed by Union Pacific Railroad. The project construction cost is estimated at $16 million. ***The FY 2019/20 budget amount is $16,745,000.***	4,828,900	291,162	The under run of the FY 2019/20 budget at the third quarter is due to construction starting at the end of the third quarter. Specific under runs are in construction ($2.1 million), UPPR work ($1.5 million), and construction management ($0.7 million).
SR-60 Truck Lanes (P003029) The project will construct eastbound climbing and westbound descending truck lanes from Gilman Springs Road to west of Jack Rabbit trail and upgrade existing shoulders to standard widths. The estimated project cost is $138 million and the project is funded by CMAQ, State Transportation Improvement Program/Regional Improvement Program, State Highway Operation and Protection Program, and 2009 Measure A highway funds. ***The FY 2019/20 budget amount is $69,680,300.***	41,024,600	28,291,250	The under run of the FY 2019/20 budget at the third quarter is due to construction not occurring as planned this period due to weather delays. The largest under runs are in construction ($12.5 million) and construction management ($1.2 million).
71/91 Connector Project (P003021) The project includes ROW acquisition, utility relocation, and environmental revalidation work for improvements to the 71/91 connector. The estimated project cost is $118 million. ***The FY 2019/20 budget amount is $7,494,200.***	6,531,800	5,116,744	The under run of the FY 2019/20 budget at the third quarter is due to a combination of lower activity and delayed billing from the final design contractor ($0.5 million), lower actual utility relocation costs, and ROW acquisitions that did not occur ($0.9 million).
Riverside Layover Facility (P653822) The project includes increased capacity and maintenance service improvements to Metrolink's West Layover Facility, north of the Riverside Downtown station. The improvements include expansion of the facility to accommodate three storage tracks with an overall storage capacity of three 6-train sets. The estimated project cost is $5.3 million. The project is funded by Federal Transit Administration Section 5307. ***The FY 2019/20 budget amount is $6,624,100.***	3,675,100	191,739	The under run of the FY 2019/20 budget at the third quarter is due to the long lead time to procure a transfer switch, postponing construction into the fourth quarter ($3.3 million).

This list discusses the significant capital projects (i.e., total budgeted costs in excess of $5 million) and related status. Capital project expenditures are generally affected by lags in invoices submitted by contractors and consultants, as well as issues encountered during certain phases of the projects. The capital projects budgets tend to be based on aggressive project schedules.

ATTACHMENT 2

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
QUARTERLY BUDGET TO ACTUAL
3RD QUARTER
FOR NINE MONTHS ENDED 3/31/2020

	FY 2019/20 BUDGET	3RD QUARTER ACTUAL	REMAINING BALANCE	PERCENT UTILIZATION
Revenues				
Sales tax	$ 300,050,600	$ 191,616,612	$ (108,433,988)	64%
Federal reimbursements	89,718,700	10,781,469	(78,937,231)	12%
State reimbursements	160,896,100	36,108,546	(124,787,554)	22%
Local reimbursements	9,957,900	1,452,878	(8,505,022)	15%
Transportation Uniform Mitigation Fee	16,240,000	12,668,454	(3,571,546)	78%
Toll revenues	61,920,800	44,279,309	(17,641,491)	72%
Toll violations and fee revenues	5,280,300	6,741,594	1,461,294	128%
Other revenues	553,000	477,275	(75,725)	86%
Investment income	9,500,000	12,260,261	2,760,261	129%
Total revenues	654,117,400	316,386,398	(337,731,002)	48%
Expenditures/Expenses				
Salaries and benefits	19,902,500	14,961,448	4,941,052	75%
Professional and support				
Professional services	28,278,600	6,851,858	21,426,742	24%
Support costs	14,372,800	7,159,019	7,213,781	50%
Total Professional and support costs	42,651,400	14,010,877	28,640,523	33%
Projects and operations				
Program operations	33,910,600	16,082,210	17,828,390	47%
Engineering	26,258,800	3,771,655	22,487,145	14%
Construction	154,241,300	47,864,671	106,376,629	31%
Design Build	158,001,500	92,066,246	65,935,254	58%
Right of way/land	92,003,500	20,391,837	71,611,663	22%
Operating and capital disbursements	214,033,400	114,285,641	99,747,759	53%
Special studies	1,236,800	272,536	964,264	22%
Local streets and roads	54,383,000	35,594,151	18,788,849	65%
Regional arterials	30,967,000	8,199,594	22,767,406	26%
Total projects and operations	765,035,900	338,528,541	426,507,359	44%
Debt service				
Principal	511,816,600	-	511,816,600	N/A
Interest	49,412,400	42,785,744	6,626,656	87%
Cost of issuance	2,720,000	-	2,720,000	N/A
Payment to escrow agent	142,975,000	-	142,975,000	N/A
Total debt service	706,924,000	42,785,744	664,138,256	6%
Capital outlay	6,559,300	3,403,730	3,155,570	52%
Depreciation	-	8,087,958	(8,087,958)	N/A
Loss on sale of land	-	4,102,996	(4,102,996)	N/A
Total Expenditures/Expenses	1,541,073,100	425,881,294	1,115,191,806	28%
Excess revenues over (under) expenditures/expenses	(886,955,700)	(109,494,896)	1,140,398,951	12%
Other financing sources/(uses)				
Transfer in	171,188,000	110,229,476	(60,958,524)	64%
Transfer out	(171,188,000)	(110,229,476)	60,958,524	64%
Debt proceeds	625,425,000	-	(625,425,000)	N/A
TIFIA loan proceeds	75,703,000	79,176,050	3,473,050	105%
Bond premium	39,967,400	-	(39,967,400)	N/A
Total financing sources/(uses)	741,095,400	79,176,050	661,919,350	11%
Net change in fund balances	(145,860,300)	(30,318,846)	1,802,318,301	21%
Fund balance July 1, 2019	792,310,100	515,617,773	(276,692,327)	65%
Fund balance March 31, 2020	$ 646,449,800	$ 485,298,927	$ 1,525,625,974	75%

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
QUARTERLY BUDGET TO ACTUAL BY FUND
3RD QUARTER
FOR NINE MONTHS ENDED 3/31/2020

		SPECIAL REVENUE FUNDS											
			MEASURE A SALES TAX			TRANSPORTATION DEVELOPMENT ACT							
	GENERAL FUND	FSP/ SAFE	WESTERN COUNTY	COACHELLA VALLEY	PALO VERDE VALLEY	LOCAL TRANSPORTATION FUND	STATE TRANSIT ASSISTANCE	STATE OF GOOD REPAIR	TRANSPORTATION UNIFORM MITIGATION FEE (TUMF)	COACHELLA VALLEY RAIL	OTHER AGENCY PROJECTS	SB132
Revenues												
Sales tax	$ -	$ -	$ 92,008,031	$ 25,262,587	$ 512,004	$ 60,291,715	$ 10,997,665	$ 2,544,610	$ -	$ -	$ -	$ -
Federal reimbursements	915,860	-	8,175,627	-	-	-	-	-	-	286,898	-	-
State reimbursements	244,132	2,312,056	11,494,069	-	-	-	-	-	-	-	-	22,058,289
Local reimbursements	516	141,343	650,918	-	-	-	498	-	(1,892)	-	662,395	-
Transportation Uniform Mitigation Fee	-	-	-	-	-	-	-	-	12,668,454	-	-	-
Toll revenues	-	-	-	-	-	-	-	-	-	-	-	-
Toll violations and fee revenues	-	-	-	-	-	-	-	-	-	-	-	-
Other revenues	2,144	-	451,027	-	-	-	-	-	24,104	-	-	-
Investment income	173,667	86,937	2,548,048	694,528	-	672,982	1,300,201	71,127	1,347,142	33,444	1,852	3,771
Total revenues	1,336,319	2,540,336	115,327,720	25,957,115	512,004	60,964,697	12,298,364	2,615,737	14,037,808	320,342	664,247	22,062,060
Expenditures/Expenses												
Salaries and benefits	8,130,546	239,676	5,254,507	53,521	33	-	-	-	451,289	14,660	88,008	152,156
Professional and support												
Professional services	3,006,715	212,987	1,658,263	5,811	-	-	11,601	-	65,973	605,930	6,729	813,955
Support costs	1,863,496	230,746	2,463,321	78	-	-	-	-	966	-	124	158
Total Professional and support costs	4,870,211	443,733	4,121,584	5,889	-	-	11,601	-	66,939	605,930	6,853	814,113
Projects and operations												
Program operations	17,698	2,391,035	7,566,030	-	-	-	-	-	216,087	1,441	154,586	28,229
Engineering	-	-	3,978,544	-	-	-	-	-	670,431	190,203	432,521	(1,500,044)
Construction	-	-	32,788,443	-	-	-	-	-	45,406	-	-	15,030,822
Design Build	-	-	84,514,649	-	-	-	-	-	-	-	-	7,551,597
Right of way/land	-	-	8,936,231	-	-	-	-	-	10,357,517	-	516	1,097,573
Operating and capital disbursements	22,651,691	-	4,386,233	5,029,772	-	72,287,307	9,178,761	751,877	-	-	-	-
Special studies	271,033	-	1,503	-	-	-	-	-	-	-	-	-
Local streets and roads	-	-	26,408,542	8,688,705	496,904	-	-	-	-	-	-	-
Regional arterials	-	-	-	8,199,594	-	-	-	-	-	-	-	-
Total projects and operations	22,940,422	2,391,035	168,580,175	21,918,071	496,904	72,287,307	9,178,761	751,877	11,289,441	191,644	587,623	22,208,177
Debt service												
Principal	-	-	-	-	-	-	-	-	-	-	-	-
Interest	-	-	-	-	-	-	-	-	-	-	-	-
Total debt service	-	-	-	-	-	-	-	-	-	-	-	-
Capital outlay	212,856	-	2,834,323	-	-	-	-	-	-	-	-	-
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-
Loss on sale of land	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenditures/Expenses	36,154,035	3,074,444	180,790,589	21,977,481	496,937	72,287,307	9,190,362	751,877	11,807,669	812,234	682,484	23,174,446
Excess revenues over (under) expenditures/expenses	(34,817,716)	(534,108)	(65,462,869)	3,979,634	15,067	(11,322,610)	3,108,002	1,863,860	2,230,139	(491,892)	(18,237)	(1,112,386)
Other financing sources/(uses)												
Transfer in	26,322,441	2,400,000	28,616,132	-	-	-	-	-	18,002	450,000	19,442	160,511
Transfer out	(1,163,342)	(2,634,000)	(62,519,389)	(564,900)	(22,500)	(18,332,641)	(636,200)	(27,900)	(797,900)	(46,500)	-	-
TIFIA loan proceeds	-	-	79,176,050	-	-	-	-	-	-	-	-	-
Total financing sources/(uses)	25,159,099	(234,000)	45,272,793	(564,900)	(22,500)	(18,332,641)	(636,200)	(27,900)	(779,898)	403,500	19,442	160,511
Net change in fund balances	(9,658,617)	(768,108)	(20,190,076)	3,414,734	(7,433)	(29,655,251)	2,471,802	1,835,960	1,450,241	(88,392)	1,205	(951,875)
Fund balance July 1, 2019	29,124,269	10,501,511	253,925,602	56,410,474	562	91,541,353	107,469,411	6,680,556	109,653,332	3,071,729	17,017	(1,272,356)
Fund balance March 31, 2020	$ 19,465,652	$ 9,733,403	$ 233,735,526	$ 59,825,208	$ (6,871)	$ 61,886,102	$ 109,941,213	$ 8,516,516	$ 111,103,573	$ 2,983,337	$ 18,222	$ (2,224,231)

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
QUARTERLY BUDGET TO ACTUAL BY FUND
3RD QUARTER
FOR NINE MONTHS ENDED 3/31/2020

	ENTERPRISE FUND	CAPITAL PROJECTS FUNDS			
	TOLL OPERATIONS	COMMERCIAL PAPER	SALES TAX BONDS	DEBT SERVICE	COMBINED TOTAL
Revenues					
Sales tax	$ -	$ -	$ -	$ -	$ 191,616,612
Federal reimbursements	-	-	-	1,403,084	10,781,469
State reimbursements	-	-	-	-	36,108,546
Local reimbursements	(900)	-	-	-	1,452,878
Transportation Uniform Mitigation Fee	-	-	-	-	12,668,454
Toll revenues	44,279,309	-	-	-	44,279,309
Toll violations and fee revenues	6,741,594	-	-	-	6,741,594
Other revenues	-	-	-	-	477,275
Investment income	2,761,168	893,162	1,446,150	226,082	12,260,261
Total revenues	53,781,171	893,162	1,446,150	1,629,166	316,386,398
Expenditures/Expenses					
Salaries and benefits	577,052	-	-	-	14,961,448
Professional and support					
Professional services	463,894	-	-	-	6,851,858
Support costs	2,600,130	-	-	-	7,159,019
Total Professional and support costs	3,064,024	-	-	-	14,010,877
Projects and operations					
Program operations	5,707,104	-	-	-	16,082,210
Engineering	-	-	-	-	3,771,655
Construction	-	-	-	-	47,864,671
Design Build	-	-	-	-	92,066,246
Right of way/land	-	-	-	-	20,391,837
Operating and capital disbursements	-	-	-	-	114,285,641
Special studies	-	-	-	-	272,536
Local streets and roads	-	-	-	-	35,594,151
Regional arterials	-	-	-	-	8,199,594
Total projects and operations	5,707,104	-	-	-	338,528,541
Debt service					
Principal	-	-	-	-	-
Interest	21,579,500	-	60,000	21,146,244	42,785,744
Total debt service	21,579,500	-	60,000	21,146,244	42,785,744
Capital outlay	356,551	-	-	-	3,403,730
Depreciation	8,087,958	-	-	-	8,087,958
Loss on sale of land	4,102,996	-	-	-	4,102,996
Total Expenditures/Expenses	43,475,185	-	60,000	21,146,244	425,881,294
Excess revenues over (under) expenditures/expenses	10,305,986	893,162	1,386,150	(19,517,078)	(109,494,896)
Other financing sources/(uses)					
Transfer in	-	-	-	52,242,948	110,229,476
Transfer out	(1,873,675)	(3,538,582)	(16,668,863)	(1,403,084)	(110,229,476)
TIFIA loan proceeds	-	-	-	-	79,176,050
Total financing sources/(uses)	(1,873,675)	(3,538,582)	(16,668,863)	50,839,864	79,176,050
Net change in fund balances	8,432,311	(2,645,420)	(15,282,713)	31,322,786	(30,318,846)
Fund balance July 1, 2019	(274,596,300)	23,091,659	88,561,805	11,437,149	515,617,773
Fund balance March 31, 2020	$ (266,163,989)	$ 20,446,239	$ 73,279,092	$ 42,759,935	$ 485,298,927

AGENDA ITEM 7E

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 10, 2020
TO:	Riverside County Transportation Commission
FROM:	Jose Mendoza, Senior Procurement Analyst Matt Wallace, Procurement Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Recurring Contracts for Fiscal Year 2020/21

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Approve the single-year recurring contracts in an amount not to exceed $18,181,500 for Fiscal Year 2020/21;
2) Approve the recurring contracts for specialized services in an amount not to exceed $110,830 in FY 2020/21 and $456,170 in FYs 2021/22 – 2024/25; and
3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements on behalf of the Commission.

BACKGROUND INFORMATION:

As in previous years, the Commission annually evaluates existing contracts for professional services due to expire within the next fiscal year. These contracts may be placed on the calendar for a new procurement solicitation, allowed to expire since these contracts are no longer required, or included in the annual recurring contracts list that is subject to Commission approval. Most contracts for professional services are subject to a competitive process.

This year's list of recurring contracts includes consultants that are providing unique or specialized services and working closely with staff on long-term projects. Staff desires to retain certain consultants on the recurring contracts list due to the consultant's historical knowledge, unique experience, and understanding of the Commission and specific Commission projects. Under limited circumstances in accordance with the Procurement Policies Manual adopted September 2019, staff believes it is more efficient and cost effective to retain the consultants on the recurring contracts list rather than rebidding the services at this time. Approval of the recurring contracts list will allow the Commission to continue work on existing projects without interruptions and maintain consistency.

Below are the lists of proposed recurring contracts for FY 2020/21 and for specialized services through FY 2024/25, followed by a summary for each consultant supporting inclusion as a recurring contract. Following Commission approval, staff will develop appropriate agreements

or amendments to agreements for these services. Accordingly, staff recommends Commission authorization for the Chair or Executive Director to execute the agreements on behalf of the Commission.

RECURRING CONTRACTS FOR FY 2020/21

These are single-year contracts with consultants. Staff recommends Commission approval of these agreements with these consultants for the aggregate amount of $18,181,500.

Schedule of Recurring Contracts for FY 2020/21					
Consultant Name	Agreement Number	Description of Services	Budget FY 19/20	Budget FY 20/21	Dollar Change
AMMA Transit Planning (AMMA)	08-26-115-14	Administration and support of Specialized Transit Program under Measure A and federal programs	$ 160,000	$ 145,000	$ (15,000)
Bechtel Infrastructure Corporation (Bechtel)	20-31-083-00	Capital project program management services	6,400,000	6,900,000	500,000
Best, Best & Krieger LLP (BB&K)	20-19-084-00	General legal services	2,940,800	3,598,500	657,700
BLX Group LLC (BLX)	11-19-104-06	Arbitrage rebate compliance services	15,000	15,000	-
Epic Land Solutions, Inc. (Epic)	20-31-085-00	Support services for property management of Commission-owned properties and related contracts	600,000	500,000	(100,000)
Fieldman Rolapp & Associates, Inc. (Fieldman)	04-19-029-15	Financial advisory services	325,000	325,000	-
Geographics	15-15-065-04	On-call graphic design and communication services	736,000	730,000	(6,000)
Iteris	09-45-067-07	IE511 traffic data and IVR operations and maintenance	265,550	138,000	(127,550)
Media Beef	14-41-156-05	Technical services, system programming, network support and maintenance	120,000	25,000	(95,000)
MetLife Investment Management, LLC (MetLife)	13-19-077-02	Investment management services	138,000	151,800	13,800
Orange County Transportation Authority (OCTA)	16-31-025-05	RCTC-OCTA Facility Agreement (ROFA) -shared OCTA and RCTC costs for the 91 Express Lanes	5,499,000	5,043,000	(456,000)
Payden & Rygel	13-19-135-03	Investment management services	80,000	84,000	4,000
Stantec Consulting Services, Inc. (Stantec)	15-31-048-08	Traffic and revenue consulting services for the I-15 Express Lanes	100,000	300,000	200,000
TransTrack Inc (TransTrack)	08-62-005-09	End-User license agreement maintenance and support services	142,000	186,200	44,200
U.S. Bank National Association (US Bank)	N/A	Trustee services for sales tax revenue bonds pursuant to master indenture agreement	40,000	40,000	-
Total			$17,561,350	$18,181,500	$ 620,150

AMMA Transit Planning

In February 2007, the Commission selected AMMA under a competitive procurement process to provide consulting services for the development and implementation of the Coordinated Public Transit-Human Services Transportation Plan, as well as the required annual updates. AMMA also guides staff regarding the grant application process for the Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, the Commission's Title VI program, and the Citizens and Specialized Transit Advisory Council process. Additionally, AMMA advises staff on the management of operator reporting for the current specialized transit call for projects, assists in the development of the application and eligibility guidelines for future specialized transit call for projects, and aids in the management of transit needs and community input meetings.

Bechtel Infrastructure Corporation

Bechtel provides program management and construction management activities of highway and rail projects for the 2009 Measure A program, as well as the wrap up of the 1989 Measure A program. Bechtel supports the Commission's capital projects, including the Interstate 15 Express Lanes Project (I-15 ELP), 15/91 Express Lanes Connector, Interstate 215/Placentia Avenue Interchange, I-15/Railroad Canyon Road Interchange, State Route 60 truck lanes, Pachappa Underpass, 91 Corridor Operations Project, Santa Ana River Trail, Riverside-Downtown station layover and platform expansion, Moreno Valley rail station upgrade, and the Coachella Valley special event train platform. Bechtel possesses the knowledge and background history of the Commission's capital projects program, which is necessary to effectively deliver the Commission's Measure A and other capital projects. The flexibility of obtaining additional support from Bechtel as needed for specific project requirements is also important and avoids the need to increase Commission staff. The Bechtel contract for FY 2020/21 reflects an increase from last year that is related to the increase in the projects in development and construction and increasing needs for ongoing capital assets' operations and maintenance.

Best Best & Krieger LLP

BB&K provides a high level of general legal services to the Commission for highway, regional arterial, and rail capital project activities, especially right of way; various Commission programs; procurements and contract development; and management services. The FY 2020/21 BB&K contract reflects a $657,700 increase in legal costs compared to the FY 2019/20 contract, primarily related to the development of agreements related to the funding, construction, operations, maintenance and use of toll revenues for the State Routes 241/91 Express Lanes Connector as well as the commencement of the 15 Express Lanes operations in late 2020. The Commission engages other legal firms for specific matters involving specialized legal services and potential conflicts of interest.

BLX Group LLC

In 2007, the Commission engaged BLX under a sole source procurement to perform arbitrage rebate compliance services for sales tax revenue debt issued under the 1989 Measure A and 2009 Measure A. These services are required by the Internal Revenue Service and the tax certificates executed for each debt issue, including the Commission's commercial paper notes, sales tax revenue bonds, and toll revenue bonds. Per Commission direction, BLX performs the required calculations more frequently than the minimum reporting requirements during the life of each debt issue to ensure Commission compliance with the complex regulations. Accordingly, BLX maintains historical information and calculations considered in subsequent arbitrage rebate calculations. Additionally, BLX prepares and files, on the Commission's behalf, the Annual Debt Transparency Reports (ADTRs) required by California SB 1029 for new debt issuances effective January 1, 2017. BLX performs the ADTR service at no additional cost when arbitrage rebate calculations are prepared or a $500 per ADTR fee when rebate calculations have ceased. Given the complex arbitrage regulations and limited Commission staff available to prepare the SB 1029 filings, staff determined it would be more efficient and cost effective to continue the BLX services. Furthermore, BLX is affiliated with the Commission's bond counsel, Orrick, Herrington & Sutcliffe LLP—resulting in additional efficiencies related to immediate access to bond documents and key staff.

Epic Land Solutions, Inc.

Due to its accumulated knowledge and development of various property management projects, resources, and databases associated with the multitude of Commission-owned properties, including but not limited to those along the San Jacinto Branch Line, staff determined that Epic can most efficiently and cost effectively provide property management services. Based on the staff's assessment of the services required, Epic's FY 2020/21 agreement reflects a 17 percent decrease from the previous year. The scope of services for FY 2020/21 includes:

- Upgrading the remaining utility licenses to current Commission terms in order to minimize liability risks;
- Renewing expiring private use agreements;
- Coordinating and assisting with activities related to the issuance of new licenses, amendments to existing licenses or facility upgrades;
- Following up on delinquent rent payments and tracking insurance certifications, as requested by Commission staff;
- Determining all easement locations and requesting abandonment of unused easements;
- Maintaining and updating a database and correlated mapping of the Commission's property and contract information;
- Ensuring possession of title policies for all Commission-owned property and compliance with federal excess land requirements;
- Proactively performing regular site visits to all properties to identify and resolve maintenance and repair issues such as weed abatement, erosion and removal of debris

and illegal occupants and identify encroachments such as illegal parking or the installation of facilities without a license; and

- Working with jurisdictions on trespassing notification letters and coordination of trespassing sign installations.

Fieldman, Rolapp & Associates, Inc.

Following a competitive procurement process, the Commission selected Fieldman as financial advisor in late 2003. Fieldman has provided financial advisory services on general finance matters and specific financing transactions related to the 2009 Measure A program and the toll program—playing a significant role in the 91 Project and I-15 ELP financing activities in 2013 and 2017, respectively, as well as the 91 Express Lanes toll revenue bonds refinancing authorized by the Commission in March 2020. Fieldman provides additional support for the 91 Project and I-15 ELP related to the annual update of the financial models and financial plans required by the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan agreements, implementation and technical matters related to the financings, and other special projects. As a result of Fieldman's knowledge and understanding of the Commission, its previous financings, and the TIFIA loan process, staff determined it would be more efficient and cost effective for continuity purposes to retain Fieldman during FY 2020/21 for financial advisory services. Staff expects no change in costs in FY 2020/21.

Geographics

Upon the completion of a competitive procurement process in 2015, the Commission awarded Geographics a professional services agreement to support the Commission's needs for graphic design, printing, and communications services. These services include, but are not limited to: collateral material for capital projects, staff reports, grant applications, financial documents, maps, and media buys (primarily for the Commuter Assistance and Rail Programs). These materials support the Commission's efforts to provide public-facing information via meetings, websites, presentations, and social media. Geographics possesses the knowledge and background of the Commission's public outreach programs. Staff expects a slight decrease in costs in FY 2020/21.

Iteris

Iteris was awarded a sole source agreement for operations and maintenance services of the IE511 system as part of the original IE511 implementation plan approved by the Commission in May 2009. IE511 is the Commission's traveler information system and has been operated by the Commission on a 50/50 cost sharing agreement with the San Bernardino County Transportation Authority (SBCTA) since 2010. IE511 is accessible across multiple platforms – interactive voice response (IVR) telephone system and comprehensive real time traffic and incident data available through the website (IE511.org) and companion mobile application. The Iteris components of the system are comprised of a browser-based traffic map and an IVR telephone system. Iteris aggregates and maintains various data feeds to provide motorists with access to real-time

freeway travel information and incident information on Southern California highways via the telephone service by dialing 511 or accessing the map on the companion website or mobile application. Last fiscal year, the system had more than 213,000 web sessions and 114,000 phone calls. The Los Angeles County Metropolitan Transportation Authority (Metro) has procured a 511 solution with regional potential. In June 2019, the Commission approved the transition to Metro's 511 system as part of an overall cost saving regional integration effort. Staff is working with Metro staff toward a transition before 2021. Iteris' current agreement expires on June 30, 2020, therefore, staff recommends the Commission retain Iteris through December 31, 2020. The FY 2020/21 budget for Iteris reflects a 48 percent decrease over the prior year cost due to the transition to a regional platform. SBCTA reimburses the Commission for a portion of the cost under the cost-sharing agreement for IE511.

Media Beef

In July 2014, the Commission approved an agreement with Media Beef to provide programming and website administration services supporting the IE Commuter and IE511 systems. Media Beef has provided the technical services involved with the development, maintenance, operations, and deployment of new system enhancements for both software platforms and most recently the vanpool module to support the Commission's new vanpool program. All three programs, IE Commuter, IE511, and VanClub are transitioning to more cost-effective platforms in 2020. IECommuter and VanClub are transitioning July 1, 2020; however, access to the current VanClub system will need to be retained through February 2021 for reporting purposes, before it is fully decommissioned. IE511 is slated to transition before the end of the year. Media Beef's current agreement expires on June 30, 2020; therefore, in order to continue 511 operations to the new platform and to maintain access to the vanpool system, staff recommends an amendment to retain Media Beef's services at a cost that reflects a 79 percent decrease. SBCTA reimburses the Commission for a portion of the cost under the cost-sharing agreement for IE511.

MetLife Investment Management, LLC

Following a competitive procurement process, the Commission selected MetLife, formally Logan Circle Partners, LP in 2013. MetLife has provided investment advisory services on debt proceeds from the sales tax and toll revenue supported debt of the 91 Project and I-15 ELP. The indentures for the bonds and TIFIA loan agreements include multiple accounts containing investments that must comply with the permitted investment language of the specific indentures, as well as the Commission's investment policy. Given MetLife's knowledge and understanding of the Commission's compliance requirements for the investment of debt proceeds, staff believes it would be more efficient and cost effective for continuity purposes to retain MetLife during FY 2020/21 for investment advisory services.

Orange County Transportation Authority

In support of the 91 Express Lanes, the Commission and OCTA (the agencies) entered into the RCTC-OCTA Facility Agreement (ROFA) in November 2015 to facilitate the reimbursement of

shared costs during the life of the agencies' cooperative agreement executed in December 2011. The ROFA allows the Commission to reimburse OCTA for shared costs it incurs on behalf of the joint operation of the 91 Express Lanes and for OCTA to reimburse the Commission for costs it incurs on behalf of the joint operation. OCTA and the Commission meet each year to determine the amounts for each shared cost element. Included in the shared costs are the purchase of transponders, reimbursable costs administered by the toll contractor, joint equipment maintenance contracts, telephone costs, credit card fees, operations facilities costs, and consulting costs. In FY 2020/21, the Commission will continue to reimburse OCTA and to pay third-party vendors for costs incurred on behalf of the 91 Express Lanes for which OCTA will reimburse the Commission. The Commission and OCTA are each responsible for 50 percent of such costs. The ROFA has decreased $456,000 from FY 2019/20 due to a reduction in credit card fees and collection costs.

Payden & Rygel

Following a competitive procurement process, the Commission selected Payden & Rygel in 2013 to provide investment advisory services for the Commission's operating funds. Given Payden & Rygel's knowledge and understanding of the Commission's investment policy requirements, staff believes it would be more efficient and cost effective for continuity purposes to retain Payden & Rygel during FY 2020/21 for investment advisory services of the Commission's operating funds.

Stantec Consulting Services, Inc.

In April 2015, the Commission selected Stantec under a competitive procurement process to provide consulting services for the development of the investment grade traffic and revenue study to secure financing for the I-15 ELP. Subsequent contract amendments authorized field work and analysis required to create the traffic and revenue model. Stantec's continued support of the I-15 ELP is needed for data collection, post-opening conditions analysis, model calibrations, microsimulation, and sensitivity and risk analysis. Due to Stantec's accumulated project knowledge and successful completion of prior deliverables, staff determined that Stantec can most efficiently and cost effectively provide these services for the I-15 ELP. Staff anticipates an increase in costs for post-opening conditions analysis due to the opening of the 15 Express Lanes.

TransTrack Inc

In December 2005, the Commission approved a sole source agreement with TransTrack for the Transit Performance Manager software application implementation and training package. Major accomplishments over the years include customized reports to support the Commission's Annual Countywide State of Public Transit Report, adding both the SunLine and Commission Vanpool programs and statistics into the TransTrack modules as well as the Short Range Transit Plan funding projections and requests within the system. TransTrack is an important tool in assisting Commission staff to review the transit operators' performance to ensure compliance with the

farebox recovery ratio and allows various programs to pull data that is required and report it into the National Transit Database. Major activities in FY 2020/21 will allow the Commission to integrate rail maintenance into TransTrack to manage revenue and expenditures by station related to maintenance activities, capital planning, contracts, and facility overview – increasing functionality with analytics, forecasting, and additional reporting.

U.S. Bank National Association

US Bank served as trustee for the sales tax financings since the inception of the 1989 Measure A program; the current US Bank represents mergers, acquisitions, and name changes dating back to the 1990s. As trustee and in accordance with the debt agreements, US Bank intercepts the Measure A sales tax receipts from the California Department of Tax and Fee Administration in order to withhold amounts required for debt service prior to releasing remaining funds to the Commission. In February 2005 following a competitive procurement, the Commission approved agreements with US Bank to serve as the trustee and the issuing and paying agent for the commercial paper program related to interim financing for the 2009 Measure A program. When the Commission commenced 2009 Measure A program long-term debt financings, the Commission continued to use US Bank as trustee for the 2009 Measure A sales tax debt program. The master and supplemental indentures for the commercial paper program and the sales tax bonds are agreements between the Commission and US Bank through the life of the debt; any removal or resignation of the trustee requires adhering to specific procedures described in the master indenture. US Bank provides the Commission a high level of responsive service and timely and accurate trustee statements; accordingly, staff desires the continuation of US Bank as trustee for these programs. Staff expects no change in costs in FY 2020/21.

SPECIALIZED SERVICES ON LONG-TERM PROJECTS FOR FIVE-YEAR CONTRACTS

Some contracts with consultants provide specialized services on long-term projects at a fixed rate. The contracts do not need to be negotiated annually as service level and pricing are not expected to change during the period of performance. Staff recommends Commission approval of multi-year agreements with these consultants for the aggregate amount of $567,000.

Schedule of Recurring Contracts for Specialized Services for FY 2020/21 - FY 2024/25

Consultant Name	Agreement Number	Description of Services	Budget FY 19/20	Budget FY 20/21	5-Year Contract
Case Systems, Inc. (Case)	13-45-102-06	Call box maintenance services	$ 243,800	$ 75,000	$ 375,000
Exigis LLC, (Exigis)	15-19-017-03	Insurance Tracking Services/RiskWorks System	12,970	14,830	87,000
Sunesys	11-25-132-02	Station security cameras (CCTV) dark fiber infrastructure	18,000	21,000	105,000
Total			$ 274,770	$ 110,830	$ 567,000

Case Systems, Inc.

Case provides routine corrective and preventive maintenance of call boxes, including knockdowns and vandalism. Case was awarded a three-year agreement for these services in May 2013, following a competitive bid. The first and second option years were exercised in FY 2016/17 and 2017/18. Over the last two decades, the number of call boxes has been reduced primarily in response to declining demand. Other reduction considerations include the proliferation of cell phone ownership and expansion of cell coverage, as well as the costs associated with having to update the call boxes to remain compatible with continuously evolving cellular technology. The most recent reduction approved by the Commission in 2019 left a safety net of 158 call boxes in Riverside County. At that time, the Commission also approved the sunsetting of the Call Box Program at the end of FY 2023/24 or in conjunction with the next system network upgrade, whichever comes first. Additional services may be needed in FY 2024/25 for the removal of all call boxes. Staff recommends the Commission retain Case through June 30, 2025, for a not to exceed amount of $375,000 for continued call box maintenance services and final removal of highway call boxes upon program sunset.

Exigis, LLC

In June 2015, the Commission awarded Exigis a professional services agreement to use the RiskWorks risk management operating system (RiskWorks) for insurance tracking services. The Commission enters into numerous agreements for a variety of services annually. Prior to award and throughout the agreement term, staff must verify all contracted firms have current insurance which complies with each associated agreement. Exigis' RiskWorks system allows for efficient, automated administration of the insurance certificate tracking process. Exigis through RiskWorks administers all insurance related correspondence to firms awarded agreements by the Commission and executes insurance compliance functions including: issue insurance information requests, reminders, notices, and renewal requests; create and maintain vendor account profiles; receive and process certificates of insurance and policy endorsements; evaluate compliance of insurance information with contractually mandated minimums; maintain a searchable and readily accessible archive of insurance records, related documentation, and vendor account information; monitor compliance status, progress, and activity; access vendor account information; view vendor compliance evaluation(s), certificates of insurance, policy endorsements, and process communications; and review exceptions and respond to terminal compliance deficiencies (i.e. waive, reject, return for further revision, etc.). Staff recommends the Commission retain Exigis through June 30, 2025 for a not to exceed amount of $87,000 for continued insurance tracking services.

Sunesys

The Commission has invested in a network of closed circuit television (CCTV) security cameras at all nine existing stations and transit centers. All the cameras are connected to the Riverside Downtown Operations Control Center (RDNOCC) at the Riverside Downtown station via fiber optic lines (primarily through Caltrans) except for the Jurupa Valley/Pedley station. The Jurupa

Valley/Pedley station CCTV is connected to RDNOCC via a dark fiber infrastructure provided by Sunesys. This contract with Sunesys is necessary to continue the reliable transmittal of security camera data and information to RDNOCC for a five-year period.

Financial Information							
In Fiscal Year Budget:		Yes N/A	Year:	FY 2020/21 FY 2021/22+	Amount:	$18,292,330 $456,170	
Source of Funds:	Measure A, Transportation Development Act, Transportation Uniform Mitigation Fees, toll revenues, other reimbursements, and interest				Budget Adjustment:		No N/A
GL/Project Accounting No.:		Various					
Fiscal Procedures Approved:		Theresia Trevino			Date:	05/22/2020	

AGENDA ITEM 7F

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	June 10, 2020
TO:	Riverside County Transportation Commission
FROM	Cheryl Donahue, Public Affairs Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Quarterly Public Engagement Metrics Report, January-March 2020

STAFF RECOMMENDATION:

This item is for the Commission to receive and file the Quarterly Public Engagement Metrics Report for January-March 2020.

BACKGROUND INFORMATION:

Staff continues to measure public engagement activities and prepare Quarterly Public Engagement Metrics Reports for the Commission, a practice that began in April 2018. This report covers the first quarter of 2020, from January to March. The quarterly reports are a data-driven approach to monitor the Commission's progress toward public engagement goals, to analyze the effectiveness of its efforts, and to provide transparency into how the Commission is using its resources to engage with the public.

This quarterly report includes three sets of data:

1) Metrics for RCTC's overall public engagement activities, including website use and access; website top pages visited; email notifications; social media likes, engagement and reach; and public sentiment
2) Metrics for RCTC's Interstate 15 Express Lanes Project public engagement activities, including email activity, website sessions, and social media
3) Metrics for the State Route 60 Truck Lanes Project. Note that these numbers remain small, due to only eight months of activity.

Report highlights for this quarter follow and are included in a graphical format. Please note that this quarter's metrics showed mixed sentiment. RCTC began its Traffic Relief Plan outreach efforts in January, which generated a variety of responses and focused attention on a separate website. COVID-19 began to dominate the public's attention in March, and the Commission curtailed its public engagement efforts mid-month. The quarterly reports will evolve to include metrics from new Commission projects.

RCTC Overall Public Engagement

1) Website

a. For the quarter, there were 32,858 website sessions, an 18 percent decrease from last quarter's 39,835 sessions. There also were 21,233 unique users, a decrease of 19 percent compared to the previous quarter's 26,364 unique users.

b. A significant number of visitors (46 percent) accessed the website through organic searches, such as Google. Another 26 percent used a direct search (keying in rctc.org). Others used social media (23 percent), and website referrals (4 percent).

c. Website access via desktop versus mobile remained the same. During the quarter, 46 percent accessed the website using a desktop computer and 54 percent used mobile devices.

d. The homepage continues to be the most frequently visited page, followed this quarter by the Route 60 Truck Lanes page, the Meetings & Agendas page, and the blog post related to the new 91 Express Lanes sticker transponders.

2) Social Media

a. **Facebook**: At the end of the quarter, the Facebook page had 9,565 likes, a 2 percent increase over last quarter's 9,389 likes. The page had 9,619 forms of engagement, such as likes, comments and shares, a 285 percent jump from last quarter's 2,499 forms of engagement. Facebook also had 5.4 million impressions, which is the number of times that RCTC's content was displayed in news feeds. This was a large increase – 218 percent – from last quarter's 1.7 million impressions.

b. **Twitter**: RCTC's Twitter page showed a 5 percent increase in followers, from 1,200 to 1,264. Engagement increased more than 6,000 percent, from 571 to 35,523. Impressions jumped 850 percent from 75,391 to 715,890.

c. **Instagram**: The Instagram page followers grew 16 percent, from 561 to 653 followers. Engagement declined 16 percent, from 490 forms of engagement to 410. Impressions decreased 39 percent to 10,639, compared to last quarter's 17,309.

d. Overall, public sentiment was mostly positive, except for some negative comments on Traffic Relief Plan ads in January. Engagement peaked in early March and then declined sharply with the drop in digital advertising due to the COVID-19 pandemic.

3) RCTC's The Point: RCTC continues to produce content for its online blog, *The Point*, and distributes this information and other news via email to subscribers. RCTC's subscribers grew 25 percent, from 3,147 to 3,920. Twenty-seven percent of subscribers opened *The Point*, and 6 percent clicked on links to learn more.

Interstate 15 Express Lanes Construction Public Engagement

1) ***Emails:*** Total email list sign-ups since the project began grew to 2,701. This is a 2 percent increase over the 2,648 sign-ups received through the end of last quarter. There were 8 email inquiries for a total of 162 since the project started. This is a 5 percent increase over the 154 inquiries received through the end of last quarter.
2) ***Website:*** Total website visits since project inception grew to 69,624, a 12 percent climb from the 62,023 visits through the end of last quarter.
3) ***Social Media:*** The project's Facebook, Twitter and Instagram accounts all showed small gains. The Facebook page grew to 2,374 likes from 2,303 likes last quarter, a 3 percent increase. Twitter increased from 257 followers to 267, a 4 percent increase. Instagram followers increased 5 percent from 461 to 485.

Route 60 Truck Lanes Construction Public Engagement

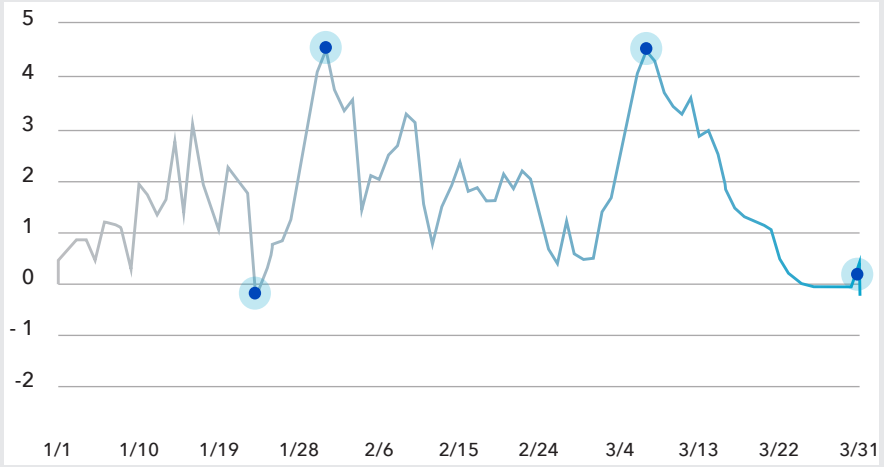
1) ***Emails:*** Total email list sign-ups since the project began grew slightly to 291. This is a 2 percent increase over the 285 sign-ups received through the end of last quarter. There also have been a total of 170 email inquiries, an 8 percent increase over the 157 inquiries through the end of last quarter.
2) ***Website:*** Total website visits since project inception grew to 12,850, a 29 percent increase from the 9,992 visits through the end of last quarter.
3) ***Social Media:*** The project's Facebook, Twitter and Instagram accounts all showed increases. The Facebook page grew to 576 likes from 454 likes last quarter, a 27 percent increase. Twitter increased from 52 followers to 62 followers, a 19 percent increase. Instagram followers increased 7 percent from 142 to 152.

Attachments:
1) RCTC Overall Public Engagement Metrics
2) Interstate 15 Express Lanes Construction Public Engagement Metrics
3) State Route 60 Truck Lanes Construction Public Engagement Metrics

Public Engagement Metrics: Q1

Jan - Mar 2020

Overall Social Media Sentiment



1/23 (–) Negative comments on TRP ads
1/31 (+) New TRP campaign launch
3/7 (+) New TRP video campaign launch
3/31(+) 15 Express Lanes closures boosted post

Eblasts

+25%

Subscribers
3,920

Average Open
27%

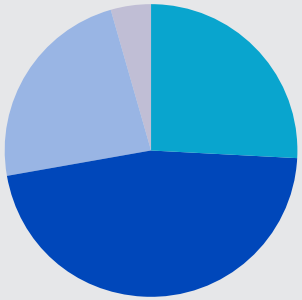
Average Click
6.5%

Web

32,858 Number of Sessions **-18%**

21,233 Number of Unique Users **-19%**

Top Channels



- Direct (25.9%) – 5,576
- Organic (46.4%) – 9,991
- Social (23.2%) –4,988
- Referral (4.3%) – 920

Differences
COVID-19 affected advertising efforts in March 2020.

Top Pages Visited

*Homepage is **#1** most visited page*

2	Route 60 Truck Lanes
3	Meetings and Agendas
4	New 91 Express Lanes Sticker Transponders

Desktop vs Mobile Users

Social Media

Facebook

Page Likes	9,565	+2%
Engagement	9,619	+285%
Impressions	5,442,451	+218%

Twitter

Followers	1,264	+5%
Engagement	35,523	+6,121%
Impressions	715,890	+850%

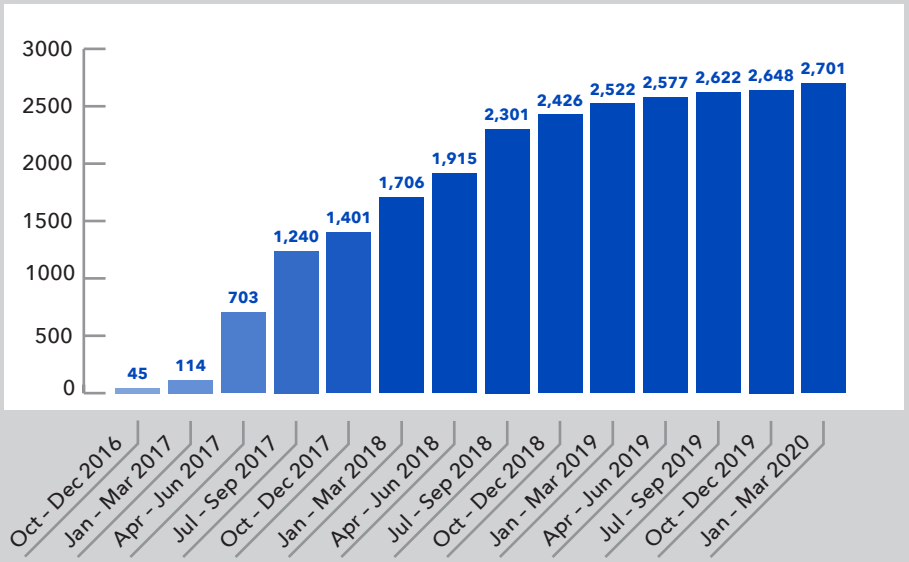
Instagram

Followers	653	+16%
Engagement	410	-16%
Impressions	10,639	-39%

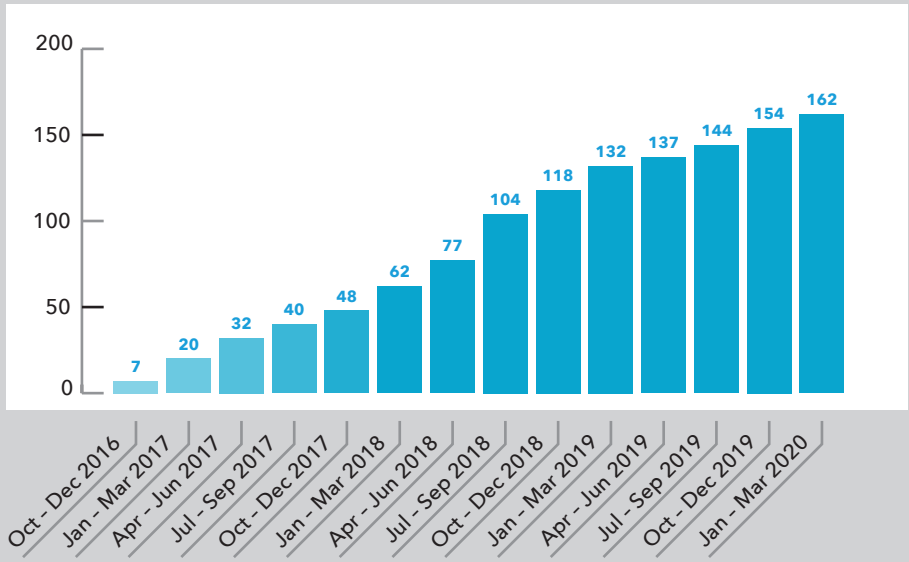
15 Express Lanes Project
Outreach Metrics

Oct 2016 - Mar 2020

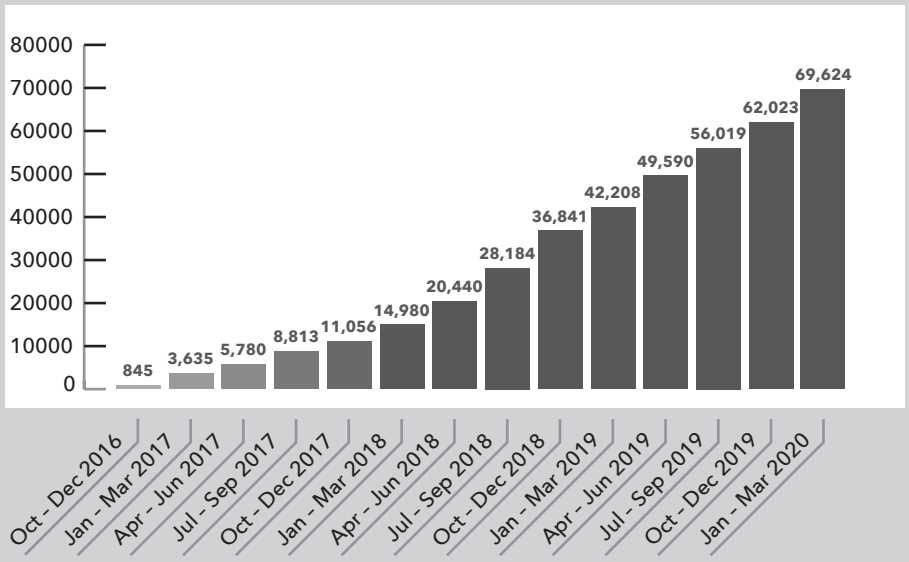
Email List Sign-Ups



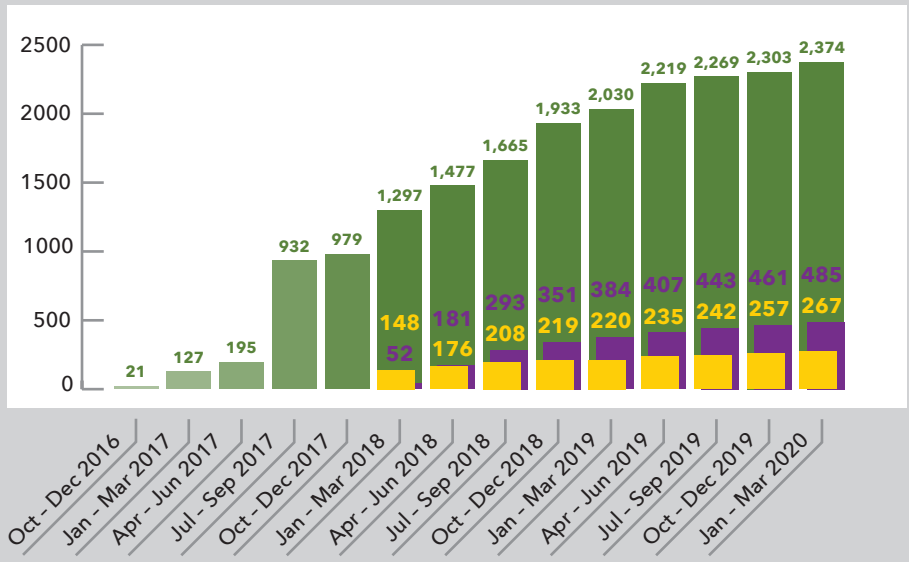
Emails Received



Website Visits



Social Media Likes/Follows



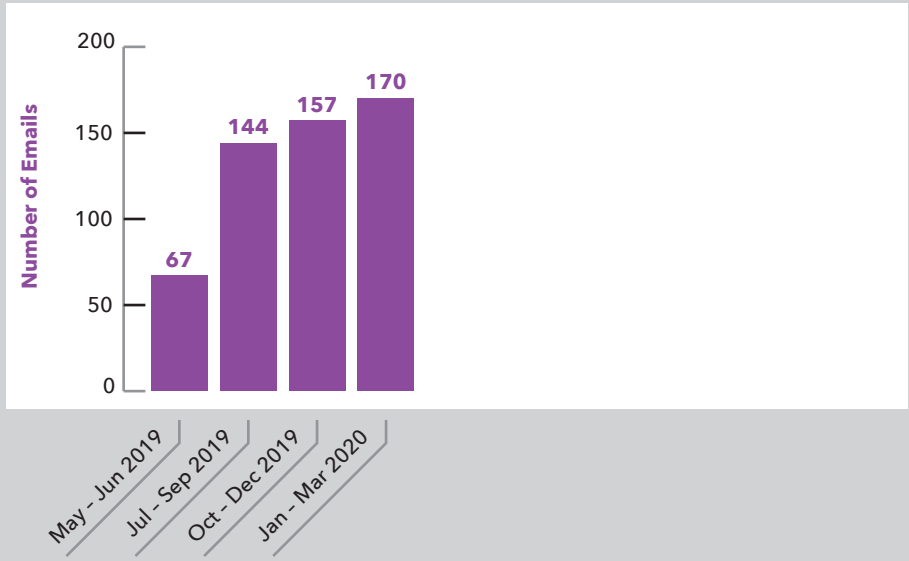
State Route 60 TRUCK LANES

State Route 60 Truck Lanes Project
Quarterly "At-a-Glance" Metrics Report

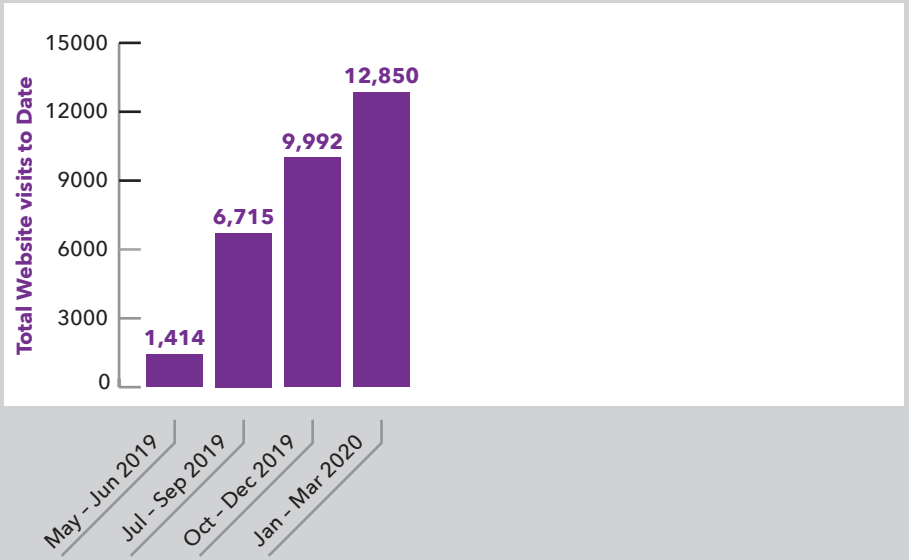
May 2019 - March 2020

Email & Text Sign-Ups

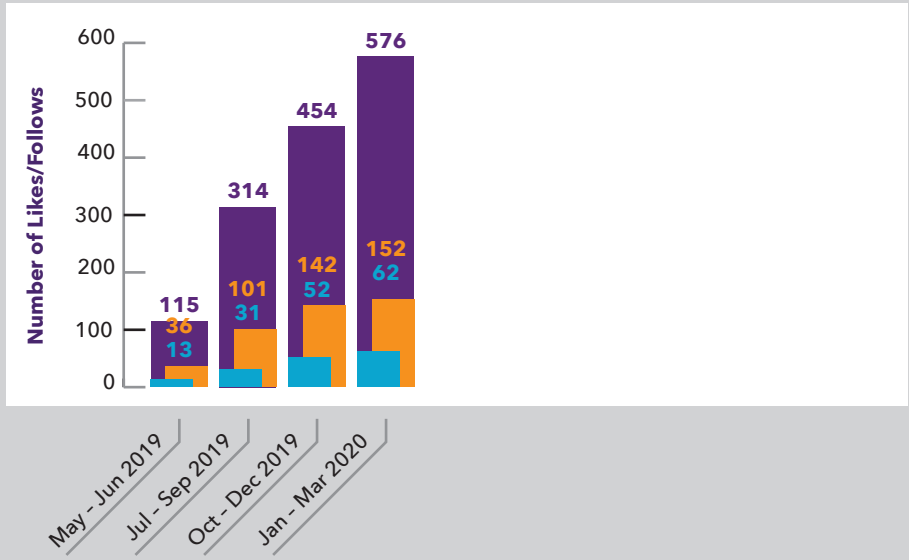
Emails to Project Team



Website Sessions



Social Media Likes/Follows



AGENDA ITEM 7G

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 10, 2020
TO:	Riverside County Transportation Commission
FROM:	David Knudsen, Legislative Affairs Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	State and Federal Legislative Update

STAFF RECOMMENDATION:

This item is for the Commission to receive and file an update on state and federal legislation.

BACKGROUND INFORMATION:

State Update

The California State Assembly and Senate returned from their COVID-19 related recess on May 4 and May 11, 2020, respectively. Each house published revised legislative calendars and deadlines to accommodate a shortened legislative session. Policy and fiscal committees are meeting but will hear only a limited number of bills. Most bills identified for hearing are associated with COVID-19 emergency response, economic recovery, and public health issues.

The May Revision

The Governor submitted his May Revision Budget Proposal to the Legislature on May 14, 2020 announcing a $54 billion deficit brought on by the economic impacts of COVID-19. The May Revision reduces the Governor's January budget proposal from $222.2 billion in total state funding to $203.3 billion. Facing a projected unemployment rate of 18 percent for the year and with an anticipated $41 billion drop in revenues compared to January's budget forecast, the May Revision proposes to cancel new initiatives proposed in January's budget proposal. The Governor's new budget framework will reduce spending, draw down reserves, and borrow from special funds. With a decrease in revenue, the $54 billion deficit is more than three times the size of the $16 billion set aside in the state's Rainy Day Fund. In a sign of just how significant the economic downturn is expected to be, the May Revision forecasts a peak unemployment rate of 24.5 percent in the second quarter of this year and a decline in personal income of nearly 9 percent in 2020.

As a reminder, personal income tax receipts were delayed until July 15, 2020, after the June 15 constitutionally required deadline to pass and sign a balanced budget. Therefore, the Legislature will revisit the budget after it is passed in June, likely in August, to reconcile forecasted revenue with actual tax receipts.

Revised Transportation Budget

This year's May Revise includes reduced revenue estimates for nearly all the existing transportation taxes and fees, due to the global COVID-19 pandemic. However, expenditures for Caltrans remain relatively unchanged, at approximately $15.5 billion. The Governor's January budget proposed $26 billion in total transportation spending, instead the revised budget proposes $25.5 billion in total transportation funding, a cut of approximately 2 percent, representing a half-billion dollars less than what was introduced in January.

For both the remainder of the current fiscal year (2019-20) and the upcoming budget year (2020-21), total transportation revenues are projected to decrease by approximately $1.5 billion from the Governor's January budget proposal. This decrease includes $1.2 billion in fuel excise tax revenues directly related to local and highway transportation projects. The revenue estimates also reflect declines in diesel sales tax revenue, which is the primary fund source for State Transit Assistance, State Rail Assistance, and for the Public Transportation Account.

SB 1 revenues were expected to bring in a total of $12.7 billion for the coming 2020-2021 budget year but are now expected to drop by a total of $1.8 billion through 2024-25. However, the May Revision maintains Caltrans' current planning and engineering staffing levels to continue developing and designing previously programmed projects. Caltrans will accelerate projects to achieve cost savings, support the creation of new jobs in the transportation sector, and improve roads.

Economic Recovery

The May Revision provides a possible framework for how the Governor and the Legislature may look at economic recovery proposals. Keeping transportation funding nearly intact is a strong indication that infrastructure will play a part in an economic recovery plan. However, it is unlikely that a State stimulus package will directly fund individual transportation projects.

RCTC staff will continue to engage the region's elected delegation to promote proposals that will enhance the Commission's transportation resources for Riverside County.

<u>Federal Update</u>

The COVID-19 Federal Response

On April 24, 2020, the President signed the $484 billion Paycheck Protection Program and Health Care Enhancement Act law that increased funding to the Paycheck Protection Program, provided more funding for hospitals, and testing for COVID-19.

As of May 21, 2020, the House and Senate leaders continue to debate the next steps for COVID-19 emergency relief and economic recovery legislation. On May 15, 2020, the House Majority

passed the $3 trillion Health and Economic Recovery Omnibus Emergency Solutions (HEROES) Act- the phase "4" COVID-19 emergency relief measure. The HEROES Act included:

- $500 billion for States
- $375 billion for Local Governments
- $15 billion for State Departments of Transportation
- $15 billion for Public Transportation

Now that the HEROES Act has moved to the Senate, Majority Leader McConnell has yet to announce what, if anything, the Senate will do in response to the bill. The Senate may decide to write their version, which will have to be reconciled with the House version, or do nothing at all.

RCTC continues to advocate for relief proposals that maximize financial flexibility to respond to COVID-19 impact on the economy. On April 28, 2020, Chair Ben J. Benoit sent a letter to the Riverside County's Congressional delegation supporting Transportation Infrastructure Finance and Innovation Act (TIFIA) program modifications. Modifications to the TIFIA loan program would provide RCTC with cash savings that could be applied to other projects. RCTC provided a briefing to Representative Ken Calvert's staff regarding the importance of this kind of non-direct federal aid to keep infrastructure projects moving in Riverside County.

Appropriations

Both the House and Senate Appropriations Committees are meeting to determine a calendar for considering the 12 individual appropriations bills for FY 2020-21 appropriations. Due to the significant amount of time Congress has spent addressing the COVID-19 pandemic, it is anticipated that not all 12 appropriations bills will be enacted before the end of the fiscal year. Therefore, it is likely Congress will pass a continuing resolution to fund federal agencies for the near future.

RCTC staff will continue to monitor and advocate for policies and resources that will enhance transportation in Riverside County and report back to the Commission with updates as necessary.

Attachments:
1) Support letter: TIFIA Loan Modification Congressional Letter
2) State COVID-19 Response Timeline
3) Federal COVID-19 Response Timeline
4) Legislative Matrix – May 2020

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

4080 Lemon Street, 3rd Floor • Riverside, CA
Mailing Address: P.O. Box 12008 • Riverside, CA 92502-2208
951.787.7141 • 951.787.7920 • www.rctc.org

April 28, 2020

The Honorable Ken Calvert
United States House of Representatives
U.S. Capitol
Washington, DC 20510

Subject: COVID-19 TIFIA Loan Modification Request

Dear Congressman Calvert:

On behalf of the Riverside County Transportation Commission (RCTC), I am writing to urge your support for legislative modifications to the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, which provides federal credit assistance for transportation projects.

With state and local governments requiring individuals to stay at home and with many businesses closed due to the COVID-19 pandemic, there has been a dramatic reduction in economic activity and a reduction in revenue pledged to repaying federal TIFIA loans. While the long-term impact on revenues is uncertain, the near-term financial impact of social distancing measures is clear and immediate. Transit systems, bridges, and toll facilities have suffered significant traffic and revenue declines. With nearly a 75 percent decline in traffic volume and related revenue loss, RCTC is seeking the flexibility to modify our two TIFIA loans, totaling more than $573 million.

Specifically, we ask that the TIFIA program be modified to allow for a one-time modification of the interest rate on current TIFIA loans.

While RCTC strongly supports the one-time interest rate modification request, we further encourage the U.S. Department of Transportation to use its authority, within existing statutes, to maximize loan flexibilities that would provide relief to borrowers and enhance our ability to advance our capital construction efforts that will create much-needed employment opportunities. Existing TIFIA authorities that could provide additional financial flexibility include:

- Allow a borrower in good standing to amend the TIFIA loan agreement to borrow up to the statutorily allowed 49 percent of eligible project costs, particularly when final project costs are lower than anticipated, thus causing a current TIFIA loan to exceed the administratively applied loan cap of 33 percent;

- Provide the ability to convert TIFIA near-term mandatory debt service payments to scheduled debt service payments for a specific period of time; and

- Provide the ability for borrowers to eliminate the mandatory prepayment provisions in outstanding TIFIA loans.

RCTC supports Congress' purpose in creating the TIFIA program: to leverage limited federal resources and stimulate investment in surface transportation projects while ensuring the repayment of the loan's principal amount. RCTC is committed to meeting our financial TIFIA loan obligations, and the proposed program modifications maintain the original intent of the TIFIA program. By allowing RCTC to adapt our finances to better manage our limited resources, we will keep infrastructure projects and surface transportation services moving forward during this critical time for our economy.

Thank you for considering this request. Please feel free to contact David Knudsen, Manager for Legislative Affairs (dknudsen@rctc.org) to further discuss the TIFIA program, our loans, and how these modifications can assist our operations.

Sincerely,

Ben J. Benoit
Chair

Timeline of State COVID-19 Emergency Response (May 21, 2020):

May 11, 2020	Western States Pact Urges Federal Support for States and Cities Responding to COVID-19 Pandemic
May 8, 2020	Governor Newsom Issues Executive Order on Extending Deadlines Impacted by COVID-19
May 8, 2020	Governor Newsom Issues Executive Order to Protect Public Health by Mailing Every Registered Voter a Ballot Ahead of the November General Election
May 7, 2020	Department of Finance Fiscal Update on the COVID-19 Pandemic and California's Budget Outlook
May 7, 2020	Governor Newsom Releases Updated Industry Guidance
May 6, 2020	Governor Newsom Announces Workers' Compensation Benefits for Workers who Contract COVID-19 During Stay at Home Order
May 4, 2020	Governor Newsom Provides Update on California's Progress Toward Stage 2 Reopening
April 13, 2020	California, Oregon & Washington Announce Western States Pact
April 8, 2020	Governor Newsom Signs Executive Order to Provide Additional Clarity on District Elections
April 7, 2020	Governor Newsom Signs Executive Order to Expand Support for Vulnerable Populations
April 4, 2020	Governor Newsom Signs Executive Order to Provide Expanded Access to Child Care for Essential Workers During COVID-19 Response
April 2, 2020	Governor Newsom Issues Executive Order Protecting Homes, Small Businesses from Water Shutoffs
April 2, 2020	Governor Newsom Announces New Help for Small Businesses & Workers Displaced by COVID-19
April 1, 2020	Governor Newsom Issues Executive Order Providing for Expedited Resources for COVID-19 Response
April 1, 2020	Governor Newsom Announces Agreement Between Teachers, Classified Employees and School System Management to Support Student Instruction During COVID-19 Outbreak
March 31, 2020	Governor Newsom Launches Campaign to Protect Health and Well-Being of Older Californians During COVID-19 Pandemic
March 30, 2020	Governor Newsom Signs Executive Order Providing Relief to California Small Businesses
March 30, 2020	Governor Newsom Announces California Health Corps, a Major Initiative to Expand Health Care Workforce to Fight COVID-19
March 29, 2020	California's Leading Digital and Media Platforms, Businesses and Celebrities Partner with the State to Amplify COVID-19 "Stay Home. Save Lives." Public Awareness Campaign
March 27, 2020	Governor Newsom Takes Executive Action to Establish a Statewide Moratorium on Evictions
March 26, 2020	FPPC to extend Form 700 deadline due to COVID-19
March 25, 2020	Governor Gavin Newsom Announces Major Financial Relief Package: 90-Day Mortgage Payment Relief During COVID-19 Crisis
March 24, 2020	Governor Newsom Issues Executive Order on State Prisons and Juvenile Facilities in Response to the COVID-19 Outbreak
March 23, 2020	California Awards $100 Million to Cities, Counties and Continuums of Care to Help People Experiencing Homelessness During COVID-19 Pandemic
March 23, 2020	Governor Gavin Newsom announce the closure of state parks and beaches to combat COVID-19
March 22, 2020	California Secures Presidential Major Disaster Declaration to Support State's COVID-19 Emergency Response
March 21, 2020	Governor Newsom Issues Executive Order to Fight the COVID-19 Surge

Timeline of State COVID-19 Emergency Response (May 21, 2020):

March 20, 2020	Governor Newsom Signs Order to Protect Public Health by Expanding Vote-by-Mail Options and Extending Deadlines for Presidential Primary Canvass
March 19, 2020	Governor Issues State-wide "Stay-at-Home" Directive
March 18, 2020	Governor Newsom Issues Executive Order to Protect Ongoing Safety Net Services for Most Vulnerable Californians During COVID-19 Outbreak
March 18, 2020	California Launches New Comprehensive, Consumer-Friendly Website and Public Service Announcements to Boost COVID-19 Awareness
March 18, 2020	Governor Newsom Issues Executive Order to Suspend Standardized Testing for Students in Response to COVID-19 Outbreak
March 17, 2020	Governor Newsom Signs Executive Order to Allow Timely Delivery of Vital Goods During COVID-19 Outbreak
March 17, 2020	Governor Newsom Signs Emergency Legislation to Fight COVID-19
March 16, 2020	Governor Newsom Issues New Executive Order authorizing Local Governments to Halt Evictions, Slow Foreclosures, and Protect Against Utility Shut Offs
March 16, 2020	California Issues Directive to Fight COVID-19
March 13, 2020	Governor Newsom Signs Executive Order Ensuring State Funding for Schools Even in Event of Physical Closure
March 12, 2020	Governor Newsom Issues New Executive Order Further Enhancing State and Local Government's Ability to Respond to COVID-19 Pandemic

Timeline of Federal COVID-19 Emergency Response (May 21, 2020):

April 27, 2020	Federal Reserve Board announces an expansion of the scope and duration of the Municipal Liquidity Facility
April 24, 2020	President signs Paycheck Protection Program and Health Care Enhancement Act - $484 billion law that increases funding to the Paycheck Protection Program and also provide more funding for hospitals and testing for COVID-19
April 17, 2020	USDA Implements Immediate Measures to Help Rural Residents, Businesses and Communities Affected by COVID-19
April 1, 2020	Coronavirus (COVID-19) Pandemic Whole-of-America Response
March 31, 2020	Coronavirus Guidelines for America
March 30, 2020	Coronavirus (COVID-19) Pandemic Whole-of-Government Response
March 28, 2020	CISA releases Version 2.0 of the Essential Critical Infrastructure Worker Guidance originally published on March 19, 2020
March 27, 2020	President signs Coronavirus Aid, Relief, and Economic Security Act (CARES Act) – $2 trillion Economic Relief Bill to Aimed at Helping American Workers, Families, and Businesses Impacted by the Coronavirus
March 27, 2020	Memorandum on Order Under the Defense Production Act Regarding General Motors Company
March 26, 2020	Coronavirus (COVID-19) Pandemic Whole-of-Government Response
March 25, 2020	USDA Implements Immediate Measures to Help Rural Residents, Businesses and Communities Affected by COVID-19
March 22, 2020	President Donald J. Trump Approves Major Disaster Declaration for California
March 18, 2020	President signs Families First Coronavirus Response Act — Guaranteed free coronavirus testing, established paid leave, enhanced unemployment insurance, expanded food security initiatives, and increased federal Medicaid funding
March 16, 2020	White House and CDC New Guidance on Preventing the Spread of Coronavirus - "15 Days to Slow the Spread"
March 4, 2020	President signs Coronavirus Preparedness and Response Supplemental Appropriations Act, 2020 — Provided $8.3 billion in emergency funding for federal agencies to respond to the coronavirus outbreak related to developing a vaccine, medical supplies, grants for public health agencies, small business loans, and assistance for health systems in other countries. Allowed for temporarily waiving Medicare restrictions and requirements regarding telehealth services.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION - POSITIONS ON STATE AND FEDERAL LEGISLATION – MAY 2020

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
AB 252 (Daly, Frazier)	Removes the sunset date from the NEPA Reciprocity program.	Signed by Governor Newsom. (July 31, 2019)	*SUPPORT*	3/13/19
AB 1402 (Petrie-Norris)	Makes substantive changes to the Active Transportation Program administered by the State, allocating 75% of funds to be distributed by large MPOs.	Assembly-Died-Transportation. (February 3, 2020)	*SUPPORT*	4/1/19
SB 152 (Beall)	Makes substantive changes to the Active Transportation Program administered by the State, allocating 75% of funds to be distributed by large MPOs.	Senate-Died-Appropriations. (February 3, 2020)	*SUPPORT*	4/1/19
AB 626 (Quirk-Silva)	Seeks to dictate that professionals who provide professional services on one phase of a project be deemed not to have a conflict of interest in subsequent project phases, disregarding the Commission's adopted Procurement Policy.	Died on inactive file (February 3, 2020)	*OPPOSE UNLESS AMENDED*	4/10/19
AB 456 (Chiu, Bonta, Low)	Removes the January 1, 2020 sunset provision on claims resolution processes.	Approved by the Governor. (October 3, 2019)	*OPPOSE*	5/8/19
SB 498 (Hurtado)	Takes funds dedicated in the Trade Corridors Improvement Fund and repurposes them for a new short-line railroad project grant program.	Referred to Assembly Transportation Committee. (June 6, 2019)	*OPPOSE* Staff action based on platform	5/30/19
SB 742 (Allen)	Authorizes existing state funds for Amtrak to be used on intercity passenger bus transportation, regardless of whether the passenger is connecting to or from intercity rail service.	Approved by the Governor. (October 8, 2019)	*SUPPORT*	6/12/19
AB 1149 (Fong)	Eliminates the ability of petitioners to opt to prepare the record of proceedings and would place that responsibility solely on the lead agency.	Assembly-Died-Natural Resources. (February 3, 2020)	*SUPPORT*	6/12/19

Legislature reconvened on January 6, 2020

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
SB 664 (Allen)	Revises existing statute in the Streets and Highways Code and the Vehicle Code to allow for improved operations of toll facilities in California.	Re-referred to Committees on Privacy & Consumer Protection and Judiciary. (September 10, 2019)	*SUPPORT* *Staff action based on platform*	6/17/19
SB 277 (Beall)	Changes the SB 1-created Local Partnership Program to be administered at 85% formula, rather than 50% formula as is currently in adopted guidelines.	Vetoed by the Governor. In Senate. Consideration of Governor's veto pending. (August 14, 2019)	*SUPPORT* *Staff action based on platform*	7/1/19
AB 2011 (Holden)	Creates West San Bernardino County Rail Construction Authority for purposes of awarding and overseeing all design and construction contracts for completion of an extension of the Metro Gold Line light rail project from the City of Montclair to the Ontario International Airport. The bill would prescribe the powers and duties of the construction authority.	Referred to Assembly Transportation Committee. (February 14, 2020)	*OPPOSE* *Staff action based on platform*	3/10/20
SB 1390 (Portantino)	Creates the Montclair to Ontario Airport Construction Authority for purposes of awarding and overseeing all design and construction contracts for completion of an extension of the Metro Gold Line light rail project from the City of Montclair to the Ontario International Airport. The bill would prescribe the powers and duties of the construction authority.	Referred to Senate Transportation Committee. (March 12, 2020)	*OPPOSE* *Staff action based on platform*	3/10/20
HR 2939 (Napolitano)	Protects state and local general sales tax revenues from being directed to airports.	Introduced. (May 23, 2019)	*SUPPORT*	7/10/19

AGENDA ITEM 7H

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 10, 2020
TO:	Riverside County Transportation Commission
FROM:	Martha Master, Senior Management Analyst Jillian Guizado, Planning and Programming Manager Lorelle Moe-Luna, Multimodal Services Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	City of Canyon Lake's Request to Convert Federal Surface Transportation Block Grant to Local Measure A Regional Arterial Funds for the Railroad Canyon Road Pavement Rehabilitation Project

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Approve the city of Canyon Lake's (Canyon Lake) request for conversion of federal Surface Transportation Block Grant (STBG) funds to local 2009 Measure A Western County Regional Arterial (MARA) funds to the Railroad Canyon Road Pavement Rehabilitation Project (Project); and
2) Authorize the Chief Financial Officer to reimburse Canyon Lake upon presentation of invoices associated with the Project.

BACKGROUND INFORMATION:

In spring 2013, the Commission authorized a Call for Projects for federal Surface Transportation Program (renamed to STBG under the Fixing America's Surface Transportation Act) funds in the amount of $13.8 million for pavement rehabilitation projects. The amount available was a set-aside of 20 percent of the annual apportionment of STBG funds over three years for pavement rehabilitation-type work. Criterion used for establishing allocation targets for each city and the County of Riverside were the 2010 Census population and Federal Functional Classification System lane miles, which were weighted 50/50. Local agencies submitted nominations for pavement rehabilitation of local roads, and in May 2013 the Commission awarded $37,000 of STBG funds to Canyon Lake for the Project. The project limits are on Railroad Canyon Road from Goetz Road to Lake Elsinore city limits.

On November 3, 2019, Canyon Lake requested the conversion of the $37,000 federal STBG funds to local MARA funds to provide improvements to Railroad Canyon Road, the project for which the STBG funds were intended. The request is based on consideration of the lengthy process and amount of resources required to obligate federal funds.

The Commission approves similar requests for smaller member cities, one of them being the bi-annual Memorandum of Understanding (MOU) with the city of Blythe. The city of Blythe has a State Transportation Improvement Program (STIP) MOU with the Commission, trading the Palo Verde Valley STIP funds for 2009 Measure A Western Riverside County highway funds to facilitate delivery of local arterial projects in the Palo Verde Valley. Similar to the city of Blythe, Canyon Lake has a small staff and limited resources; therefore, by providing smaller local agencies with less restrictive funding to implement the pavement rehabilitation projects, city staff can efficiently deliver projects to their communities. As a result, staff recommends the Commission convert the $37,000 of STBG funds previously programmed for Canyon Lake to MARA funds in the amount of $37,000. Staff will then make necessary adjustments to programming commitments. Additionally, staff recommends that the Chief Financial Officer reimburse Canyon Lake for costs incurred upon receipt of invoices associated with the Project.

Financial Information							
In Fiscal Year Budget:		Yes	Year:	FY 2020/21	Amount:	$37,000	
Source of Funds:	MARA				Budget Adjustment:		No
GL/Project Accounting No.:	005211 81301 00000 0000 266 72 81301						
Fiscal Procedures Approved:	Theresia Trevino				Date:	05/21/2020	

Attachment: Canyon Lake November 2019 Request Letter

CITY OF CANYON LAKE

November 3, 2019

Ms. Anne Mayer
Executive Director
Riverside County Transportation Commission
4080 Lemon St., 3rd Floor
Riverside, CA 92501

RE: 2013 STPL Call for Projects

Ms. Mayer:

The City of Canyon Lake has a federal un-obligated balance of $37,000 from the Riverside County Transportation Commission (Commission) STPL formula share from the 2013 Pavement Rehabilitation Program. As the federal requirements to obligate federal funding is costly, and considering the small amount of funds in question for Canyon Lake, we believe that obligating the funding would be counter-productive.

Therefore, I respectfully request that the Commission convert the $37,000 of federal funds to Measure A funds. Doing so would allow us to use the funding to complete much needed improvements along Railroad Canyon Road.

The City of Canyon Lake appreciates the Commission's ongoing efforts and leadership in Riverside County.

Sincerely,

Chris Mann
City Manager

Copy: Brad Brophy, City Engineer

AGENDA ITEM 7I

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 10, 2020
TO:	Riverside County Transportation Commission
FROM:	Gary Ratliff, Facilities Administrator Marlin Feenstra, Project Delivery Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Agreements for On-Call Maintenance and Repair Services for the Commuter Rail Stations and Toll Facilities

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Award the following agreements to provide on-call repair, maintenance and minor construction services for the commuter rail stations and toll facilities for a three-year term, with two two-year options to extend the agreements for a total aggregate amount not to exceed $13,282,500:
   a) Agreement No. 20-24-040-00 to Braughton Construction; and
   b) Agreement No. 20-24-082-00 to Procell;
2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements, on behalf of the Commission; and
3) Authorize the Executive Director, or designee, to execute task orders awarded to the contractors under the terms of the agreements.

BACKGROUND INFORMATION:

The Commission owns and operates nine commuter rail stations (Riverside Downtown, Jurupa Valley-Pedley, Riverside-La Sierra, Corona-West, Corona-North Main, Riverside-Hunter Park/UCR, Moreno Valley/March Field, Perris-Downtown, and Perris-South). Station maintenance, repair, and minor construction services are essential to preserve and maintain the Commission's property investments as well as provide safe, operational, and functional facilities for the train commuters. On-call maintenance services efficiently and effectively respond to building repairs, emergencies, and safety measures generally related to minor construction and preservation of pavement surfaces, gates and fencing, safety rail, pathways, shelters, and structure supports.

As an established toll operator for the RCTC 91 Express Lanes with expansion for the 15 Express Lanes opening in late 2020, the Commission owns three toll facilities, consisting of a storage and maintenance building and two adjacent office buildings for toll business operations. One office building serves as the 91 Express Lanes Customer Service Center, and the other will soon open as

the Regional Operations Center for the 15 Express Lanes. Additionally, there are two utility buildings located within the RCTC 91 Express Lanes. Each of these facilities requires routine maintenance and repair services to maintain and preserve the Commission's property and provide toll patron services and staff a base of operations.

In October 2017, the Commission awarded an agreement to provide on-call station repair, maintenance, and minor construction services for a three-year period. The Commission subsequently amended the agreement for station elevator modernization projects and for the addition of the toll facilities. With the agreement nearing its expiration, staff initiated a re-procurement of on-call repair, maintenance, and minor construction services for the Commission's stations and toll facilities.

Pricing for on-call services will be based upon fixed labor rates and pre-established mark-up on materials. In order to maximize competitive pricing and provide adequate resources to address the sizable and varied workload, staff recommends the establishment of an on-call bench of two qualified contractors. The competitive task order format ensures that the Commission is getting a fair and reasonable price for services provided under each task order awarded by the Commission.

Procurement Process

Staff determined the weighted factor method of source selection to be the most appropriate for this procurement as it allows the Commission to identify the most advantageous proposals with price and other factors considered. Non-price factors include elements such as qualifications of firm, personnel, and the ability to respond to the Commission's needs for on-call repair, maintenance and minor construction services as set forth under the terms of the Request for Proposals (RFP) No. 20-24-040-00.

RFP No. 20-24-040-00 for on-call maintenance and repair services was released by staff on March 12. A public notice was advertised in the *Press Enterprise*, and the RFP was posted on the Commission's PlanetBids website, which is accessible through the Commission's website. Through PlanetBids, 21 firms downloaded the RFP; 3 of these firms are located in Riverside County. Staff responded to all questions submitted by potential proposers prior to the March 26 clarification deadline date. Two firms – Braughton Construction (Rancho Cucamonga) and Procell (Santa Ana) – submitted responsive and responsible proposals prior to the submittal deadline on April 15. Utilizing the evaluation criteria set forth in the RFP, both proposals were evaluated and scored by an evaluation committee comprised of Commission and Bechtel staff.

As a result of the evaluation committee's assessment of the written proposals, the evaluation committee determined both firms to be qualified firms to provide on-call repair, maintenance, and minor construction services. The evaluation committee recommends contract awards to these two firms for a three-year term, with two two-year options to extend the agreement in an amount not to exceed $13,282,500, which is the estimated amount of routine services and anticipated special projects.

The multiple award, on-call, indefinite delivery/indefinite quantity task order type contracts do not guarantee work to any of the awardees; therefore, no funds are guaranteed to any contractor. Pre-qualified contractors will be selected for specific tasks based on qualification information contained in their proposals and/or competitive fee proposals for the specific tasks. Services will be provided through the Commission's issuance of contract task orders to the consultants on an as-needed basis.

The Commission's model on-call professional services agreement will be entered into with each consultant firm, pursuant to legal counsel review. Staff oversight of the contracts and task orders will maximize the effectiveness of the consultants and minimize costs to the Commission. Staff projections for repair, maintenance and minor construction services and related funding under the new agreements are based on the following assumptions:

- $450,000 in annual maintenance and repair expenditures for all nine rail stations to be funded in FY 2020/21 by the recently enacted Coronavirus Aid, Relief, and Economic Security (CARES) Act and Federal Emergency Management Agency (FEMA) funds and in later years primarily using 2009 Measure A Western County Rail funds;
- $125,000 in annual maintenance and repair expenditures for all five toll facilities to be funded by toll revenues; and
- $1,000,000 to $2,500,000 annually for rehabilitation and efficiency projects (pavement rehabilitation and seals, concrete, fence gates, Americans with Disability Act improvements, pedestrian pathways, canopies, shelters, and solar installation) following the Commission's FY 2021 Short Range Transit Plan 5-year station improvement plan funded by available state and federal grants.

Financial Information					
In Fiscal Year Budget:	Yes N/A	Year:	FY 2020/21 FY 2021/22+	Amount:	$ 3,132,500 $ 10,150,000
Source of Funds:	2009 Measure A Western County Rail, Toll Revenues, State of Good Repair, Federal Transit Administration Section 5307 grant, CARES Act, and FEMA funds			Budget Adjustment:	No N/A
GL/Project Accounting No.:	244001-7330X-00000-0000 265-24-73301 244002-7330X-00000-0000 265-24-73301 244003-7330X-00000-0000 265-24-73301 244004-7330X-00000-0000 265-24-73301 244006-7330X-00000-0000 265-24-73301 244010-7330X-00000-0000 265-24-73301 244020-7330X-00000-0000 265-24-73301 244021-7330X-00000-0000 265-24-73301 244022-7330X-00000-0000 265-24-73301 244024-7330X-00000-0000 265-24-73301 004011-90701-00000-0000 265-24-90501 001599-7330X-00000-0000 515-31-73301 009199-7330X-00000-0000 591-31-73301				
Fiscal Procedures Approved:	Theresia Trevino			Date:	05/21/2020

Attachments:

1) Draft Agreement No. 20-24-040-00 to Braughton Construction
2) Draft Agreement No. 20-24-082-00 to Procell

Agreement 20-24-040-00

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
ON-CALL
MAINTENANCE AND REPAIR SERVICES AGREEMENT

1. PARTIES AND DATE.

This Agreement is made and entered into this _____ day of _____, 2020 by and between the Riverside County Transportation Commission ("Commission") and Braughton Construction Inc., a Corporation, with its principal place of business at 10722 Arrow Route #822, Rancho Cucamonga, CA 91730 ("Contractor"). Commission and Contractor are sometimes individually referred to as "Party" and collectively as "Parties" in this Agreement.

2. RECITALS.

2.1 Commission is the Transportation Commission for the County of Riverside and organized under the laws of the State of California with the power to contract for services necessary to achieve its purpose.

2.2 Commission owns and operates nine (9) commuter rail stations, one (1) security command center, one (1) transit center, and five (5) toll facilities serving Riverside County, the addresses and descriptions of which are set forth in Exhibit "A", attached hereto and incorporated herein by reference ("Commuter Rail Stations and Toll Facilities").

2.3 On or about March 12, 2020, Commission issued a Request for Proposals No. 20-24-040-00 ("RFP"), pursuant to which Commission sought proposals for on-call maintenance and repair services for the Commuter Rail Stations and Toll Facilities.

2.4 Contractor desires to perform and assume responsibility for the provision of on-call maintenance and repair services required by Commission on the terms and conditions set forth in this Agreement and in the task order(s) to be solicited, awarded and authorized by Commission Purchase Orders as further described in this Agreement ("Task Order").

2.5 The work generally includes the maintenance and repair of the Commuter Rail Stations and Toll Facilities. Contractor represents that it is a professional Contractor, experienced in providing on-call maintenance and repair services to public clients, and is familiar with the plans of Commission.

2.6 Commission desires to engage Contractor to render on-call maintenance and repair services for the Commuter Rail Stations and Toll Facilities. On-call maintenance and repair services shall be generally as set forth in Exhibit "A", attached hereto and incorporated herein by reference. On-call maintenance and repair services shall be ordered by Task Order(s) to be issued pursuant to this Agreement for future projects as set forth herein. The services set

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forth in Exhibit "A" and each individual project ordered under a Task Order shall be referred to, herein, collectively, as the "Project".

2.7 Services procured under a Task Order may be funded, in whole or in part, with state and/or federal funds. Contractor shall comply with all applicable funding requirements.

3. TERMS.

3.1 Scope of Services and Term.

3.1.1 General Scope of Services. Contractor promises and agrees to furnish to Commission all labor materials, tools, equipment, services, and incidental and customary work, as necessary, to fully and adequately provide the on-call maintenance and repair services for the Commuter Rail Stations and Toll Facilities required by Commission, as shall be generally described in Exhibit "A" and as more specifically described in each Task Order, collectively referred to herein as the "Services". On-call Services shall be more particularly described in the individual Task Orders issued by the Commission's Executive Director or designee.

No Services shall be performed unless authorized by a Commission Purchase Order for Task Order Services, as further detailed herein. All Services shall be subject to, and performed in accordance with, this Agreement, the relevant Task Order, the exhibits attached hereto and incorporated herein by reference, and all applicable local, state and federal laws, rules and regulations

3.1.2 Term. The term of this Agreement shall be from July 1, 2020 to June 30, 2023, unless earlier terminated as provided herein. Contractor shall complete the Services within the term of this Agreement, and shall meet any other established schedules and deadlines. The Parties may, by mutual, written consent, extend the term of this Agreement if necessary to complete the Services.

3.2 Responsibilities of Contractor.

3.2.1 Control and Payment of Subordinates; Independent Contractor. The Services shall be performed by Contractor or under its supervision. Contractor will determine the means, methods and details of performing the Services subject to the requirements of this Agreement. Commission retains Contractor on an independent contractor basis and not as an employee. Contractor retains the right to perform similar or different services for others during the term of this Agreement. Any additional personnel performing the Services under this Agreement on behalf of Contractor shall also not be employees of Commission and shall at all times be under Contractor's exclusive direction and control. Contractor shall pay all wages, salaries, and other amounts due such personnel in connection with their performance of Services under this Agreement and as required by law. Contractor shall be responsible for all reports and obligations respecting such additional personnel, including, but not limited to: social security taxes, income tax withholding, unemployment insurance, disability insurance, and workers' compensation insurance.

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3.2.2 Task Orders; Commencement and Schedule of Services.

Services under this Agreement shall be competitively solicited amongst Contractor and the other firms identified in Section 3.3.2 of this Agreement pursuant to a Task Order request for bid process. If Contractor's Task Order bid is selected for a Project, the Commission shall issue a Purchase Order for the Services. Contractor's agreement to the final terms of a proposed Task Order, Commission's issuance of a Purchase Order and Contractor's commencement of the Services following issuance of the Purchase Order shall indicate the Parties' agreement to the terms of the relevant Task Order.

Contractor shall commence Services under a Task Order within five (5) days of receiving a Purchase Order for the Task Order Services from the Commission. Each request for Task Order bids shall identify the funding source(s) to be used to fund the Services under the relevant Task Order, and Contractor shall comply with the requirements specified herein, and in the attached exhibits, applicable to the identified funding source(s).

Contractor represents that it has the professional and technical personnel required to perform the Services in conformance with such conditions. In order to facilitate Contractor's conformance with each Schedule, the Commission shall respond to Contractor's submittals in a timely manner. Upon the Commission's request, Contractor shall provide a more detailed schedule of anticipated performance to meet the relevant Schedule of Services.

3.2.3 Conformance to Applicable Requirements. All work prepared by Contractor shall be subject to the approval of Commission.

3.2.4 Commission's Representative. The Commission hereby designates the Executive Director, or his or her designee, to act as its representative for the performance of this Agreement ("Commission's Representative"). Commission's Representative shall have the power to act on behalf of the Commission for all purposes under this Agreement. Contractor shall not accept direction or orders from any person other than the Commission's Representative or his or her designee.

3.2.5 Contractor's Representative. Contractor hereby designates John Braughton, or his or her designee, to act as its representative for the performance of this Agreement ("Contractor's Representative"). Contractor's Representative shall have full authority to represent and act on behalf of the Contractor for all purposes under this Agreement. The Contractor's Representative shall supervise and direct the Services, using his best skill and attention, and shall be responsible for all means, methods, techniques, sequences and procedures and for the satisfactory coordination of all portions of the Services under this Agreement.

3.2.6 Coordination of Services. Contractor agrees to work closely with Commission staff in the performance of Services and shall be available to Commission's staff, consultants and other staff at all reasonable times.

3.2.7 Standard of Care; Performance of Employees. Contractor shall perform all Services under this Agreement in a skillful and competent manner, consistent with the standards generally recognized as being employed by professionals in the same discipline in the State of California. Contractor represents and maintains that it is skilled in the professional

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calling necessary to perform the Services. Contractor warrants that all employees and subcontractors shall have sufficient skill and experience to perform the Services assigned to them. Finally, Contractor represents that it, its employees and subcontractors have all licenses, permits, qualifications and approvals of whatever nature that are legally required to perform the Services, and that such licenses and approvals shall be maintained throughout the term of this Agreement. As provided for in the indemnification provisions of this Agreement, Contractor shall perform, at its own cost and expense and without reimbursement from the Commission, any services necessary to correct errors or omissions which are caused by the Contractor's failure to comply with the standard of care provided for herein. Any employee of the Contractor or its sub-contractors who is determined by the Commission to be uncooperative, incompetent, a threat to the adequate or timely completion of the Project, a threat to the safety of persons or property, or any employee who fails or refuses to perform the Services in a manner acceptable to the Commission, shall be promptly removed from the Project by the Contractor and shall not be re-employed to perform any of the Services or to work on the Project.

3.2.8 Period of Performance. Contractor shall perform the Services in strict accordance with any completion schedule or Project milestones described in each Task Order. Contractor agrees that if the Services are not completed within the aforementioned performance time and/or pursuant to any such completion schedule or Project milestones developed pursuant to provisions of this Agreement and included in any Task Order, it is understood, acknowledged and agreed that the Commission will suffer damage.

3.2.9 Disputes. Should any dispute arise respecting the true value of any work done, of any work omitted, or of any extra work which Contractor may be required to do, or respecting the size of any payment to Contractor during the performance of this Contract, Contractor shall continue to perform the Work while said dispute is decided by the Commission. If Contractor disputes the Commission's decision, Contractor shall have such remedies as may be provided by law.

3.2.10 Laws and Regulations; Employee/Labor Certifications. Contractor shall keep itself fully informed of and in compliance with all local, state and federal laws, rules and regulations in any manner affecting the performance of the Project or the Services, including all Cal/OSHA requirements, and shall give all notices required by law. Contractor shall be liable for all violations of such laws and regulations in connection with Services. If the Contractor performs any work knowing it to be contrary to such laws, rules and regulations and without giving written notice to the Commission, Contractor shall be solely responsible for all costs arising therefrom. Commission is a public entity of the State of California subject to, among other rules and regulations, the Public Utilities Code, Public Contract Code, and Labor Code of the State. It is stipulated and agreed that all provisions of the law applicable to the public contracts of a county transportation commissions are a part of this Agreement to the same extent as though set forth herein and will be complied with. These include but are not limited to the payment of prevailing wages, the stipulation that eight (8) hours' labor shall constitute a legal day's work and that no worker shall be permitted to work in excess of eight (8) hours during any one calendar day except as permitted by law. Contractor shall defend, indemnify and hold Commission, its officials, officers, employees and agents free and harmless, pursuant to the indemnification provisions of this Agreement, from any claim or liability arising out of any failure or alleged failure to comply with such laws, rules or regulations.

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3.2.10.1 Employment Eligibility; Contractor. By executing this Agreement, Contractor verifies that it fully complies with all requirements and restrictions of state and federal law respecting the employment of undocumented aliens, including, but not limited to, the Immigration Reform and Control Act of 1986, as may be amended from time to time. Such requirements and restrictions include, but are not limited to, examination and retention of documentation confirming the identity and immigration status of each employee of the Contractor. Contractor also verifies that it has not committed a violation of any such law within the five (5) years immediately preceding the date of execution of this Agreement, and shall not violate any such law at any time during the term of the Agreement. Contractor shall avoid any violation of any such law during the term of this Agreement by participating in an electronic verification of work authorization program operated by the United States Department of Homeland Security, by participating in an equivalent federal work authorization program operated by the United States Department of Homeland Security to verify information of newly hired employees, or by some other legally acceptable method. Contractor shall maintain records of each such verification, and shall make them available to the Commission or its representatives for inspection and copy at any time during normal business hours. The Commission shall not be responsible for any costs or expenses related to Contractor's compliance with the requirements provided for in Section 3.2.10 or any of its sub-sections.

3.2.10.2 Employment Eligibility; Subcontractors, Sub-subcontractors and consultants. To the same extent and under the same conditions as Contractor, Contractor shall require all of its subcontractors, sub-subcontractors and consultants performing any work relating to the Project or this Agreement to make the same verifications and comply with all requirements and restrictions provided for in Section 3.2.10.1.

3.2.10.3 Employment Eligibility; Failure to Comply. Each person executing this Agreement on behalf of Contractor verifies that they are a duly authorized officer of Contractor, and understands that any of the following shall be grounds for the Commission to terminate the Agreement for cause: (1) failure of Contractor or its subcontractors, sub-subcontractors or consultants to meet any of the requirements provided for in Sections 3.2.10.1 or 3.2.10.2; (2) any misrepresentation or material omission concerning compliance with such requirements (including in those verifications provided to the Contractor under Section 3.2.10.2); or (3) failure to immediately remove from the Project any person found not to be in compliance with such requirements.

3.2.10.4 Labor Certification. By its signature hereunder, Contractor certifies that it is aware of the provisions of Section 3700 of the California Labor Code which require every employer to be insured against liability for Workers' Compensation or to undertake self-insurance in accordance with the provisions of that Code, and agrees to comply with such provisions before commencing the performance of the Services.

3.2.10.5 Equal Opportunity Employment. Contractor represents that it is an equal opportunity employer and it shall not discriminate against any subcontractor, employee or applicant for employment because of race, religion, color, national origin, handicap, ancestry, sex or age. Such non-discrimination shall include, but not be limited to, all activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination. Contractor shall also comply with all relevant provisions of

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Commission's Disadvantaged Business Enterprise program, Affirmative Action Plan or other related programs or guidelines currently in effect or hereinafter enacted.

3.2.10.6 Air Quality. Contractor must fully comply with all applicable laws, rules and regulations in furnishing or using equipment and/or providing services, including, but not limited to, emissions limits and permitting requirements imposed by the California Air Resources Board (CARB). Contractor shall specifically be aware of the CARB limits and requirements' application to "portable equipment", which definition is considered by CARB to include any item of equipment with a fuel-powered engine. Contractor shall indemnify Commission against any fines or penalties imposed by CARB or any other governmental or regulatory agency for violations of applicable laws, rules and/or regulations by Contractor, its subcontractors, or others for whom Contractor is responsible under its indemnity obligations provided for in this Agreement.

3.2.10.7 Water Quality.

(A) Management and Compliance. To the extent applicable, Contractor's Services must account for, and fully comply with, all local, state and federal laws, rules and regulations that may impact water quality compliance, including, without limitation, all applicable provisions of the Federal Water Pollution Control Act (33 U.S.C. §§ 1300); the California Porter-Cologne Water Quality Control Act (Cal Water Code §§ 13000-14950); laws, rules and regulations of the Environmental Protection Agency and the State Water Resources Control Board; the Commission's rules regarding discharges of storm water; and any and all regulations, policies, or permits issued pursuant to any such authority regulating the discharge of pollutants, as that term is used in the Porter-Cologne Water Quality Control Act, to any ground or surface water in the State.

(B) Liability for Non-Compliance. Failure to comply with the laws, regulations and policies described in this Section is a violation of law that may subject Contractor or Commission to penalties, fines, or additional regulatory requirements. Contractor shall defend, indemnify and hold the Commission, its officials, officers, employees, volunteers and agents free and harmless, pursuant to the indemnification provisions of this Agreement, from and against any and all fines, penalties, claims or other regulatory requirements imposed as a result of Contractor's non-compliance with the laws, regulations and policies described in this Section, unless such non-compliance is the result of the sole established negligence, willful misconduct or active negligence of the Commission, its officials, officers, agents, employees or authorized volunteers.

(C) Training. In addition to any other standard of care requirements set forth in this Agreement, Contractor warrants that all employees and subcontractors shall have sufficient skill and experience to perform the Services assigned to them without impacting water quality in violation of the laws, regulations and policies described in this Section. Contractor further warrants that it, its employees and subcontractors will receive adequate training, as determined by Commission, regarding the requirements of the laws, regulations and policies described in this Section as they may relate to the Services provided under this Agreement. Upon request, Commission will provide Contractor with a list of training programs that meet the requirements of this paragraph.

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3.2.11 Insurance.

3.2.11.1 Time for Compliance. Contractor shall not commence work under this Agreement until it has provided evidence satisfactory to the Commission that it has secured all insurance required under this section, in a form and with insurance companies acceptable to the Commission. In addition, Contractor shall not allow any subcontractor to commence work on any subcontract until it has secured all insurance required under this section.

3.2.11.2 Minimum Requirements. Contractor shall, at its expense, procure and maintain for the duration of the Agreement insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the Agreement by the Contractor, its agents, representatives, employees or subcontractors. Contractor shall also require all of its subcontractors to procure and maintain the same insurance for the duration of the Agreement. Such insurance shall meet at least the following minimum levels of coverage:

(A) Minimum Scope of Insurance. Coverage shall be at least as broad as the latest version of the following: (1) *General Liability*: Insurance Services Office Commercial General Liability coverage (occurrence form CG 0001 or exact equivalent); (2) *Automobile Liability*: Insurance Services Office Business Auto Coverage (form CA 0001, code 1 (any auto) or exact equivalent); and (3) *Workers' Compensation and Employer's Liability*: Workers' Compensation insurance as required by the State of California and Employer's Liability Insurance.

(B) Minimum Limits of Insurance. Contractor shall maintain limits no less than: (1) *General Liability:* $2,000,000 per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability Insurance or other form with general aggregate limit is used, either the general aggregate limit shall apply separately to this Agreement/location or the general aggregate limit shall be twice the required occurrence limit; (2) *Automobile Liability:* $1,000,000 per accident for bodily injury and property damage; and (3) *if Contractor has an employees, Workers' Compensation and Employer's Liability:* Workers' Compensation limits as required by the Labor Code of the State of California. Employer's Practices Liability limits of $1,000,000 per accident.

3.2.11.3 Insurance Endorsements. The insurance policies shall contain the following provisions, or Contractor shall provide endorsements on forms approved by the Commission to add the following provisions to the insurance policies:

(A) General Liability.

(i) Commercial General Liability Insurance must include coverage for (1) bodily Injury and property damage; (2) personal Injury/advertising Injury; (3) premises/operations liability; (4) products/completed operations liability; (5) aggregate limits that apply per Project; (6) explosion, collapse and underground (UCX) exclusion deleted; (7) contractual liability with respect to this Agreement; (8) broad form property damage; and (9) independent contractors coverage.

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(ii) The policy shall contain no endorsements or provisions limiting coverage for (1) contractual liability; (2) cross liability exclusion for claims or suits by one insured against another; or (3) contain any other exclusion contrary to this Agreement.

(iii) The policy shall give the Commission, its directors, officials, officers, employees, and agents insured status using ISO endorsement forms 20 10 10 01 and 20 37 10 01, or endorsements providing the exact same coverage.

(iv) The additional insured coverage under the policy shall be "primary and non-contributory" and will not seek contribution from the Commission's insurance or self-insurance and shall be at least as broad as CG 20 01 04 13, or endorsements providing the exact same coverage.

(v) The policy shall not include any restrictions related to indemnity for work performed within fifty (50) feet of Commission's railroad right-of-way/tracks.

(B) Automobile Liability. The automobile liability policy shall be endorsed to state that: (1) the Commission, its directors, officials, officers, employees and agents shall be covered as additional insureds with respect to the ownership, operation, maintenance, use, loading or unloading of any auto owned, leased, hired or borrowed by the Contractor or for which the Contractor is responsible; and (2) the insurance coverage shall be primary insurance as respects the Commission, its directors, officials, officers, employees and agents, or if excess, shall stand in an unbroken chain of coverage excess of the Contractor's scheduled underlying coverage. Any insurance or self-insurance maintained by the Commission, its directors, officials, officers, employees and agents shall be excess of the Contractor's insurance and shall not be called upon to contribute with it in any way.

(C) Workers' Compensation and Employers Liability Coverage.

(i) Contractor certifies that he/she is aware of the provisions of Section 3700 of the California Labor Code which requires every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and he/she will comply with such provisions before commencing work under this Agreement.

(ii) The insurer shall agree to waive all rights of subrogation against the Commission, its directors, officials, officers, employees and agents for losses paid under the terms of the insurance policy which arise from work performed by the Contractor.

(D) Railroad Protective Liability. In addition to the policies specified above, prior to commencing any Task Order work within (50) feet of Commission's railroad right-of-way/tracks, Contractor shall acquire and keep in force during the period of such

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work $2,000,000 (combined single limit)/ $6,000,000 (aggregate limit) of railroad protective liability insurance naming only Commission as the insured.

(E) All Coverages.

(i) Defense costs shall be payable in addition to the limits set forth hereunder.

(ii) Requirements of specific coverage or limits contained in this section are not intended as a limitation on coverage, limits, or other requirement, or a waiver of any coverage normally provided by any insurance. It shall be a requirement under this Agreement that any available insurance proceeds broader than or in excess of the specified minimum insurance coverage requirements and/or limits set forth herein shall be available to the Commission, its directors, officials, officers, employees and agents as additional insureds under said policies. Furthermore, the requirements for coverage and limits shall be (1) the minimum coverage and limits specified in this Agreement; or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the named insured; whichever is greater.

(iii) The limits of insurance required in this Agreement may be satisfied by a combination of primary and umbrella or excess insurance. Any umbrella or excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and non-contributory basis for the benefit of the Commission (if agreed to in a written contract or agreement) before the Commission's own insurance or self-insurance shall be called upon to protect it as a named insured. The umbrella/excess policy shall be provided on a "following form" basis with coverage at least as broad as provided on the underlying policy(ies).

(iv) Contractor shall provide the Commission at least thirty (30) days prior written notice of cancellation of any policy required by this Agreement, except that the Contractor shall provide at least ten (10) days prior written notice of cancellation of any such policy due to non-payment of premium. If any of the required coverage is cancelled or expires during the term of this Agreement, the Contractor shall deliver renewal certificate(s) including the General Liability Additional Insured Endorsement to the Commission at least ten (10) days prior to the effective date of cancellation or expiration.

(v) The retroactive date (if any) of each policy is to be no later than the effective date of this Agreement. Contractor shall maintain such coverage continuously for a period of at least three years after the completion of the work under this Agreement. Contractor shall purchase a one (1) year extended reporting period A) if the retroactive date is advanced past the effective date of this Agreement; B) if the policy is cancelled or not renewed; or C) if the policy is replaced by another claims-made policy with a retroactive date subsequent to the effective date of this Agreement.

(vi) The foregoing requirements as to the types and limits of insurance coverage to be maintained by Contractor, and any approval of said insurance

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by the Commission, is not intended to and shall not in any manner limit or qualify the liabilities and obligations otherwise assumed by the Contractor pursuant to this Agreement, including but not limited to, the provisions concerning indemnification.

(vii) If at any time during the life of the Agreement, any policy of insurance required under this Agreement does not comply with these specifications or is canceled and not replaced, Commission has the right but not the duty to obtain the insurance it deems necessary and any premium paid by Commission will be promptly reimbursed by Contractor or Commission will withhold amounts sufficient to pay premium from Contractor payments. In the alternative, Commission may cancel this Agreement. The Commission may require the Contractor to provide complete copies of all insurance policies in effect for the duration of the Project.

(viii) Neither the Commission nor any of its directors, officials, officers, employees or agents shall be personally responsible for any liability arising under or by virtue of this Agreement.

Each insurance policy required by this Agreement shall be endorsed to state that:

3.2.11.4 Deductibles and Self-Insurance Retentions. Any deductibles or self-insured retentions must be declared to and approved by the Commission. If the Commission does not approve the deductibles or self-insured retentions as presented, Contractor shall guarantee that, at the option of the Commission, either: (1) the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the Commission, its directors, officials, officers, employees and agents; or, (2) the Contractor shall procure a bond guaranteeing payment of losses and related investigation costs, claims and administrative and defense expenses.

3.2.11.5 Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best's rating no less than A:VIII, licensed to do business in California, and satisfactory to the Commission.

3.2.11.6 Verification of Coverage. Contractor shall furnish Commission with original certificates of insurance and endorsements effecting coverage required by this Agreement on forms satisfactory to the Commission. The certificates and endorsements for each insurance policy shall be signed by a person authorized by that insurer to bind coverage on its behalf. All certificates and endorsements must be received and approved by the Commission before work commences. The Commission reserves the right to require complete, certified copies of all required insurance policies, at any time.

3.2.11.7 Subcontractor Insurance Requirements. Contractor shall not allow any subcontractors or subcontractors to commence work on any subcontract until they have provided evidence satisfactory to the Commission that they have secured all insurance required under this section. Policies of commercial general liability insurance provided by such subcontractors or subcontractors shall be endorsed to name the Commission as an additional

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insured using ISO form CG 20 38 04 13 or an endorsement providing the exact same coverage. If requested by Contractor, the Commission may approve different scopes or minimum limits of insurance for particular subcontractors or subcontractors.

3.2.12 Safety. Contractor shall execute and maintain its work so as to avoid injury or damage to any person or property. In carrying out its Services, the Contractor shall at all times be in compliance with all applicable local, state and federal laws, rules and regulations, and shall exercise all necessary precautions for the safety of employees appropriate to the nature of the work and the conditions under which the work is to be performed. Safety precautions as applicable shall include, but shall not be limited to: (A) adequate life protection and life saving equipment and procedures; (B) instructions in accident prevention for all employees and subcontractors, such as safe walkways, scaffolds, fall protection ladders, bridges, gang planks, confined space procedures, trenching and shoring, equipment and other safety devices, equipment and wearing apparel as are necessary or lawfully required to prevent accidents or injuries; and (C) adequate facilities for the proper inspection and maintenance of all safety measures.

3.2.13 Accounting Records. Contractor shall maintain complete and accurate records with respect to all costs and expenses incurred under this Agreement. All such records shall be clearly identifiable. Contractor shall allow a representative of Commission during normal business hours to examine, audit, and make transcripts or copies of such records and any other documents created pursuant to this Agreement. Contractor shall allow inspection of all work, data, documents, proceedings, and activities related to the Agreement for a period of three (3) years from the date of final payment under this Agreement.

3.3 Fees and Payments; Labor Code Requirements; Bonds

3.3.1 Compensation. Contractor shall receive compensation, including authorized reimbursements, for all Services rendered under this Agreement at the rates set forth in Exhibit "B" attached hereto and incorporated herein by reference, or at the lump sum set forth in a Task Order, in accordance with the terms of the relevant Task Order. The total compensation per Task Order shall be set forth in the relevant Task Order, and shall not exceed said amount without the written approval of the Commissioner's Executive Director. The total value each Task Order shall be set forth in the relevant Task Order. Extra Work may be authorized, as described below, and if authorized, will be compensated at the rates and manner set forth in this Agreement.

3.3.2 NTE Sum. Commission has or will enter into two (2) task order contracts for the Services generally identified in Exhibit "A" ("On-Call Maintenance and Repair Services Task Order Contracts"). The other On-Call Maintenance and Repair Services Task Order Contract is Agreement No. 20-24-082-00 to Procell. The total amount payable by Commission for the On-Call Maintenance and Repair Services Task Order Contracts shall not exceed a cumulative maximum total value of $12,650,000 ("NTE Sum"). It is understood and agreed that there is no guarantee, either expressed or implied that this dollar amount will be authorized under the On-Call Maintenance and Repair Services Task Order Contracts through Task Orders. Each time a Task Order is awarded under any of the On-Call Maintenance and Repair Services Task Order Contracts, the Commission shall send written notification to Contractor and each of the other contractors entering into the On-Call Maintenance and Repair Services Task Order

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Contracts. The notice shall identify the total funds allocated under issued Task Orders, and the remaining unencumbered amount of the NTE Sum. Contractor acknowledges and agrees that Commission shall not pay any amount under this Agreement that would exceed the NTE Sum, and Contractor shall not knowingly enter into a Task Order that exceeds the NTE Sum.

3.3.3 Payment of Compensation. Contractor shall submit to Commission a monthly itemized statement which indicates work completed and hours of Services rendered by Contractor. The statement shall describe the amount of Services and supplies provided since the initial commencement date, or since the start of the subsequent billing periods, as appropriate, through the date of the statement. Commission shall, within 45 days of receiving such statement, review the statement and pay all approved charges thereon.

3.3.4 Reimbursement for Expenses. Contractor shall not be reimbursed for any expenses unless authorized in writing by Commission.

3.3.5 Extra Work. At any time during the term of this Agreement, Commission may request that Contractor perform Extra Work. As used herein, "Extra Work" means any work which is determined by Commission to be necessary for the proper completion of the Project, but which the parties did not reasonably anticipate would be necessary at the execution of this Agreement. Contractor shall not perform, nor be compensated for, Extra Work without written authorization from Commission's Representative.

3.3.6 Prevailing Wages. Contractor is aware of the requirements of California Labor Code Section 1720, et seq., and 1770, et seq., as well as California Code of Regulations, Title 8, Section 16000, et seq., ("Prevailing Wage Laws"), which require the payment of prevailing wage rates and the performance of other requirements on "public works" and "maintenance" projects. Since the Services are being performed as part of an applicable "public works" or "maintenance" project, as defined by the Prevailing Wage Laws, and if the total compensation is $15,000 or more, Contractor agrees to fully comply with such Prevailing Wage Laws. Commission shall provide Contractor with a copy of the prevailing rates of per diem wages in effect at the commencement of this Agreement. Contractor shall make copies of the prevailing rates of per diem wages for each craft, classification or type of worker needed to execute the Services available to interested parties upon request, and shall post copies at the Contractor's principal place of business and at the project site. Contractor shall defend, indemnify and hold the Commission, its officials, officers, employees and agents free and harmless from any claim or liability arising out of any failure or alleged failure to comply with the Prevailing Wage Laws.

3.3.6 Payroll Records. In accordance with the requirements of California Labor Code Section 1776, Contractor shall keep accurate payroll records which are either on forms provided by the Division of Labor Standards Enforcement or which contain the same information required by such forms. Responsibility for compliance with California Labor Code Section 1776 shall rest solely with Contractor, and Contractor shall make all such records available for inspection at all reasonable hours.

3.3.7 Registration. Since the Services are being performed as part of an applicable "public works" or "maintenance" project, pursuant to Labor Code Sections 1725.5

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and 1771.1, the Contractor and all subcontractors must be registered with the Department of Industrial Relations. Contractor shall maintain registration for the duration of the Project and require the same of any subcontractor. This Project may also be subject to compliance monitoring and enforcement by the Department of Industrial Relations. It shall be Contractor's sole responsibility to comply with all applicable registration and labor compliance requirements.

3.3.8 Employment of Apprentices. This Agreement shall not prevent the employment of properly indentured apprentices in accordance with the California Labor Code, and no employer or labor union shall refuse to accept otherwise qualified employees as indentured apprentices on the work performed hereunder solely on the ground of race, creed, national origin, ancestry, color or sex. Every qualified apprentice shall be paid the standard wage paid to apprentices under the regulations of the craft or trade in which he or she is employed and shall be employed only in the craft or trade to which he or she is registered.

If California Labor Code Section 1777.5 applies to the Services, Contractor and any subcontractor hereunder who employs workers in any apprenticeable craft or trade shall apply to the joint apprenticeship council administering applicable standards for a certificate approving Contractor or any sub-contractor for the employment and training of apprentices. Upon issuance of this certificate, Contractor and any sub-contractor shall employ the number of apprentices provided for therein, as well as contribute to the fund to administer the apprenticeship program in each craft or trade in the area of the work hereunder.

The parties expressly understand that the responsibility for compliance with provisions of this Section and with Sections 1777.5, 1777.6 and 1777.7 of the California Labor Code in regard to all apprenticeable occupations lies with Contractor.

3.3.9 Eight-Hour Law. Pursuant to the provisions of the California Labor Code, eight hours of labor shall constitute a legal day's work, and the time of service of any worker employed on the work shall be limited and restricted to eight hours during any one calendar day, and forty hours in any one calendar week, except when payment for overtime is made at not less than one and one-half the basic rate for all hours worked in excess of eight hours per day ("Eight-Hour Law"), unless Contractor or the Services are not subject to the Eight-Hour Law. Contractor shall forfeit to Commission as a penalty, $50.00 for each worker employed in the execution of this Agreement by him, or by any sub-contractor under him, for each calendar day during which such workman is required or permitted to work more than eight hours in any calendar day and forty hours in any one calendar week without such compensation for overtime violation of the provisions of the California Labor Code, unless Contractor or the Services are not subject to the Eight-Hour Law.

3.3.10 Bonds.

3.3.10.1 Payment Bond. If requested by the Commission as part of a Task Order proposal request, Contractor shall execute and provide to the Commission concurrently with the executed Task Order a payment bond in an amount required by the Commission and in a form provided or approved by the Commission. If such bond is required, no payment will be made to Contractor until the bond has been received and approved by the Commission.

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3.3.10.2 Bond Provisions. Should, in the Commission's sole opinion, any bond become insufficient or any surety be found to be unsatisfactory, Contractor shall renew or replace the affected bond within (ten) 10 days of receiving notice from Commission. In the event the surety or Contractor intends to reduce or cancel any required bond, at least thirty (30) days prior written notice shall be given to the Commission, and Contractor shall post an acceptable replacement bond at least ten (10) days prior to expiration of the original bond. No further payments shall be deemed due or will be made under the relevant Task Order until any replacement bond required by this section are accepted by the Commission. To the extent, if any, that the total price under a Task Order requiring a bond is increased in accordance with this Agreement, the Contractor shall, upon request of the Commission, cause the amount of the bond to be increased accordingly and shall promptly deliver satisfactory evidence of such increase to the Commission.

3.3.10.3 Surety Qualifications. Only bonds executed by an admitted surety insurer, as defined in California Code of Civil Procedure Section 995.120, shall be accepted. The surety must be a California-admitted surety and satisfactory to the Commission. If a California-admitted surety insurer issuing bonds does not meet these requirements, the insurer will be considered qualified if it is in conformance with Section 995.660 of the California Code of Civil Procedure, and proof of such is provided to the Commission.

3.4 Termination of Agreement.

3.4.1 Grounds for Termination. Commission may, by written notice to Contractor, terminate the whole or any part of this Agreement at any time and without cause by giving written notice to Contractor of such termination, and specifying the effective date thereof, at least seven (7) days before the effective date of such termination. Upon termination, Contractor shall be compensated only for those services which have been adequately rendered to Commission, and Contractor shall be entitled to no further compensation. Contractor may not terminate this Agreement except for cause.

3.4.2 Effect of Termination. If this Agreement is terminated as provided herein, Commission may require Contractor to provide all finished or unfinished Documents and Data and other information of any kind prepared by Contractor in connection with the performance of Services under this Agreement. Contractor shall be required to provide such document and other information within fifteen (15) days of the request.

3.4.3 Additional Services. In the event this Agreement is terminated in whole or in part as provided herein, Commission may procure, upon such terms and in such manner as it may determine appropriate, services similar to those terminated.

3.5 General Provisions.

3.5.1 Delivery of Notices. All notices permitted or required under this Agreement shall be given to the respective parties at the following address, or at such other address as the respective parties may provide in writing for this purpose:

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CONSULTANT:	**COMMISSION**:
Braughton Construction, Inc.	Riverside County
10722 Arrow Route #810	Transportation Commission
Rancho Cucamonga, CA 91730	4080 Lemon Street, 3rd Floor
	Riverside, CA 92501
Attn: John Braughton	Attn: Executive Director

Such notice shall be deemed made when personally delivered or when mailed, forty-eight (48) hours after deposit in the U.S. Mail, first class postage prepaid and addressed to the party at its applicable address. Actual notice shall be deemed adequate notice on the date actual notice occurred, regardless of the method of service.

3.5.2 Indemnification.

3.5.2.1 Scope of Indemnity**.** To the fullest extent permitted by law, Contractor shall defend, indemnify and hold the Commission, its officials, officers, employees, volunteers and agents free and harmless from any and all claims, demands, causes of action, costs, expenses, liability, loss, damage or injury of any kind, in law or equity, to property or persons, including wrongful death, in any manner arising out of, pertaining to, or incident to any alleged acts, errors or omissions of Contractor, its officials, officers, employees, subcontractors, contractors or agents in connection with the performance of the Services, the Project, this Agreement or any Task Order, including without limitation the payment of all consequential damages, expert witness fees and attorneys' fees and other related costs and expenses. The only limitations on this provision shall be those imposed by Civil Code Section 2782.

3.5.2.2 Additional Indemnity Obligations. Contractor shall defend, with Counsel of Commission's choosing and at Contractor's own cost, expense and risk, any and all claims, suits, actions or other proceedings of every kind covered by Section 3.5.2.1 that may be brought or instituted against Commission or its officials, officers, employees, volunteers and agents. Contractor shall pay and satisfy any judgment, award or decree that may be rendered against Commission or its officials, officers, employees, volunteers and agents as part of any such claim, suit, action or other proceeding. Contractor shall also reimburse Commission for the cost of any settlement paid by Commission or its officials, officers, employees, agents or volunteers as part of any such claim, suit, action or other proceeding. Such reimbursement shall include payment for Commission's attorneys' fees and costs, including expert witness fees. Contractor shall reimburse Commission and its officials, officers, employees, agents, and/or volunteers, for any and all legal expenses and costs incurred by each of them in connection therewith or in enforcing the indemnity herein provided. Contractor's obligation to indemnify shall survive expiration or termination of this Agreement, and shall not be restricted to insurance proceeds, if any, received by the Commission, its officials officers, employees, agents, or volunteers.

3.5.3 Governing Law; Government Code Claim Compliance. This Agreement shall be governed by the laws of the State of California. Venue shall be in Riverside County. In addition to any and all contract requirements pertaining to notices of and requests for compensation or payment for extra work, disputed work, claims and/or changed conditions,

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Contractor must comply with the claim procedures set forth in Government Code sections 900 et seq. prior to filing any lawsuit against the Commission. Such Government Code claims and any subsequent lawsuit based upon the Government Code claims shall be limited to those matters that remain unresolved after all procedures pertaining to extra work, disputed work, claims, and/or changed conditions have been followed by Contractor. If no such Government Code claim is submitted, or if any prerequisite contractual requirements are not otherwise satisfied as specified herein, Contractor shall be barred from bringing and maintaining a valid lawsuit against the Commission.

3.5.4 Time of Essence. Time is of the essence for each and every provision of this Agreement.

3.5.5 Commission's Right to Employ Other Contractors. Commission reserves right to employ other contractors in connection with this Project.

3.5.6 Successors and Assigns. This Agreement shall be binding on the successors and assigns of the parties.

3.5.7 Assignment or Transfer. Contractor shall not assign, hypothecate or transfer, either directly or by operation of law, this Agreement or any interest herein without the prior written consent of the Commission. Any attempt to do so shall be null and void, and any assignees, hypothecates or transferees shall acquire no right or interest by reason of such attempted assignment, hypothecation or transfer. Subcontracts, if any, shall contain a provision making them subject to all provisions stipulated in this Agreement.

3.5.8 Construction; References; Captions. Since the Parties or their agents have participated fully in the preparation of this Agreement, the language of this Agreement shall be construed simply, according to its fair meaning, and not strictly for or against any Party. Any term referencing time, days or period for performance shall be deemed calendar days and not work days. All references to Contractor include all personnel, employees, agents, and subcontractors of Contractor, except as otherwise specified in this Agreement. All references to Commission include its officials, officers, employees, agents, and volunteers except as otherwise specified in this Agreement. The captions of the various articles and paragraphs are for convenience and ease of reference only, and do not define, limit, augment, or describe the scope, content or intent of this Agreement.

3.5.9 Amendment; Modification. No supplement, modification or amendment of this Agreement shall be binding unless executed in writing and signed by both Parties.

3.5.10 Waiver. No waiver of any default shall constitute a waiver of any other default or breach, whether of the same or other covenant or condition. No waiver, benefit, privilege, or service voluntarily given or performed by a Party shall give the other Party any contractual rights by custom, estoppel or otherwise.

3.5.11 No Third Party Beneficiaries. Except to the extent expressly provided for in Section 3.5.7, there are no intended third party beneficiaries of any right or obligation assumed by the Parties.

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3.5.12 Invalidity; Severability. If any portion of this Agreement is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

3.5.13 Prohibited Interests. Contractor maintains and warrants that it has not employed nor retained any company or person, other than a bona fide employee working solely for Contractor, to solicit or secure this Agreement. Further, Contractor warrants that it has not paid nor has it agreed to pay any company or person, other than a bona fide employee working solely for Contractor, any fee, commission, percentage, brokerage fee, gift or other consideration contingent upon or resulting from the award or making of this Agreement. Contractor further agrees to file, or shall cause its employees or subcontractors to file, a Statement of Economic Interest with the Commission's Filing Officer as required under state law in the performance of the Services. For breach or violation of this warranty, Commission shall have the right to rescind this Agreement without liability. For the term of this Agreement, no member, officer or employee of Commission, during the term of his or her service with Commission, shall have any direct interest in this Agreement, or obtain any present or anticipated material benefit arising therefrom.

3.5.14 Cooperation; Further Acts. The Parties shall fully cooperate with one another, and shall take any additional acts or sign any additional documents as may be necessary, appropriate or convenient to attain the purposes of this Agreement.

3.5.15 Authority to Enter Agreement. Contractor has all requisite power and authority to conduct its business and to execute, deliver, and perform the Agreement. Each Party warrants that the individuals who have signed this Agreement have the legal power, right, and authority to make this Agreement and bind each respective Party.

3.5.16 Counterparts. This Agreement may be signed in counterparts, each of which shall constitute an original.

3.5.17 Entire Agreement. This Agreement contains the entire Agreement of the parties with respect to the subject matter hereof, and supersedes all prior negotiations, understandings or agreements. This Agreement may only be modified by a writing signed by both parties.

3.5.18 Federal Provisions. Funding for Services under a Task Order may be provided, in whole or in part, by the Federal Transportation Administration ("FTA"), by the California Department of Transportation (Caltrans), or by the South Coast Air Quality Management District ("SCAQMD"). Contractor shall also fully and adequately comply with the FTA, Caltrans and SCAQMD provisions included in Exhibit "C" (Funding Agency Requirements) attached hereto and incorporated herein by reference ("Funding Agency Requirements"), as applicable based on the funding source for the relevant Task Order. With respect to any conflict between such Funding Agency Requirements and the terms of this Agreement and/or the provisions of state law, the more stringent requirement shall control.

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SIGNATURE PAGE FOR ON-CALL MAINTENANCE AND REPAIR SERVICES AGREEMENT BETWEEN THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION AND BRAUGHTON CONSTRUCTION, INC.

IN WITNESS WHEREOF, the Parties have entered into this Agreement as of the date first set forth above.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

_____
Anne Mayer
Executive Director

Approved as to form:

Best Best & Krieger LLP

_____
General Counsel

CONTRACTOR

_____
Signature

_____
Name

_____
Title

ATTEST:

_____
Signature

_____
Name

_____
Title

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A corporation requires the signatures of two corporate officers. One signature shall be that of the chairman of board, the president or any vice president and the second signature (on the attest line) shall be that of the secretary, any assistant secretary, the chief financial officer or any assistant treasurer of such corporation.

If the above referenced persons are not the intended signators, evidence of signature authority shall be provided to Commission.

EXHIBIT "A" - SCOPE OF SERVICES – TO BE INSERTED FROM RFP

EXHIBIT "B" –COMPENSATION RATES – TO BE INSERTED FROM SUCCESSFUL CONTRACTOR PROPOSAL

EXHIBIT "C"- FUNDING AGENCY REQUIREMENTS –TO BE INSERTED FROM RFP

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STATEMENT OF SERVICES

A. SCHEDULING OF WORK

The Contractor shall accomplish all routine maintenance required under this Contract between the hours of 8:00 a.m. and 3:30 p.m. Monday through Friday unless otherwise authorized or directed by the Commission. The Commission may provide, on an individual basis, permission to perform maintenance at other hours or on the weekends.

B. PROCEDURES FOR THE DEVELOPMENT OF TASK ORDERS

1. The Commission will provide the Contractor with a description of Work it wishes Contractor to perform under this Contract. The description shall include sufficient detail to permit the Contractor to provide a Task Order Price, including the ability to cost any special insurance, bonding or other costs associated with the requested Work.
2. As needs arise, the Commission will develop a brief scope of work and select a consultant from the list of bench consultants depending on the type of support needed and the qualification of the firm. The selected consultant will respond by providing information about the level of effort required to perform the required services. This will be documented on a pre-approved Contract Task Order (CTO). Rates and cost for each CTO will be in accordance with rates indicated in the price schedules. Upon approval by the Commission's Project Manager, a CTO will be issued on a time and expense basis. The consultant will be required to commence work within five days or sooner after receiving a fully executed CTO.
3. The Commission and Contractor will work cooperatively to address any issues and negotiate a final Task Order and Task Order Price. Such negotiations shall be limited to the price and the scope of Work to be performed.
4. The Commission shall prepare, sign and deliver to the Contractor for signature a Task Order consistent with the negotiations and include sufficient exhibits and documentation to fully memorialize the understanding of the parties with respect to price and the Scope of Work to be performed under the Task Order.
5. The Contractor shall sign and deliver to the Commission the signed copies of the Task Order within two (2) days of receipt of a Task Order executed by an authorized representative of the Commission.
6. Unless otherwise provided for within the Task Order, the Contractor shall commence the Work provided for in the Task Order within five (5) days of Contractor's delivery of the fully executed Task Order to

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Commission, and without the need for further notice or authorization by the Commission.

C. STORM WATER POLLUTION PREVENTION PROGRAM (SWPPP)

1. Contractor shall ensure that all employees and subcontractor employees are trained and are aware of the following Site Specific Storm Water Pollution Prevention Requirements:
    a. No discharge of fertilizers, pesticide, and wastes into street or storm drains;
    b. No blowing or sweeping debris into street or storm drains;
    c. No hosing down of the parking lot;
    d. No vehicle washing or maintenance on site;
    e. Close dumpster lids at all time;
    f. No disposing of wash water into street or storm drains; and
    g. Remove all foreign objects (leaves, cans, cigarette butts, paper etc.) from in front of drainage inlets and gutter areas.
2. The Contractor shall provide annual refresher training on the Site Specific Storm Water Pollution Prevention Requirements to its employees and subcontractors.
3. The Contractor shall document the training on the attached Site Specific Storm Water Pollution Prevention Training Log and provide it annually to RCTC. Form included.

D. CHEMICALS

1. Contractor shall provide a list of all chemicals that are proposed to be used on the project. This list shall be submitted to RCTC for review and approval, prior to use of the chemicals.
2. Contractor shall provide Material Safety Data Sheets (MSDS) for all chemicals that are to be used on the project.
3. Contractor shall ensure the field crews carry copies of the MSDS for all chemicals they have while on-site.
4. Contractor is encouraged to use bio-degradable or environmentally friendly chemicals.
5. Contractor shall ensure that all employees are properly trained in the use and handling of the approved chemicals.
6. Contractor shall ensure that all employees, including subcontractors, utilize the proper PPE as specified by the chemical or the Contractor's safety plan, whichever is most stringent.

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ON-CALL MAINTENANCE

The following list is a non-exhaustive list of tasks that may be requested to be provided by the Contractor:

A. POTENTIAL FUTURE MAINTENANCE OUTSIDE OF RAILROAD RIGHT-OF-WAY AND TOLL FACILITIES

1. Asphalt repairs within parking lot or bus lane-cold patch or saw cut, removal and placement of hot mix, place guard top slurry seal.
2. Parking stalls striping or stenciling.
3. Concrete curb painting.
4. Concrete wheel stop removal, replacement, purchase, and installation.
5. Miscellaneous painting touch up on canopies, towers, benches, handrail/guardrail, trash cans, trash dumpster gates, walls inside of the pedestrian overcrossings, light poles, monuments and ·other areas as necessary.
6. Repairs to the walls inside of the pedestrian overcrossings.
7. Repairs to Stucco walls and columns.
8. Clean out plugged drains- toilet, sink, platform, and drinking faucets.
9. Repair, patch, or replace damaged concrete curb, gutter, platform, sidewalk, handicap ramps, mini-ramps, stairs, color concrete, etc.
10. Repair or patch roofing.
11. Remove, replace, purchase, and install Station Signage on post, light poles, CCTV poles, columns, and walls
12. Perform various plumbing maintenance/repairs - locate water leaks, repair leaking pipe, replace old or. damaged bathroom fixtures, replace old or damaged drinking fountains and hose bibs, and other work as necessary
13. Remove, clean, and place anti -slip floor treatment.
14. Remove or relocate bike lockers and racks.
15. Repair and or replace bike storage facilities and racks.
16. Replace or repair trash receptacles.
17. Place new concrete or asphalt as directed.
18. Repair and replace ADA ramps, pathways using current standards
19. Remove, replace, relocate, or install new bollards - steel and concrete.
20. Provide forces and equipment to unload and place heavy or large items purchased for use at the stations i.e. kiosks, benches, bike racks, bike lockers, furniture, etc.
21. Paint Canopies and Canopy columns.
22. Repair, or perform maintenance on Storm Drain Curb Inlets and manholes.
23. Maintenance or repairs to Water main lines and laterals.

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24. Maintenance or repairs to sewer main lines and laterals.
25. Maintenance or repairs to the Station fire hydrants.
26. Purchase and install box drains and place drain lines in landscape planters at Downtown Riverside Station.
27. Purchase and install window treatments - solar shades or window tint in security room.
28. Maintain, Install, Repair Solar Panels, carport structures, flagpoles, Guard Shacks, and Doors.
29. Maintenance, repairs, or painting of Light Poles.
30. Other repairs/replacement and maintenance as requested.
31. Repair and service Commission owned assets as needed: Generators, Solar equipment, Elevators, Parking structures and other equipment
32. Modernize/Improve station equipment assets as required and needed: Elevators, Generators, Parking structures, Solar equipment for Commission owned assets, and other equipment

B. POTENTIAL FUTURE MAINTENANCE WITHIN THE RAILROAD RIGHT- OF-WAY OR WORK WITH THE POTENTIAL TO FOUL THE TRACK

1. Repair or replace at-grade pedestrian crossings at the ends of the platforms.
2. Repair rolling or sliding gates at the Stations at-grade pedestrian crossings.
3. Perform maintenance or repairs on the outside of Pedestrian Bridge and Towers.
4. Perform electrical maintenance or repairs on light poles near the railroad tracks, on neon signs located on the Pedestrian Bridges, etc.
5. Repair or patch roofing on Pedestrian Bridges.
6. Paint or touch up Pedestrian Bridge and Towers.
7. Remove, purchase, and install new windows or revised window system within Pedestrian Bridge.
8. Install anti-bird devices on Pedestrian Bridge and Towers.
9. Pressure wash and/or clean Pedestrian Bridge and Towers.
10. Remove CCTV Camera Poles from between the tracks.
11. Repair Damaged Platform Canopies.
12. Repair or replace Tactile Tile along Station platforms.
13. Repair / Maintenance to concrete platforms.
14. Repair / Maintenance and painting of handrail/guardrail.
15. Repair / Maintenance and painting of center line track fence between Main Line 1 and Main Line 2 tracks.
16. Maintenance to ballast at end of platforms or around at-grade pedestrian crossings.
17. Repair, clean, maintenance to Platform drains.
18. Remove, replace, or place new Signage at the ends of the Station platforms.

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19. Remove, replace, or place new Painted striping and lettering on concrete platform within railroad right-of-way.
20. Repair plumbing leaks within concrete platforms.
21. Power wash sidewalks, platforms, and canopies
22. Other repairs/maintenance as requested.

STATION LOCATIONS

West Corona Metrolink Station
155 S. Auto Center Drive
Corona, CA 92880

North Main Corona Station
250 E. Blaine Street
Corona, CA 92879

La Sierra Station
10901-A Indiana Ave
Riverside, CA 92503

La Sierra Bus Station
10901-B Indiana Ave
Riverside, CA 92503

Pedley Station
6001 Pedley Road
Riverside, CA 92509

Perris Downtown Station
121 South C Street
Perris, CA 92570

Hunter Park Station
1101 Marlborough Avenue
Riverside, CA 92507

Moreno Valley/MF Station
14160 Meridian Parkway
Riverside, CA 92518

South Perris Station
1304 Case Road
Perris, CA 92510

Riverside Downtown
4066 Vine Street
Riverside, CA 92507

Operations Control Center
4344 Vine Street
Riverside CA, 92507

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TOLL FACILITIES

FAM
120 N. Joy Street
Corona, CA 92879

ROC
301 Corporate Terrace
Corona, CA 92879

15 Toll Rd Office
291Corporate Terrace
Corona, CA 92879

Toll TUB Eastbound 91
East Bound 91
Center divide

Toll TUB Westbound 91
West Bound 91
Center Divide

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EXHIBIT "B"

COMPENSATION SUMMARY

FISCAL YEAR	PROJECT	COST
FY 2019/20	On-Call Maintenance and Repair Services	$ 150,000.00
FY 2020/21	On-Call Maintenance and Repair Services	2,500,000.00
FY 2021/22	On-Call Maintenance and Repair Services	2,500,000.00
FY 2022/23	On-Call Maintenance and Repair Services	2,500,000.00
FY 2023/24	On-Call Maintenance and Repair Services	1,500,000.00
FY 2024/25	On-Call Maintenance and Repair Services	1,500,000.00
FY 2025/26	On-Call Maintenance and Repair Services	1,000,000.00
FY 2026/27	On-Call Maintenance and Repair Services	1,000,000.00
	SUBTOTAL	**12,650,000.00**
	TOTAL COSTS	**$ 12,650,000.00**

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SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT (SCAQMD)
AND
STATE (CALTRANS)
FUNDING REQUIREMENTS

The following additional funding requirements apply depending on the funding source identified as applicable for a Task Order.

I. SCAQMD REQUIREMENTS

Non-Discrimination - In the performance of this Contract, CONTRACTOR shall not discriminate in recruiting, hiring, promotion, demotion, or termination practices on the basis of race, religious creed, color, national origin, ancestry, sex, age, or physical handicap and shall comply with the provisions of the California Fair Employment & Housing Act (Government Code Section 12900, *et seq.),* the Federal Civil Rights Act of 1964 (P.L. 88-352) and all amendments thereto, Executive Order No. 11246 (30 Federal Register 12319), and all administrative rules and regulations issued pursuant to said Acts and Order. CONTRACTOR shall likewise require each subcontractor to comply with this clause and shall include in each such subcontract language similar to this clause.

II. CALTRANS REQUIREMENTS

*** Section 2 below is also applicable to FTA Funded Task Orders.**

1. Invoices & Payments.

Invoices shall be mailed to Commission's Contract Administrator at the following address:

Riverside County Transportation Commission
Attention: Accounts Payable
P.O. 12008
Riverside, CA 92502

Payment shall be made for costs incurred by Contractor in performance of the Services. No advance payment or payment for work not actually performed shall be made under this Agreement or any Task Order.

2. Cost Principles and Administrative Requirements.

Contractor agrees that the Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31.000 et seq., shall be used to determine the cost allowability of individual items.

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Contractor also agrees to comply with federal procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

Any costs for which payment has been made to Contractor that are determined by subsequent audit to be unallowable under 2 CFR, Part 200 and 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31.000 et seq., are subject to repayment by Contractor to Commission.

All subcontracts in excess of $25,000 shall contain the above provisions.

3. Retention of Records/Audit. For the purpose of determining compliance with Public Contract Code 10115, et seq. and Title 21, California Code of Regulations, Chapter 21, Section 2500 et seq., when applicable and other matters connected with the performance of this Agreement pursuant to Government Code 8546.7; Contractor, subcontractors, and Commission shall maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of this Agreement, including but not limited to, the costs of administering this Agreement. All parties shall make such materials available at their respective offices at all reasonable times during the Agreement period and for three years from the date of final payment under this Agreement. The State, State Auditor, Commission, or any duly authorized representative of the State Government shall have access to any books, records, and documents of Contractor and it's certified public accountants (CPA) work papers that are pertinent to this Agreement for audit, examinations, excerpts, and transactions, and copies thereof shall be furnished if requested. Subcontracts in excess of $25,000 shall contain this provision.

4. Accounting System. Contractor and its subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate expenditures by line item for the Services. The accounting system of Contractor and its subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices.

5. Travel & Subsistence. Reimbursement for transportation and subsistence costs shall not exceed the rates specified in the approved Task Order, as may be applicable. In addition, any payments to Contractor for travel and subsistence expenses claimed for reimbursement or applied as local match credit shall not exceed rates authorized to be paid exempt non-represented State employees under current State Department of Personnel Administration (DPA) rules, unless otherwise authorized by Commission. If the rates invoiced are in excess of those authorized DPA rates, and Commission has not otherwise approved said rates, then Contractor is responsible for the cost difference and any overpayments shall be reimbursed to the Commission on demand.

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6. Equipment Purchase

Prior authorization, in writing, by Commission's Contract Administrator shall be required before Contractor enters into any unbudgeted purchase order, or subcontract for supplies, equipment, or services. Contractor shall provide an evaluation of the necessity or desirability of incurring such costs.

For purchase of any item, service or consulting work not covered in the Cost Proposal and exceeding $5,000 prior authorization, in writing, by Commission's Contract Administrator is required. Three competitive quotations must be submitted with the request for such purchase, or the absence of bidding must be adequately justified.

Any equipment purchased as a result of this Agreement is subject to the following: Contractor shall maintain an inventory of all nonexpendable property. Nonexpendable property is defined as having a useful life of at least two years and an acquisition cost of $5,000 or more. If the purchased equipment needs replacement and is sold or traded in, Commission shall receive a proper refund or credit at the conclusion of this Agreement, or if this Agreement is terminated, Contractor may either keep the equipment and credit Commission in an amount equal to its fair market value, or sell such equipment at the best price obtainable at a public or private sale, in accordance with established Commission procedures; and credit Commission in an amount equal to the sales price. If Contractor elects to keep the equipment, fair market value shall be determined at Contractor's expense, on the basis of a competent independent appraisal of such equipment. Appraisals shall be obtained from an appraiser mutually agreeable to by Commission and Contractor. If Contractor determines to sell the equipment, the terms and conditions of such sale must be approved in advance by Commission. 2 CFR, Part 200 requires a credit to Federal funds when participating equipment with a fair market value greater than $5,000 is credited to the Project.

All subcontracts in excess $25,000 shall contain the above provisions.

7. National Labor Relations Board Certification.
In accordance with Public Contract Code Section 10296, and by signing this Agreement, Contractor certifies under penalty of perjury that no more than one final unappealable finding of contempt of court by a federal court has been issued against Contractor within the immediately preceding two-year period, because of Contractor's failure to comply with an order of a federal court that orders Contractor to comply with an order of the National Labor Relations Board.

8. Nondiscrimination; Statement of Compliance.

Contractor's signature affixed herein shall constitute a certification under penalty of perjury under the laws of the State of California that Contractor has, unless exempt, complied with, the nondiscrimination program requirements of Government Code Section 12990 and Title 2, California Administrative Code, Section 8103.

During the performance of this Agreement, Contractor and its subcontractors shall not

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unlawfully discriminate, harass, or allow harassment against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), mental disability, medical condition (e.g., cancer), age (over 40), marital status, and denial of family care leave. Contractor and subcontractors shall insure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. Contractor and subcontractors shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code §12990 (a-f) et seq.) and the applicable regulations promulgated there under (California Code of Regulations, Title 2, Section 7285 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code Section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this Contract by reference and made a part hereof as if set forth in full. Contractor and its subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other Agreement.

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FTA FUNDING REQUIREMENTS

The following FTA terms will be incorporated into all Task Orders utilizing FTA funds, unless otherwise determined in writing by RCTC. As used herein, "RCTC" shall have the same meaning as the "Commission." The term "contract" or "Contract" shall have the same meaning as the "Agreement."

1. No Obligation by the Federal Government

a. RCTC and Contractor acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this contract and shall not be subject to any obligations or liabilities to the Purchaser, Contractor, or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying contract.

b. The Contractor agrees to include the above clause in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.

2. Program Fraud and False or Fraudulent Statements or Related Acts

a. The Contractor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. § 3801 et seq. and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. Part 31, apply to its actions pertaining to this Project. Upon execution of the underlying contract, the Contractor certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the underlying contract or the FTA assisted project for which this contract work is being performed. In addition to other penalties that may be applicable, the Contractor further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the Contractor to the extent the Federal Government deems appropriate.

b. The Contractor also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a contract connected with a project that is financed in whole or in part with Federal assistance originally awarded by FTA under the authority of 49 U.S.C. § 5307, the Government reserves the right to impose the penalties of 18 U.S.C. § 1001 and 49 U.S.C. § 5307(n)(1) on the Contractor, to the extent the Federal Government deems appropriate.

c. The Contractor agrees to include the above two clauses in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions.

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3. Access to Records

The Contractor agrees to the following access to records requirements:

a. To provide RCTC, the FTA Administrator, the Comptroller General of the United States or any of their authorized representatives access to any books, documents, papers and records of the Contractor which are directly pertinent to this contract for the purposes of making audits, examinations, excerpts and transcriptions. Contractor also agrees, pursuant to 49 C. F. R. 633.17 to provide the FTA Administrator or his authorized representatives including any PMO Contractor access to Contractor's records and construction sites pertaining to a major capital project, defined at 49 U.S.C. 5302(a)1, which is receiving federal financial assistance through the programs described at 49 U.S.C. 5307, 5309 or 5311.

b. To make available in the case of a contract for a capital project or improvement, as defined above and awarded by other than competitive bidding in accordance with 49 U.S.C. 5325(a), records related to the contract to RCTC, the Secretary of Transportation and the Comptroller General or any authorized officer or employee of any of them for the purposes of conducting an audit and inspection.

c. To maintain all books, records, accounts and reports required under this contract for a period of not less than three years after the date of termination or expiration of this contract, except in the event of litigation or settlement of claims arising from the performance of this contract, in which case Contractor agrees to maintain same until RCTC, the FTA Administrator, the Comptroller General, or any of their duly authorized representatives, have disposed of all such litigation, appeals, claims or exceptions related thereto. Reference 49 CFR 18.39(i)(11).

d. To permit any of the foregoing parties to reproduce by any means whatsoever or to copy excerpts and transcriptions as reasonably needed.

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4. Federal Changes

The Contractor shall at all times comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the Master Agreement between RCTC and FTA, as they may be amended or promulgated from time to time during the term of this contract. Contractor's failure to so comply shall constitute a material breach of this contract.

5. Civil Rights

The following requirements apply to the underlying contract:

(1) Nondiscrimination - In accordance with Title VI of the Civil Rights Act, as amended, 42 U.S.C. § 2000d, section 303 of the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6102, section 202 of the Americans with Disabilities Act of 1990, 42 U.S.C. § 12132, and Federal transit law at 49 U.S.C. § 5332 and 49 CFR part 21, the Contractor agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed,

national origin, sex, age, or disability. In addition, the Contractor agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.

(2) Equal Employment Opportunity - The following equal employment opportunity requirements apply to the underlying contract:

(a) Race, Color, Creed, National Origin, Sex - In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. § 2000e, and Federal transit laws at 49 U.S.C. § 5332, the Contractor agrees to comply with all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 C.F.R. Parts 60 et seq ., (which implement Executive Order No. 11246, "Equal Employment Opportunity," as amended by Executive Order No. 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," 42 U.S.C. § 2000e note), and with any applicable Federal statutes, executive orders, regulations, and Federal policies that may in the future affect construction activities undertaken in the course of the Project. The Contractor agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, national origin, sex, or age. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

(b) Age - In accordance with section 4 of the Age Discrimination in Employment Act of 1967, as amended, 29 U.S.C. § § 623, Federal transit law at 49 U.S.C. § 5332, the Equal Employment Opportunity Commission (U.S. EEOC) regulations, "Age Discrimination in Employment Act," 29 C.F.R. part 1625, the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6101 *et seq*., U.S. Health and Human Services regulations, "Nondiscrimination on the Basis of Age in Programs or Activities Receiving Federal Financial Assistance," 45 C.F.R. part 90, the Contractor agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

(c) Disabilities - In accordance with section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. § 12101 *et seq*., the Architectural Barriers Act of 1968, as amended, 42 U.S.C. § 4151 *et seq*., and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees that it will not discriminate against individuals on the basis of disability, and that it will comply with the requirements of U.S. Equal Employment Opportunity Commission, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. Part 1630, pertaining to employment of persons with disabilities. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

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(3) The Contractor also agrees to include these requirements in each subcontract financed in whole or in part with Federal assistance provided by FTA, modified only if necessary to identify the affected parties.

6. FTA Disadvantaged Business Enterprise (DBE) Requirements

A. General DBE Requirements: In accordance with Federal financial assistance agreements with the U.S. Department of Transportation (U.S. DOT), Commission has adopted a Disadvantaged Business Enterprise (DBE) Policy and Program, in conformance with Title 49 CFR Part 26, "Participation by Disadvantaged Business Enterprises in Department of Transportation Programs" (the "Regulations"). This RFP is subject to these stipulated regulations. In order to ensure that Commission achieves its overall DBE Program goals and objectives, Commission encourages the participation of DBEs as defined in 49 CFR 26 in the performance of contracts financed in whole or in part with U.S. DOT funds.

It is the policy of the Commission to:

1. Ensure nondiscrimination in the award and administration of DOT-assisted contracts;

2. Create a level playing field on which DBE's can compete fairly for DOT-assisted contracts;

3. Ensure that the DBE program is narrowly tailored in accordance with applicable law;

4. Ensure that only firms that fully meet 49 C.F.R. part 26 eligibility standards are permitted to participate as DBE's;

5. Help remove barriers to the participation of DBEs in DOT assisted contracts;

6. To promote the use of DBEs in all types of federally assisted contracts and procurement activities; and

7. Assist in the development of firms that can compete successfully in the marketplace outside the DBE program.

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B. Discrimination: Consultant shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of subcontracts. Any terms used herein that are defined in 49 CFR Part 26, or elsewhere in the Regulations, shall have the meaning set forth in the Regulations.

C. Commission's Race-Neutral DBE Program: A Race-Neutral DBE Program is one that, while benefiting DBEs, is not solely focused on DBE firms. Therefore, under a Race-Neutral DBE Program, Commission does not establish numeric race-conscious DBE participation goals on its DOT-assisted contracts. There is no FTA DBE goal on this Project.

Consultant shall not be required to achieve a specific level of DBE participation as a condition of contract compliance in the performance of this DOT-assisted contract. However, Consultant

shall adhere to race-neutral DBE participation commitment(s) made at the time of award of any Task Order (as defined in the Model Contract).

D. Race-Neutral DBE Submissions and Ongoing Reporting Requirements (Post-Award): For each Task Order proposal, the successful Consultant shall complete and submit to Commission a "DBE Race-Neutral Participation Listing" in the form provided by Commission. In the event DBE(s) are utilized in the performance of the Task Order, Consultant shall comply with applicable reporting requirements.

E. Performance of DBE Subconsultants: DBE subconsultants listed by Consultant in its "DBE Race-Neutral Participation Listing" submitted at the time of Task Order proposal shall perform the work and supply the materials for which they are listed, unless Consultant has received prior written authorization from Commission to perform the work with other forces or to obtain the materials from other sources. Consultant shall provide written notification to Commission in a timely manner of any changes to its anticipated DBE participation. This notice should be provided prior to the commencement of that portion of the work.

F. DBE Certification Status: If a listed DBE subconsultant is decertified during the life of any Task Order, the decertified subconsultant shall notify Consultant in writing with the date of decertification. If a non-DBE subconsultant becomes a certified DBE during the life of the Task Order, the DBE subconsultant shall notify Consultant in writing with the date of certification. Consultant shall furnish the written documentation to Commission in a timely manner. Consultant shall include this requirement in all subcontracts.

G. Consultant's Assurance Clause Regarding Non-Discrimination: In compliance with State and Federal anti-discrimination laws, Consultant shall affirm that it will not exclude or discriminate on the basis of race, color, national origin, or sex in consideration of contract award opportunities. Further, Consultant shall affirm that they will consider, and utilize subconsultants and vendors, in a manner consistent with non-discrimination objectives.

H. Violations: Failure by the selected Consultant(s) to carry out these requirements shall be a material breach of the contract to be awarded pursuant to this RFP, which may result in the termination of the contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:

(1) Withholding monthly progress payments;
(2) Assessing sanctions;
(3) Liquidated damages; and/or
(4) Disqualifying the Consultant from future bidding as non-responsible. 49 C.F.R. § 26.13(b).

I. Prompt Payment: Consultant shall pay its subconsultants for satisfactory performance of their contracts no later than 30 days from receipt of each payment Commission makes to the Consultant. 49 C.F.R. § 26.29(a), unless a shorter period is provided in the contract.

J. Compliance with DBE Requirements Contained in FTA Provisions: Consultant shall comply with all DBE reporting and other requirements contained in this Agreement.

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7. Incorporation of Federal Transit Administration (FTA) Terms

The preceding provisions include, in part, certain Standard Terms and Conditions required by DOT, whether or not expressly set forth in the preceding contract provisions. All contractual provisions required by DOT, as set forth in FTA Circular 4220.1F are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Agreement. The Contractor shall not perform any act, fail to perform any act, or refuse to comply with any RCTC requests which would cause RCTC to be in violation of the FTA terms and conditions.

8. ADA Access Requirements

The Contractor shall comply with all applicable requirements of the Americans with Disabilities Act of 1990 (ADA), 42 USC Section 12101 et seq; Section 504 of the Rehabilitation Act of 1973, as amended, 29 USC Section 794; 49 USC Section 5301(d).

9. Fly America

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The Contractor agrees to comply with 49 U.S.C. 40118 (the "Fly America" Act) in accordance with the General Services Administration's regulations at 41 CFR Part 301-10, which provide that recipients and sub recipients of Federal funds and their contractors are required to use U.S. Flag air carriers for U.S. Government-financed international air travel and transportation of their personal effects or property, to the extent such service is available, unless travel by foreign air carrier is a matter of necessity, as defined by the Fly America Act. The Contractor shall submit, if a foreign air carrier was used, an appropriate certification or memorandum adequately explaining why service by a U.S. flag air carrier was not available or why it was necessary to use a foreign air carrier and shall, in any event, provide a certificate of compliance with the Fly America requirements. The Contractor agrees to include the requirements of this section in all subcontracts that may involve international air transportation.

10. Cargo Preference - Use of United States-Flag Vessels

The Contractor agrees:

1. To use privately owned United States-Flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to the underlying contract to the extent such vessels are available at fair and reasonable rates for United States-Flag commercial vessels;

2. To furnish within 20 working days following the date of loading for shipments originating within the United States or within 30 working days following the date of leading for shipments originating outside the United States, a legible copy of a rated, "on-board" commercial ocean bill-of -lading in English for each shipment of cargo described in the preceding paragraph to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590 and to the FTA recipient (through the Contractor in the case of a subcontractor's bill-of-lading.)

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3. To include these requirements in all subcontracts issued pursuant to this contract when the subcontract may involve the transport of equipment, material, or commodities by ocean vessel.

11. Buy America

The following shall apply unless otherwise specified in a Task Order request.

The Contractor agrees to comply with 49 U.S.C. 5323(j) and 49 CFR Part 661, which provide that Federal funds may not be obligated unless steel, iron, and manufactured products used in FTA-funded projects are produced in the United States, unless a waiver has been granted by FTA or the product is subject to a general waiver. General waivers are listed in 49 CFR 661.7. Separate requirements for rolling stock are set out at 5323(j)(2)(C) and 49 CFR 661.11. Rolling stock not subject to a general waiver must be manufactured in the United States and have a 60 percent domestic content.

Contractor must submit to RCTC the appropriate Buy America certification with all bids on FTA-funded contracts (including Task Orders), except those subject to a general waiver. Bids or offers that are not accompanied by a completed Buy America certification must be rejected as nonresponsive.

12. Employment Provisions

To the extent applicable to the Services, Consultant shall comply with the following:

A. Equal Employment Opportunity — Consultant must comply with Executive Order 11246 (3 CFR, 1964–1965 Comp., p. 339), "Equal Employment Opportunity," as amended by Executive Order 11375 (3 CFR, 1966–1970 Comp., p. 684), "Amending Executive Order 11246 Relating to Equal Employment Opportunity," and as supplemented by regulations at 41 CFR chapter 60, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor."

B. Copeland "Anti-Kickback" Act (18 U.S.C. 874 and 40 U.S.C. 276c) — Consultant must comply with the Copeland "Anti-Kickback" Act (18 U.S.C. 874), as supplemented by Department of Labor regulations (29 CFR Part 3, "Consultants and Subconsultants on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States"). The Act provides that each contractor or subrecipient must be prohibited from inducing, by any means, any person employed in the construction, completion, or repair of public work, to give up any part of the compensation to which he is otherwise entitled. The Commission shall report all suspected or reported violations to the responsible DOE contracting officer.

C. Contact Work Hours and Safety Standards Act (40 U.S.C. 327–333) — Consultant must comply with Sections 102 and 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 327–333), as supplemented by Department of Labor regulations (29 CFR Part 5). Under Section 102 of the Act, each Consultant is required to compute the wages of every mechanic and

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laborer on the basis of a standard work week of 40 hours. Work in excess of the standard work week is permissible provided that the worker is compensated at a rate of not less than 11/2 times the basic rate of pay for all hours worked in excess of 40 hours in the work week. Section 107 of the Act is applicable to construction work and provides that no laborer or mechanic is required to work in surroundings or under working conditions which are unsanitary, hazardous or dangerous. These requirements do not apply to the purchases of supplies or materials or articles ordinarily available on the open market, or contracts for transportation or transmission of intelligence.
D. Davis-Bacon Act (40 U.S.C. 276a) — Consultant shall comply with the Davis-Bacon Act (40 U.S.C. 276a to 276a-7) as supplemented by Department of Labor regulations (29 CFR Part 5).

13. Release of Retainage

No retainage will be withheld by the RCTC from progress payments due Contractor. Retainage by Contractor or subconsultants is prohibited, and no retainage will be held by the prime consultant from progress due subconsultants. Any violation of this provision shall subject the violating Contractor or subconsultants to the penalties, sanctions, and other remedies specified in Section 7108.5 of the California Business and Professions Code. This requirement shall not be construed to limit or impair any contractual, administrative, or judicial remedies, otherwise available to Contractor or subconsultant in the event of a dispute involving late payment or nonpayment by Contractor or deficient subconsultant performance, or noncompliance by a subconsultant.

14. Termination for Convenience

RCTC may terminate the Agreement for convenience in accordance with the terms of the Agreement.

After such termination, the Contractor shall submit a final termination settlement proposal to RCTC as directed. If the Contractor fails to submit a proposal within the time allowed, RCTC may determine, on the basis of information available, the amount, if any due the Contractor because of the termination and shall pay the amount determined. After the Contractor's proposal is received, RCTC and Contractor shall negotiate a fair and equitable settlement and the contract will be modified to reflect the negotiated agreement. If agreement cannot be reached, RCTC may issue a final determination and pay the amount determined. If the Contractor does not agree with this final determination or the determination resulting from the lack of timely submission of a proposal, the Contractor may appeal under the Disputes clause.

15. Administrative and Contractual Remedies on Breach; Termination for Cause

a. The Contractor may be declared in breach of this Agreement ("Breach") if the Contractor fails to make delivery of the supplies or to perform the services within the time specified herein or any extension thereof; or if the Contractor fails to perform any of the other provisions of the contract, or so fails to make progress as to endanger performance of this contract in accordance with its terms. In case of any of the foregoing, RCTC shall notify the Contractor of the Breach, and the Contractor shall have a period of ten (10) days (or such longer period as RCTC may authorize in writing) after receipt of notice from RCTC to cure the Breach.

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b. RCTC may, by written notice of termination to the Contractor specifying the effective date thereof, terminate the whole or any part of this contract, in the case of a Breach that is not cured within the timeframe set forth in (a) above ("Uncured Breach").

c. If the contract is terminated in whole or in part for an Uncured Breach, RCTC may procure upon such terms and in such manner as RCTC may deem appropriate, supplies or services similar to those so terminated, or may complete the services with its own forces. The Contractor shall be liable to RCTC for any excess costs for such similar supplies or services, and for any other costs incurred by RCTC as a result of the Uncured Breach. The Contractor shall continue the performance of this contract to the extent not terminated under the provisions of this clause.

d. Except with respect to defaults of Subcontractors, the Contractor shall not be liable for any excess costs if the failure to perform the contract arises out of causes beyond the control and without the fault or negligence of the Contractor. If the failure to perform is caused by the default of a Subcontractor, and if such default arises out of causes beyond the control of both the Contractor and the Subcontractor, and without the fault or negligence of either of them, the Contractor shall not be liable for any excess costs for failure to perform, unless the supplies or services to be furnished by the Subcontractor were obtainable from other sources in sufficient time to permit the Contractor to meet the required project completion schedule.

e. Payment for completed services or supplies delivered to and accepted by RCTC shall be at the contract price. RCTC may withhold from amounts otherwise due the Contractor for such completed services or supplies such sum as RCTC determines to be necessary to protect RCTC against loss because of outstanding liens of claims of former lien holders, or to reimburse RCTC for any other costs related to the Uncured Breach.

f. If, after notice of termination of this contract for cause, it is determined for any reason that an Uncured Breach did not exist, the rights and obligations of the parties shall be the same as if the notice of termination had been issued pursuant to the provisions for termination for convenience of RCTC.

g. The rights and remedies of RCTC provided in this clause shall not be exclusive and are in addition to any other rights and remedies provided by law, equity or under this contract including, but not limited to, the right to specific performance.

h. Notwithstanding the above, RCTC may, without providing an opportunity to cure, terminate the contract in accordance with the timeframe set forth in Section 3.4 of the contract, if RCTC determines such action is in its best interest based on the nature of the Breach. Such actions shall not limit any of RCTC's remedies set forth above.

16. Disputes

a. Except as otherwise provided in this Agreement, any dispute concerning a question of fact arising under this Agreement which is not disposed of by supplemental agreement shall be

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decided by RCTC's Deputy Executive Director, who shall reduce the decision to writing and mail or otherwise furnish a copy thereof to the Contractor. The decision of the RCTC Deputy Executive Director shall be final and conclusive unless, within thirty (30) days from the date of receipt of such copy, Contractor mails or otherwise furnishes to the RCTC Deputy Executive Director a written appeal addressed to RCTC's Executive Director. The decision of RCTC Executive Director or duly authorized representative for the determination of such appeals shall be final and conclusive.

b. The provisions of this Paragraph shall not be pleaded in any suit involving a question of fact arising under this Agreement as limiting judicial review of any such decision to cases where fraud by such official or his representative or board is alleged, provided, however, that any such decision shall be final and conclusive unless the same is fraudulent or capricious or arbitrary or so grossly erroneous as necessarily to imply bad faith or is not supported by substantial evidence. In connection with any appeal proceeding under this Paragraph, the Contractor shall be afforded an opportunity to be heard and to offer evidence in support of its appeal.

c. Pending final decision of a dispute hereunder, Contractor shall proceed diligently with the performance of this Agreement and in accordance with the decision of RCTC's Deputy Executive Director. This "Disputes" clause does not preclude consideration of questions of law in connection with decisions provided for above. Nothing in this Agreement, however, shall be construed as making final the decision of any RCTC official or representative on a question of law, which questions shall be settled in accordance with the laws of the State of California.

17. Lobbying

See the Byrd Anti-Lobbying Amendment, 31 U.S.C. 1352, as amended by the Lobbying Disclosure Act of 1995, P.L. 104-65 [to be codified at 2 U.S.C. § 1601, et seq.] - Contractors who apply or bid for an award of $100,000 or more shall file the certification required by 49 CFR part 20, "New Restrictions on Lobbying." Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. 1352. Each tier shall also disclose the name of any registrant under the Lobbying Disclosure Act of 1995 who has made lobbying contacts on its behalf with non-Federal funds with respect to that Federal contract, grant or award covered by 31 U.S.C. 1352. Such disclosures are forwarded from tier to tier up to the recipient. The Offeror shall complete and submit with its bid/proposal the attached Certification Regarding Lobbying, and if applicable, the Standard Form-LLL, "Disclosure Form to Report Lobbying."

18. Energy Conservation

The Contractor agrees to comply with mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

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19. Clean Water

a. The Contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq. The Contractor agrees to report each violation to RCTC and understands and agrees that RCTC will, in turn, report each violation as required to assure notification to FTA and the appropriate EPA Regional Office.

b. The Contractor further agrees that:

(1) It will not use any violating facilities;
(2) It will report the use of facilities placed on or likely to be placed on the U.S. EPA "List of Violating Facilities;"
(3) It will report violations of use of prohibited facilities to FTA; and
(4) It will comply with the inspection and other requirements of the Clean Air Act, as amended, (42 U.S.C. §§ 7401 – 7671q); and the Federal Water Pollution Control Act as amended, (33 U.S.C. §§ 1251-1387).

The Contractor also agrees to include these requirements in each subcontract exceeding $150,000 financed in whole or in part with Federal assistance provided by FTA.

20. Clean Air

a. The Contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. §§ 7401 et seq. The Contractor agrees to report each violation to RCTC and understands and agrees that RCTC will, in turn, report each violation as required to assure notification to FTA and the appropriate EPA Regional Office.

b. The Contractor further agrees that:

(1) It will not use any violating facilities;
(2) It will report the use of facilities placed on or likely to be placed on the U.S. EPA "List of Violating Facilities;"
(3) It will report violations of use of prohibited facilities to FTA; and
(4) It will comply with the inspection and other requirements of the Clean Air Act, as amended, (42 U.S.C. §§ 7401 – 7671q); and the Federal Water Pollution Control Act as amended, (33 U.S.C. §§ 1251-1387).

c. The Contractor also agrees to include these requirements in each subcontract exceeding $150,000 financed in whole or in part with Federal assistance provided by FTA.

21. Recycled Products

Recovered Materials - The Contractor agrees to comply with all the requirements of Section 6002 of the Resource Conservation and Recovery Act (RCRA), as amended (42 U.S.C. 6962), including but not limited to the regulatory provisions of 40 CFR Part 247, and Executive Order

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12873, as they apply to the procurement of the items designated in Subpart B of 40 CFR Part 247.

21. Safe Operation of Motor Vehicles

Pursuant to Federal Executive Order No. 13043, "Increasing Seat Belt Use in the United States," April 16, 1997, 23 U.S.C. Section 402 note, FTA encourages each third party contractor to adopt and promote on-the-job seat belt use policies and programs for its employees and other personnel that operate company owned, rented, or personally operated vehicles, and to include this provision in each third party subcontract involving the project.

a. The Contractor is encouraged to adopt and promote on-the-job seat belt use policies and programs for its employees and other personnel that operate company-owned vehicles, company-rented vehicles, or personally operated vehicles. The terms "company-owned" and "company-leased" refer to vehicles owned or leased either by the Contractor or RCTC.

b. The Contractor agrees to adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers, including policies to ban text messaging while using an electronic device supplied by an employer, and driving a vehicle the driver owns or rents, a vehicle Contactor owns, leases, or rents, or a privately-owned vehicle when on official business in connection with the work performed under this contract.

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Agreement 20-24-082-00

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
ON-CALL
MAINTENANCE AND REPAIR SERVICES AGREEMENT

1. PARTIES AND DATE.

This Agreement is made and entered into this _____ day of _____, 2020 by and between the Riverside County Transportation Commission ("Commission") and Process Cellular, Doing Business As Procell, a Corporation, with its principal place of business at 3020 W. Harvard St., Santa Ana, CA 92704 ("Contractor"). Commission and Contractor are sometimes individually referred to as "Party" and collectively as "Parties" in this Agreement.

2. RECITALS.

2.1 Commission is the Transportation Commission for the County of Riverside and organized under the laws of the State of California with the power to contract for services necessary to achieve its purpose.

2.2 Commission owns and operates nine (9) commuter rail stations, one (1) security command center, one (1) transit center, and five (5) toll facilities serving Riverside County, the addresses and descriptions of which are set forth in Exhibit "A", attached hereto and incorporated herein by reference ("Commuter Rail Stations and Toll Facilities").

2.3 On or about March 12, 2020, Commission issued a Request for Proposals No. 20-24-040-00 ("RFP"), pursuant to which Commission sought proposals for on-call maintenance and repair services for the Commuter Rail Stations and Toll Facilities.

2.4 Contractor desires to perform and assume responsibility for the provision of on-call maintenance and repair services required by Commission on the terms and conditions set forth in this Agreement and in the task order(s) to be solicited, awarded and authorized by Commission Purchase Orders as further described in this Agreement ("Task Order").

2.5 The work generally includes the maintenance and repair of the Commuter Rail Stations and Toll Facilities. Contractor represents that it is a professional Contractor, experienced in providing on-call maintenance and repair services to public clients, and is familiar with the plans of Commission.

2.6 Commission desires to engage Contractor to render on-call maintenance and repair services for the Commuter Rail Stations and Toll Facilities. On-call maintenance and repair services shall be generally as set forth in Exhibit "A", attached hereto and incorporated herein by reference. On-call maintenance and repair services shall be ordered by Task Order(s) to be issued pursuant to this Agreement for future projects as set forth herein. The services set

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forth in Exhibit "A" and each individual project ordered under a Task Order shall be referred to, herein, collectively, as the "Project".

2.7 Services procured under a Task Order may be funded, in whole or in part, with state and/or federal funds. Contractor shall comply with all applicable funding requirements.

3. TERMS.

3.1 Scope of Services and Term.

3.1.1 General Scope of Services. Contractor promises and agrees to furnish to Commission all labor materials, tools, equipment, services, and incidental and customary work, as necessary, to fully and adequately provide the on-call maintenance and repair services for the Commuter Rail Stations and Toll Facilities required by Commission, as shall be generally described in Exhibit "A" and as more specifically described in each Task Order, collectively referred to herein as the "Services". On-call Services shall be more particularly described in the individual Task Orders issued by the Commission's Executive Director or designee.

No Services shall be performed unless authorized by a Commission Purchase Order for Task Order Services, as further detailed herein. All Services shall be subject to, and performed in accordance with, this Agreement, the relevant Task Order, the exhibits attached hereto and incorporated herein by reference, and all applicable local, state and federal laws, rules and regulations

3.1.2 Term. The term of this Agreement shall be from July 1, 2020 to June 30, 2023, unless earlier terminated as provided herein. Contractor shall complete the Services within the term of this Agreement, and shall meet any other established schedules and deadlines. The Parties may, by mutual, written consent, extend the term of this Agreement if necessary to complete the Services.

3.2 Responsibilities of Contractor.

3.2.1 Control and Payment of Subordinates; Independent Contractor. The Services shall be performed by Contractor or under its supervision. Contractor will determine the means, methods and details of performing the Services subject to the requirements of this Agreement. Commission retains Contractor on an independent contractor basis and not as an employee. Contractor retains the right to perform similar or different services for others during the term of this Agreement. Any additional personnel performing the Services under this Agreement on behalf of Contractor shall also not be employees of Commission and shall at all times be under Contractor's exclusive direction and control. Contractor shall pay all wages, salaries, and other amounts due such personnel in connection with their performance of Services under this Agreement and as required by law. Contractor shall be responsible for all reports and obligations respecting such additional personnel, including, but not limited to: social security taxes, income tax withholding, unemployment insurance, disability insurance, and workers' compensation insurance.

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3.2.2 Task Orders; Commencement and Schedule of Services.

Services under this Agreement shall be competitively solicited amongst Contractor and the other firms identified in Section 3.3.2 of this Agreement pursuant to a Task Order request for bid process. If Contractor's Task Order bid is selected for a Project, the Commission shall issue a Purchase Order for the Services. Contractor's agreement to the final terms of a proposed Task Order, Commission's issuance of a Purchase Order and Contractor's commencement of the Services following issuance of the Purchase Order shall indicate the Parties' agreement to the terms of the relevant Task Order.

Contractor shall commence Services under a Task Order within five (5) days of receiving a Purchase Order for the Task Order Services from the Commission. Each request for Task Order bids shall identify the funding source(s) to be used to fund the Services under the relevant Task Order, and Contractor shall comply with the requirements specified herein, and in the attached exhibits, applicable to the identified funding source(s).

Contractor represents that it has the professional and technical personnel required to perform the Services in conformance with such conditions. In order to facilitate Contractor's conformance with each Schedule, the Commission shall respond to Contractor's submittals in a timely manner. Upon the Commission's request, Contractor shall provide a more detailed schedule of anticipated performance to meet the relevant Schedule of Services.

3.2.3 Conformance to Applicable Requirements. All work prepared by Contractor shall be subject to the approval of Commission.

3.2.4 Commission's Representative. The Commission hereby designates the Executive Director, or his or her designee, to act as its representative for the performance of this Agreement ("Commission's Representative"). Commission's Representative shall have the power to act on behalf of the Commission for all purposes under this Agreement. Contractor shall not accept direction or orders from any person other than the Commission's Representative or his or her designee.

3.2.5 Contractor's Representative. Contractor hereby designates David Stuckey, or his or her designee, to act as its representative for the performance of this Agreement ("Contractor's Representative"). Contractor's Representative shall have full authority to represent and act on behalf of the Contractor for all purposes under this Agreement. The Contractor's Representative shall supervise and direct the Services, using his best skill and attention, and shall be responsible for all means, methods, techniques, sequences and procedures and for the satisfactory coordination of all portions of the Services under this Agreement.

3.2.6 Coordination of Services. Contractor agrees to work closely with Commission staff in the performance of Services and shall be available to Commission's staff, consultants and other staff at all reasonable times.

3.2.7 Standard of Care; Performance of Employees. Contractor shall perform all Services under this Agreement in a skillful and competent manner, consistent with the standards generally recognized as being employed by professionals in the same discipline in the State of California. Contractor represents and maintains that it is skilled in the professional

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calling necessary to perform the Services. Contractor warrants that all employees and subcontractors shall have sufficient skill and experience to perform the Services assigned to them. Finally, Contractor represents that it, its employees and subcontractors have all licenses, permits, qualifications and approvals of whatever nature that are legally required to perform the Services, and that such licenses and approvals shall be maintained throughout the term of this Agreement. As provided for in the indemnification provisions of this Agreement, Contractor shall perform, at its own cost and expense and without reimbursement from the Commission, any services necessary to correct errors or omissions which are caused by the Contractor's failure to comply with the standard of care provided for herein. Any employee of the Contractor or its sub-contractors who is determined by the Commission to be uncooperative, incompetent, a threat to the adequate or timely completion of the Project, a threat to the safety of persons or property, or any employee who fails or refuses to perform the Services in a manner acceptable to the Commission, shall be promptly removed from the Project by the Contractor and shall not be re-employed to perform any of the Services or to work on the Project.

3.2.8 Period of Performance. Contractor shall perform the Services in strict accordance with any completion schedule or Project milestones described in each Task Order. Contractor agrees that if the Services are not completed within the aforementioned performance time and/or pursuant to any such completion schedule or Project milestones developed pursuant to provisions of this Agreement and included in any Task Order, it is understood, acknowledged and agreed that the Commission will suffer damage.

3.2.9 Disputes. Should any dispute arise respecting the true value of any work done, of any work omitted, or of any extra work which Contractor may be required to do, or respecting the size of any payment to Contractor during the performance of this Contract, Contractor shall continue to perform the Work while said dispute is decided by the Commission. If Contractor disputes the Commission's decision, Contractor shall have such remedies as may be provided by law.

3.2.10 Laws and Regulations; Employee/Labor Certifications. Contractor shall keep itself fully informed of and in compliance with all local, state and federal laws, rules and regulations in any manner affecting the performance of the Project or the Services, including all Cal/OSHA requirements, and shall give all notices required by law. Contractor shall be liable for all violations of such laws and regulations in connection with Services. If the Contractor performs any work knowing it to be contrary to such laws, rules and regulations and without giving written notice to the Commission, Contractor shall be solely responsible for all costs arising therefrom. Commission is a public entity of the State of California subject to, among other rules and regulations, the Public Utilities Code, Public Contract Code, and Labor Code of the State. It is stipulated and agreed that all provisions of the law applicable to the public contracts of a county transportation commissions are a part of this Agreement to the same extent as though set forth herein and will be complied with. These include but are not limited to the payment of prevailing wages, the stipulation that eight (8) hours' labor shall constitute a legal day's work and that no worker shall be permitted to work in excess of eight (8) hours during any one calendar day except as permitted by law. Contractor shall defend, indemnify and hold Commission, its officials, officers, employees and agents free and harmless, pursuant to the indemnification provisions of this Agreement, from any claim or liability arising out of any failure or alleged failure to comply with such laws, rules or regulations.

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3.2.10.1 Employment Eligibility; Contractor. By executing this Agreement, Contractor verifies that it fully complies with all requirements and restrictions of state and federal law respecting the employment of undocumented aliens, including, but not limited to, the Immigration Reform and Control Act of 1986, as may be amended from time to time. Such requirements and restrictions include, but are not limited to, examination and retention of documentation confirming the identity and immigration status of each employee of the Contractor. Contractor also verifies that it has not committed a violation of any such law within the five (5) years immediately preceding the date of execution of this Agreement, and shall not violate any such law at any time during the term of the Agreement. Contractor shall avoid any violation of any such law during the term of this Agreement by participating in an electronic verification of work authorization program operated by the United States Department of Homeland Security, by participating in an equivalent federal work authorization program operated by the United States Department of Homeland Security to verify information of newly hired employees, or by some other legally acceptable method. Contractor shall maintain records of each such verification, and shall make them available to the Commission or its representatives for inspection and copy at any time during normal business hours. The Commission shall not be responsible for any costs or expenses related to Contractor's compliance with the requirements provided for in Section 3.2.10 or any of its sub-sections.

3.2.10.2 Employment Eligibility; Subcontractors, Sub-subcontractors and consultants. To the same extent and under the same conditions as Contractor, Contractor shall require all of its subcontractors, sub-subcontractors and consultants performing any work relating to the Project or this Agreement to make the same verifications and comply with all requirements and restrictions provided for in Section 3.2.10.1.

3.2.10.3 Employment Eligibility; Failure to Comply. Each person executing this Agreement on behalf of Contractor verifies that they are a duly authorized officer of Contractor, and understands that any of the following shall be grounds for the Commission to terminate the Agreement for cause: (1) failure of Contractor or its subcontractors, sub-subcontractors or consultants to meet any of the requirements provided for in Sections 3.2.10.1 or 3.2.10.2; (2) any misrepresentation or material omission concerning compliance with such requirements (including in those verifications provided to the Contractor under Section 3.2.10.2); or (3) failure to immediately remove from the Project any person found not to be in compliance with such requirements.

3.2.10.4 Labor Certification. By its signature hereunder, Contractor certifies that it is aware of the provisions of Section 3700 of the California Labor Code which require every employer to be insured against liability for Workers' Compensation or to undertake self-insurance in accordance with the provisions of that Code, and agrees to comply with such provisions before commencing the performance of the Services.

3.2.10.5 Equal Opportunity Employment. Contractor represents that it is an equal opportunity employer and it shall not discriminate against any subcontractor, employee or applicant for employment because of race, religion, color, national origin, handicap, ancestry, sex or age. Such non-discrimination shall include, but not be limited to, all activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination. Contractor shall also comply with all relevant provisions of

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Commission's Disadvantaged Business Enterprise program, Affirmative Action Plan or other related programs or guidelines currently in effect or hereinafter enacted.

3.2.10.6 Air Quality. Contractor must fully comply with all applicable laws, rules and regulations in furnishing or using equipment and/or providing services, including, but not limited to, emissions limits and permitting requirements imposed by the California Air Resources Board (CARB). Contractor shall specifically be aware of the CARB limits and requirements' application to "portable equipment", which definition is considered by CARB to include any item of equipment with a fuel-powered engine. Contractor shall indemnify Commission against any fines or penalties imposed by CARB or any other governmental or regulatory agency for violations of applicable laws, rules and/or regulations by Contractor, its subcontractors, or others for whom Contractor is responsible under its indemnity obligations provided for in this Agreement.

3.2.10.7 Water Quality.

(A) Management and Compliance. To the extent applicable, Contractor's Services must account for, and fully comply with, all local, state and federal laws, rules and regulations that may impact water quality compliance, including, without limitation, all applicable provisions of the Federal Water Pollution Control Act (33 U.S.C. §§ 1300); the California Porter-Cologne Water Quality Control Act (Cal Water Code §§ 13000-14950); laws, rules and regulations of the Environmental Protection Agency and the State Water Resources Control Board; the Commission's rules regarding discharges of storm water; and any and all regulations, policies, or permits issued pursuant to any such authority regulating the discharge of pollutants, as that term is used in the Porter-Cologne Water Quality Control Act, to any ground or surface water in the State.

(B) Liability for Non-Compliance. Failure to comply with the laws, regulations and policies described in this Section is a violation of law that may subject Contractor or Commission to penalties, fines, or additional regulatory requirements. Contractor shall defend, indemnify and hold the Commission, its officials, officers, employees, volunteers and agents free and harmless, pursuant to the indemnification provisions of this Agreement, from and against any and all fines, penalties, claims or other regulatory requirements imposed as a result of Contractor's non-compliance with the laws, regulations and policies described in this Section, unless such non-compliance is the result of the sole established negligence, willful misconduct or active negligence of the Commission, its officials, officers, agents, employees or authorized volunteers.

(C) Training. In addition to any other standard of care requirements set forth in this Agreement, Contractor warrants that all employees and subcontractors shall have sufficient skill and experience to perform the Services assigned to them without impacting water quality in violation of the laws, regulations and policies described in this Section. Contractor further warrants that it, its employees and subcontractors will receive adequate training, as determined by Commission, regarding the requirements of the laws, regulations and policies described in this Section as they may relate to the Services provided under this Agreement. Upon request, Commission will provide Contractor with a list of training programs that meet the requirements of this paragraph.

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3.2.11 Insurance.

3.2.11.1 Time for Compliance. Contractor shall not commence work under this Agreement until it has provided evidence satisfactory to the Commission that it has secured all insurance required under this section, in a form and with insurance companies acceptable to the Commission. In addition, Contractor shall not allow any subcontractor to commence work on any subcontract until it has secured all insurance required under this section.

3.2.11.2 Minimum Requirements. Contractor shall, at its expense, procure and maintain for the duration of the Agreement insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the Agreement by the Contractor, its agents, representatives, employees or subcontractors. Contractor shall also require all of its subcontractors to procure and maintain the same insurance for the duration of the Agreement. Such insurance shall meet at least the following minimum levels of coverage:

(A) Minimum Scope of Insurance. Coverage shall be at least as broad as the latest version of the following: (1) *General Liability*: Insurance Services Office Commercial General Liability coverage (occurrence form CG 0001 or exact equivalent); (2) *Automobile Liability*: Insurance Services Office Business Auto Coverage (form CA 0001, code 1 (any auto) or exact equivalent); and (3) *Workers' Compensation and Employer's Liability*: Workers' Compensation insurance as required by the State of California and Employer's Liability Insurance.

(B) Minimum Limits of Insurance. Contractor shall maintain limits no less than: (1) *General Liability:* $2,000,000 per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability Insurance or other form with general aggregate limit is used, either the general aggregate limit shall apply separately to this Agreement/location or the general aggregate limit shall be twice the required occurrence limit; (2) *Automobile Liability:* $1,000,000 per accident for bodily injury and property damage; and (3) *if Contractor has an employees, Workers' Compensation and Employer's Liability:* Workers' Compensation limits as required by the Labor Code of the State of California. Employer's Practices Liability limits of $1,000,000 per accident.

3.2.11.3 Insurance Endorsements. The insurance policies shall contain the following provisions, or Contractor shall provide endorsements on forms approved by the Commission to add the following provisions to the insurance policies:

(A) General Liability.

(i) Commercial General Liability Insurance must include coverage for (1) bodily Injury and property damage; (2) personal Injury/advertising Injury; (3) premises/operations liability; (4) products/completed operations liability; (5) aggregate limits that apply per Project; (6) explosion, collapse and underground (UCX) exclusion deleted; (7) contractual liability with respect to this Agreement; (8) broad form property damage; and (9) independent contractors coverage.

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(ii) The policy shall contain no endorsements or provisions limiting coverage for (1) contractual liability; (2) cross liability exclusion for claims or suits by one insured against another; or (3) contain any other exclusion contrary to this Agreement.

(iii) The policy shall give the Commission, its directors, officials, officers, employees, and agents insured status using ISO endorsement forms 20 10 10 01 and 20 37 10 01, or endorsements providing the exact same coverage.

(iv) The additional insured coverage under the policy shall be "primary and non-contributory" and will not seek contribution from the Commission's insurance or self-insurance and shall be at least as broad as CG 20 01 04 13, or endorsements providing the exact same coverage.

(v) The policy shall not include any restrictions related to indemnity for work performed within fifty (50) feet of Commission's railroad right-of-way/tracks.

(B) Automobile Liability. The automobile liability policy shall be endorsed to state that: (1) the Commission, its directors, officials, officers, employees and agents shall be covered as additional insureds with respect to the ownership, operation, maintenance, use, loading or unloading of any auto owned, leased, hired or borrowed by the Contractor or for which the Contractor is responsible; and (2) the insurance coverage shall be primary insurance as respects the Commission, its directors, officials, officers, employees and agents, or if excess, shall stand in an unbroken chain of coverage excess of the Contractor's scheduled underlying coverage. Any insurance or self-insurance maintained by the Commission, its directors, officials, officers, employees and agents shall be excess of the Contractor's insurance and shall not be called upon to contribute with it in any way.

(C) Workers' Compensation and Employers Liability Coverage.

(i) Contractor certifies that he/she is aware of the provisions of Section 3700 of the California Labor Code which requires every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and he/she will comply with such provisions before commencing work under this Agreement.

(ii) The insurer shall agree to waive all rights of subrogation against the Commission, its directors, officials, officers, employees and agents for losses paid under the terms of the insurance policy which arise from work performed by the Contractor.

(D) Railroad Protective Liability. In addition to the policies specified above, prior to commencing any Task Order work within (50) feet of Commission's railroad right-of-way/tracks, Contractor shall acquire and keep in force during the period of such

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work $2,000,000 (combined single limit)/ $6,000,000 (aggregate limit) of railroad protective liability insurance naming only Commission as the insured.

(E) All Coverages.

(i) Defense costs shall be payable in addition to the limits set forth hereunder.

(ii) Requirements of specific coverage or limits contained in this section are not intended as a limitation on coverage, limits, or other requirement, or a waiver of any coverage normally provided by any insurance. It shall be a requirement under this Agreement that any available insurance proceeds broader than or in excess of the specified minimum insurance coverage requirements and/or limits set forth herein shall be available to the Commission, its directors, officials, officers, employees and agents as additional insureds under said policies. Furthermore, the requirements for coverage and limits shall be (1) the minimum coverage and limits specified in this Agreement; or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the named insured; whichever is greater.

(iii) The limits of insurance required in this Agreement may be satisfied by a combination of primary and umbrella or excess insurance. Any umbrella or excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and non-contributory basis for the benefit of the Commission (if agreed to in a written contract or agreement) before the Commission's own insurance or self-insurance shall be called upon to protect it as a named insured. The umbrella/excess policy shall be provided on a "following form" basis with coverage at least as broad as provided on the underlying policy(ies).

(iv) Contractor shall provide the Commission at least thirty (30) days prior written notice of cancellation of any policy required by this Agreement, except that the Contractor shall provide at least ten (10) days prior written notice of cancellation of any such policy due to non-payment of premium. If any of the required coverage is cancelled or expires during the term of this Agreement, the Contractor shall deliver renewal certificate(s) including the General Liability Additional Insured Endorsement to the Commission at least ten (10) days prior to the effective date of cancellation or expiration.

(v) The retroactive date (if any) of each policy is to be no later than the effective date of this Agreement. Contractor shall maintain such coverage continuously for a period of at least three years after the completion of the work under this Agreement. Contractor shall purchase a one (1) year extended reporting period A) if the retroactive date is advanced past the effective date of this Agreement; B) if the policy is cancelled or not renewed; or C) if the policy is replaced by another claims-made policy with a retroactive date subsequent to the effective date of this Agreement.

(vi) The foregoing requirements as to the types and limits of insurance coverage to be maintained by Contractor, and any approval of said insurance

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by the Commission, is not intended to and shall not in any manner limit or qualify the liabilities and obligations otherwise assumed by the Contractor pursuant to this Agreement, including but not limited to, the provisions concerning indemnification.

(vii) If at any time during the life of the Agreement, any policy of insurance required under this Agreement does not comply with these specifications or is canceled and not replaced, Commission has the right but not the duty to obtain the insurance it deems necessary and any premium paid by Commission will be promptly reimbursed by Contractor or Commission will withhold amounts sufficient to pay premium from Contractor payments. In the alternative, Commission may cancel this Agreement. The Commission may require the Contractor to provide complete copies of all insurance policies in effect for the duration of the Project.

(viii) Neither the Commission nor any of its directors, officials, officers, employees or agents shall be personally responsible for any liability arising under or by virtue of this Agreement.

Each insurance policy required by this Agreement shall be endorsed to state that:

3.2.11.4 Deductibles and Self-Insurance Retentions. Any deductibles or self-insured retentions must be declared to and approved by the Commission. If the Commission does not approve the deductibles or self-insured retentions as presented, Contractor shall guarantee that, at the option of the Commission, either: (1) the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the Commission, its directors, officials, officers, employees and agents; or, (2) the Contractor shall procure a bond guaranteeing payment of losses and related investigation costs, claims and administrative and defense expenses.

3.2.11.5 Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best's rating no less than A:VIII, licensed to do business in California, and satisfactory to the Commission.

3.2.11.6 Verification of Coverage. Contractor shall furnish Commission with original certificates of insurance and endorsements effecting coverage required by this Agreement on forms satisfactory to the Commission. The certificates and endorsements for each insurance policy shall be signed by a person authorized by that insurer to bind coverage on its behalf. All certificates and endorsements must be received and approved by the Commission before work commences. The Commission reserves the right to require complete, certified copies of all required insurance policies, at any time.

3.2.11.7 Subcontractor Insurance Requirements. Contractor shall not allow any subcontractors or subcontractors to commence work on any subcontract until they have provided evidence satisfactory to the Commission that they have secured all insurance required under this section. Policies of commercial general liability insurance provided by such subcontractors or subcontractors shall be endorsed to name the Commission as an additional

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insured using ISO form CG 20 38 04 13 or an endorsement providing the exact same coverage. If requested by Contractor, the Commission may approve different scopes or minimum limits of insurance for particular subcontractors or subcontractors.

3.2.12 Safety. Contractor shall execute and maintain its work so as to avoid injury or damage to any person or property. In carrying out its Services, the Contractor shall at all times be in compliance with all applicable local, state and federal laws, rules and regulations, and shall exercise all necessary precautions for the safety of employees appropriate to the nature of the work and the conditions under which the work is to be performed. Safety precautions as applicable shall include, but shall not be limited to: (A) adequate life protection and life saving equipment and procedures; (B) instructions in accident prevention for all employees and subcontractors, such as safe walkways, scaffolds, fall protection ladders, bridges, gang planks, confined space procedures, trenching and shoring, equipment and other safety devices, equipment and wearing apparel as are necessary or lawfully required to prevent accidents or injuries; and (C) adequate facilities for the proper inspection and maintenance of all safety measures.

3.2.13 Accounting Records. Contractor shall maintain complete and accurate records with respect to all costs and expenses incurred under this Agreement. All such records shall be clearly identifiable. Contractor shall allow a representative of Commission during normal business hours to examine, audit, and make transcripts or copies of such records and any other documents created pursuant to this Agreement. Contractor shall allow inspection of all work, data, documents, proceedings, and activities related to the Agreement for a period of three (3) years from the date of final payment under this Agreement.

3.3 Fees and Payments; Labor Code Requirements; Bonds

3.3.1 Compensation. Contractor shall receive compensation, including authorized reimbursements, for all Services rendered under this Agreement at the rates set forth in Exhibit "B" attached hereto and incorporated herein by reference, or at the lump sum set forth in a Task Order, in accordance with the terms of the relevant Task Order. The total compensation per Task Order shall be set forth in the relevant Task Order, and shall not exceed said amount without the written approval of the Commissioner's Executive Director. The total value each Task Order shall be set forth in the relevant Task Order. Extra Work may be authorized, as described below, and if authorized, will be compensated at the rates and manner set forth in this Agreement.

3.3.2 NTE Sum. Commission has or will enter into two (2) task order contracts for the Services generally identified in Exhibit "A" ("On-Call Maintenance and Repair Services Task Order Contracts"). The other On-Call Maintenance and Repair Services Task Order Contract is Agreement No. 20-24-040-00 to Braughton Construction. The total amount payable by Commission for the On-Call Maintenance and Repair Services Task Order Contracts shall not exceed a cumulative maximum total value of $12,650,000 ("NTE Sum"). It is understood and agreed that there is no guarantee, either expressed or implied that this dollar amount will be authorized under the On-Call Maintenance and Repair Services Task Order Contracts through Task Orders. Each time a Task Order is awarded under any of the On-Call Maintenance and Repair Services Task Order Contracts, the Commission shall send written notification to Contractor and each of the other contractors entering into the On-Call Maintenance and Repair

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Services Task Order Contracts. The notice shall identify the total funds allocated under issued Task Orders, and the remaining unencumbered amount of the NTE Sum. Contractor acknowledges and agrees that Commission shall not pay any amount under this Agreement that would exceed the NTE Sum, and Contractor shall not knowingly enter into a Task Order that exceeds the NTE Sum.

3.3.3 Payment of Compensation. Contractor shall submit to Commission a monthly itemized statement which indicates work completed and hours of Services rendered by Contractor. The statement shall describe the amount of Services and supplies provided since the initial commencement date, or since the start of the subsequent billing periods, as appropriate, through the date of the statement. Commission shall, within 45 days of receiving such statement, review the statement and pay all approved charges thereon.

3.3.4 Reimbursement for Expenses. Contractor shall not be reimbursed for any expenses unless authorized in writing by Commission.

3.3.5 Extra Work. At any time during the term of this Agreement, Commission may request that Contractor perform Extra Work. As used herein, "Extra Work" means any work which is determined by Commission to be necessary for the proper completion of the Project, but which the parties did not reasonably anticipate would be necessary at the execution of this Agreement. Contractor shall not perform, nor be compensated for, Extra Work without written authorization from Commission's Representative.

3.3.6 Prevailing Wages. Contractor is aware of the requirements of California Labor Code Section 1720, et seq., and 1770, et seq., as well as California Code of Regulations, Title 8, Section 16000, et seq., ("Prevailing Wage Laws"), which require the payment of prevailing wage rates and the performance of other requirements on "public works" and "maintenance" projects. Since the Services are being performed as part of an applicable "public works" or "maintenance" project, as defined by the Prevailing Wage Laws, and if the total compensation is $15,000 or more, Contractor agrees to fully comply with such Prevailing Wage Laws. Commission shall provide Contractor with a copy of the prevailing rates of per diem wages in effect at the commencement of this Agreement. Contractor shall make copies of the prevailing rates of per diem wages for each craft, classification or type of worker needed to execute the Services available to interested parties upon request, and shall post copies at the Contractor's principal place of business and at the project site. Contractor shall defend, indemnify and hold the Commission, its officials, officers, employees and agents free and harmless from any claim or liability arising out of any failure or alleged failure to comply with the Prevailing Wage Laws.

3.3.6 Payroll Records. In accordance with the requirements of California Labor Code Section 1776, Contractor shall keep accurate payroll records which are either on forms provided by the Division of Labor Standards Enforcement or which contain the same information required by such forms. Responsibility for compliance with California Labor Code Section 1776 shall rest solely with Contractor, and Contractor shall make all such records available for inspection at all reasonable hours.

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3.3.7 Registration. Since the Services are being performed as part of an applicable "public works" or "maintenance" project, pursuant to Labor Code Sections 1725.5 and 1771.1, the Contractor and all subcontractors must be registered with the Department of Industrial Relations. Contractor shall maintain registration for the duration of the Project and require the same of any subcontractor. This Project may also be subject to compliance monitoring and enforcement by the Department of Industrial Relations. It shall be Contractor's sole responsibility to comply with all applicable registration and labor compliance requirements.

3.3.8 Employment of Apprentices. This Agreement shall not prevent the employment of properly indentured apprentices in accordance with the California Labor Code, and no employer or labor union shall refuse to accept otherwise qualified employees as indentured apprentices on the work performed hereunder solely on the ground of race, creed, national origin, ancestry, color or sex. Every qualified apprentice shall be paid the standard wage paid to apprentices under the regulations of the craft or trade in which he or she is employed and shall be employed only in the craft or trade to which he or she is registered.

If California Labor Code Section 1777.5 applies to the Services, Contractor and any subcontractor hereunder who employs workers in any apprenticeable craft or trade shall apply to the joint apprenticeship council administering applicable standards for a certificate approving Contractor or any sub-contractor for the employment and training of apprentices. Upon issuance of this certificate, Contractor and any sub-contractor shall employ the number of apprentices provided for therein, as well as contribute to the fund to administer the apprenticeship program in each craft or trade in the area of the work hereunder.

The parties expressly understand that the responsibility for compliance with provisions of this Section and with Sections 1777.5, 1777.6 and 1777.7 of the California Labor Code in regard to all apprenticeable occupations lies with Contractor.

3.3.9 Eight-Hour Law. Pursuant to the provisions of the California Labor Code, eight hours of labor shall constitute a legal day's work, and the time of service of any worker employed on the work shall be limited and restricted to eight hours during any one calendar day, and forty hours in any one calendar week, except when payment for overtime is made at not less than one and one-half the basic rate for all hours worked in excess of eight hours per day ("Eight-Hour Law"), unless Contractor or the Services are not subject to the Eight-Hour Law. Contractor shall forfeit to Commission as a penalty, $50.00 for each worker employed in the execution of this Agreement by him, or by any sub-contractor under him, for each calendar day during which such workman is required or permitted to work more than eight hours in any calendar day and forty hours in any one calendar week without such compensation for overtime violation of the provisions of the California Labor Code, unless Contractor or the Services are not subject to the Eight-Hour Law.

3.3.10 Bonds.

3.3.10.1 Payment Bond. If requested by the Commission as part of a Task Order proposal request, Contractor shall execute and provide to the Commission concurrently with the executed Task Order a payment bond in an amount required by the Commission and in a form provided or approved by the Commission. If such bond is required,

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no payment will be made to Contractor until the bond has been received and approved by the Commission.

3.3.10.2 Bond Provisions. Should, in the Commission's sole opinion, any bond become insufficient or any surety be found to be unsatisfactory, Contractor shall renew or replace the affected bond within (ten) 10 days of receiving notice from Commission. In the event the surety or Contractor intends to reduce or cancel any required bond, at least thirty (30) days prior written notice shall be given to the Commission, and Contractor shall post an acceptable replacement bond at least ten (10) days prior to expiration of the original bond. No further payments shall be deemed due or will be made under the relevant Task Order until any replacement bond required by this section are accepted by the Commission. To the extent, if any, that the total price under a Task Order requiring a bond is increased in accordance with this Agreement, the Contractor shall, upon request of the Commission, cause the amount of the bond to be increased accordingly and shall promptly deliver satisfactory evidence of such increase to the Commission.

3.3.10.3 Surety Qualifications. Only bonds executed by an admitted surety insurer, as defined in California Code of Civil Procedure Section 995.120, shall be accepted. The surety must be a California-admitted surety and satisfactory to the Commission. If a California-admitted surety insurer issuing bonds does not meet these requirements, the insurer will be considered qualified if it is in conformance with Section 995.660 of the California Code of Civil Procedure, and proof of such is provided to the Commission.

3.4 Termination of Agreement.

3.4.1 Grounds for Termination. Commission may, by written notice to Contractor, terminate the whole or any part of this Agreement at any time and without cause by giving written notice to Contractor of such termination, and specifying the effective date thereof, at least seven (7) days before the effective date of such termination. Upon termination, Contractor shall be compensated only for those services which have been adequately rendered to Commission, and Contractor shall be entitled to no further compensation. Contractor may not terminate this Agreement except for cause.

3.4.2 Effect of Termination. If this Agreement is terminated as provided herein, Commission may require Contractor to provide all finished or unfinished Documents and Data and other information of any kind prepared by Contractor in connection with the performance of Services under this Agreement. Contractor shall be required to provide such document and other information within fifteen (15) days of the request.

3.4.3 Additional Services. In the event this Agreement is terminated in whole or in part as provided herein, Commission may procure, upon such terms and in such manner as it may determine appropriate, services similar to those terminated.

3.5 General Provisions.

3.5.1 Delivery of Notices. All notices permitted or required under this Agreement shall be given to the respective parties at the following address, or at such other address as the respective parties may provide in writing for this purpose:

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CONSULTANT:	**COMMISSION**:
Procell	Riverside County
320 W. Harvard St.	Transportation Commission
Santa Ana, CA 92704	4080 Lemon Street, 3rd Floor
	Riverside, CA 92501
Attn: David Stuckey	Attn: Executive Director

Such notice shall be deemed made when personally delivered or when mailed, forty-eight (48) hours after deposit in the U.S. Mail, first class postage prepaid and addressed to the party at its applicable address. Actual notice shall be deemed adequate notice on the date actual notice occurred, regardless of the method of service.

3.5.2 Indemnification.

3.5.2.1 Scope of Indemnity**.** To the fullest extent permitted by law, Contractor shall defend, indemnify and hold the Commission, its officials, officers, employees, volunteers and agents free and harmless from any and all claims, demands, causes of action, costs, expenses, liability, loss, damage or injury of any kind, in law or equity, to property or persons, including wrongful death, in any manner arising out of, pertaining to, or incident to any alleged acts, errors or omissions of Contractor, its officials, officers, employees, subcontractors, contractors or agents in connection with the performance of the Services, the Project, this Agreement or any Task Order, including without limitation the payment of all consequential damages, expert witness fees and attorneys' fees and other related costs and expenses. The only limitations on this provision shall be those imposed by Civil Code Section 2782.

3.5.2.2 Additional Indemnity Obligations. Contractor shall defend, with Counsel of Commission's choosing and at Contractor's own cost, expense and risk, any and all claims, suits, actions or other proceedings of every kind covered by Section 3.5.2.1 that may be brought or instituted against Commission or its officials, officers, employees, volunteers and agents. Contractor shall pay and satisfy any judgment, award or decree that may be rendered against Commission or its officials, officers, employees, volunteers and agents as part of any such claim, suit, action or other proceeding. Contractor shall also reimburse Commission for the cost of any settlement paid by Commission or its officials, officers, employees, agents or volunteers as part of any such claim, suit, action or other proceeding. Such reimbursement shall include payment for Commission's attorneys' fees and costs, including expert witness fees. Contractor shall reimburse Commission and its officials, officers, employees, agents, and/or volunteers, for any and all legal expenses and costs incurred by each of them in connection therewith or in enforcing the indemnity herein provided. Contractor's obligation to indemnify shall survive expiration or termination of this Agreement, and shall not be restricted to insurance proceeds, if any, received by the Commission, its officials officers, employees, agents, or volunteers.

3.5.3 Governing Law; Government Code Claim Compliance. This Agreement shall be governed by the laws of the State of California. Venue shall be in Riverside County. In addition to any and all contract requirements pertaining to notices of and requests for compensation or payment for extra work, disputed work, claims and/or changed conditions,

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Contractor must comply with the claim procedures set forth in Government Code sections 900 et seq. prior to filing any lawsuit against the Commission. Such Government Code claims and any subsequent lawsuit based upon the Government Code claims shall be limited to those matters that remain unresolved after all procedures pertaining to extra work, disputed work, claims, and/or changed conditions have been followed by Contractor. If no such Government Code claim is submitted, or if any prerequisite contractual requirements are not otherwise satisfied as specified herein, Contractor shall be barred from bringing and maintaining a valid lawsuit against the Commission.

3.5.4 Time of Essence. Time is of the essence for each and every provision of this Agreement.

3.5.5 Commission's Right to Employ Other Contractors. Commission reserves right to employ other contractors in connection with this Project.

3.5.6 Successors and Assigns. This Agreement shall be binding on the successors and assigns of the parties.

3.5.7 Assignment or Transfer. Contractor shall not assign, hypothecate or transfer, either directly or by operation of law, this Agreement or any interest herein without the prior written consent of the Commission. Any attempt to do so shall be null and void, and any assignees, hypothecates or transferees shall acquire no right or interest by reason of such attempted assignment, hypothecation or transfer. Subcontracts, if any, shall contain a provision making them subject to all provisions stipulated in this Agreement.

3.5.8 Construction; References; Captions. Since the Parties or their agents have participated fully in the preparation of this Agreement, the language of this Agreement shall be construed simply, according to its fair meaning, and not strictly for or against any Party. Any term referencing time, days or period for performance shall be deemed calendar days and not work days. All references to Contractor include all personnel, employees, agents, and subcontractors of Contractor, except as otherwise specified in this Agreement. All references to Commission include its officials, officers, employees, agents, and volunteers except as otherwise specified in this Agreement. The captions of the various articles and paragraphs are for convenience and ease of reference only, and do not define, limit, augment, or describe the scope, content or intent of this Agreement.

3.5.9 Amendment; Modification. No supplement, modification or amendment of this Agreement shall be binding unless executed in writing and signed by both Parties.

3.5.10 Waiver. No waiver of any default shall constitute a waiver of any other default or breach, whether of the same or other covenant or condition. No waiver, benefit, privilege, or service voluntarily given or performed by a Party shall give the other Party any contractual rights by custom, estoppel or otherwise.

3.5.11 No Third Party Beneficiaries. Except to the extent expressly provided for in Section 3.5.7, there are no intended third party beneficiaries of any right or obligation assumed by the Parties.

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3.5.12 Invalidity; Severability. If any portion of this Agreement is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

3.5.13 Prohibited Interests. Contractor maintains and warrants that it has not employed nor retained any company or person, other than a bona fide employee working solely for Contractor, to solicit or secure this Agreement. Further, Contractor warrants that it has not paid nor has it agreed to pay any company or person, other than a bona fide employee working solely for Contractor, any fee, commission, percentage, brokerage fee, gift or other consideration contingent upon or resulting from the award or making of this Agreement. Contractor further agrees to file, or shall cause its employees or subcontractors to file, a Statement of Economic Interest with the Commission's Filing Officer as required under state law in the performance of the Services. For breach or violation of this warranty, Commission shall have the right to rescind this Agreement without liability. For the term of this Agreement, no member, officer or employee of Commission, during the term of his or her service with Commission, shall have any direct interest in this Agreement, or obtain any present or anticipated material benefit arising therefrom.

3.5.14 Cooperation; Further Acts. The Parties shall fully cooperate with one another, and shall take any additional acts or sign any additional documents as may be necessary, appropriate or convenient to attain the purposes of this Agreement.

3.5.15 Authority to Enter Agreement. Contractor has all requisite power and authority to conduct its business and to execute, deliver, and perform the Agreement. Each Party warrants that the individuals who have signed this Agreement have the legal power, right, and authority to make this Agreement and bind each respective Party.

3.5.16 Counterparts. This Agreement may be signed in counterparts, each of which shall constitute an original.

3.5.17 Entire Agreement. This Agreement contains the entire Agreement of the parties with respect to the subject matter hereof, and supersedes all prior negotiations, understandings or agreements. This Agreement may only be modified by a writing signed by both parties.

3.5.18 Federal Provisions. Funding for Services under a Task Order may be provided, in whole or in part, by the Federal Transportation Administration ("FTA"), by the California Department of Transportation (Caltrans), or by the South Coast Air Quality Management District ("SCAQMD"). Contractor shall also fully and adequately comply with the FTA, Caltrans and SCAQMD provisions included in Exhibit "C" (Funding Agency Requirements) attached hereto and incorporated herein by reference ("Funding Agency Requirements"), as applicable based on the funding source for the relevant Task Order. With respect to any conflict between such Funding Agency Requirements and the terms of this Agreement and/or the provisions of state law, the more stringent requirement shall control.

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SIGNATURE PAGE FOR ON-CALL MAINTENANCE AND REPAIR SERVICES AGREEMENT BETWEEN THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION AND PROCELL

IN WITNESS WHEREOF, the Parties have entered into this Agreement as of the date first set forth above.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

_____
Anne Mayer
Executive Director

Approved as to form:

Best Best & Krieger LLP

_____
General Counsel

CONTRACTOR

_____
Signature

_____
Name

_____
Title

ATTEST:

_____
Signature

_____
Name

_____
Title

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A corporation requires the signatures of two corporate officers. One signature shall be that of the chairman of board, the president or any vice president and the second signature (on the attest line) shall be that of the secretary, any assistant secretary, the chief financial officer or any assistant treasurer of such corporation.

If the above referenced persons are not the intended signators, evidence of signature authority shall be provided to Commission.

EXHIBIT "A" - SCOPE OF SERVICES – TO BE INSERTED FROM RFP

EXHIBIT "B" –COMPENSATION RATES – TO BE INSERTED FROM SUCCESSFUL CONTRACTOR PROPOSAL

EXHIBIT "C"- FUNDING AGENCY REQUIREMENTS –TO BE INSERTED FROM RFP

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STATEMENT OF SERVICES

A. SCHEDULING OF WORK

The Contractor shall accomplish all routine maintenance required under this Contract between the hours of 8:00 a.m. and 3:30 p.m. Monday through Friday unless otherwise authorized or directed by the Commission. The Commission may provide, on an individual basis, permission to perform maintenance at other hours or on the weekends.

B. PROCEDURES FOR THE DEVELOPMENT OF TASK ORDERS

1. The Commission will provide the Contractor with a description of Work it wishes Contractor to perform under this Contract. The description shall include sufficient detail to permit the Contractor to provide a Task Order Price, including the ability to cost any special insurance, bonding or other costs associated with the requested Work.
2. As needs arise, the Commission will develop a brief scope of work and select a consultant from the list of bench consultants depending on the type of support needed and the qualification of the firm. The selected consultant will respond by providing information about the level of effort required to perform the required services. This will be documented on a pre-approved Contract Task Order (CTO). Rates and cost for each CTO will be in accordance with rates indicated in the price schedules. Upon approval by the Commission's Project Manager, a CTO will be issued on a time and expense basis. The consultant will be required to commence work within five days or sooner after receiving a fully executed CTO.
3. The Commission and Contractor will work cooperatively to address any issues and negotiate a final Task Order and Task Order Price. Such negotiations shall be limited to the price and the scope of Work to be performed.
4. The Commission shall prepare, sign and deliver to the Contractor for signature a Task Order consistent with the negotiations and include sufficient exhibits and documentation to fully memorialize the understanding of the parties with respect to price and the Scope of Work to be performed under the Task Order.
5. The Contractor shall sign and deliver to the Commission the signed copies of the Task Order within two (2) days of receipt of a Task Order executed by an authorized representative of the Commission.
6. Unless otherwise provided for within the Task Order, the Contractor shall commence the Work provided for in the Task Order within five (5) days of Contractor's delivery of the fully executed Task Order to

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Commission, and without the need for further notice or authorization by the Commission.

C. STORM WATER POLLUTION PREVENTION PROGRAM (SWPPP)

1. Contractor shall ensure that all employees and subcontractor employees are trained and are aware of the following Site Specific Storm Water Pollution Prevention Requirements:
    a. No discharge of fertilizers, pesticide, and wastes into street or storm drains;
    b. No blowing or sweeping debris into street or storm drains;
    c. No hosing down of the parking lot;
    d. No vehicle washing or maintenance on site;
    e. Close dumpster lids at all time;
    f. No disposing of wash water into street or storm drains; and
    g. Remove all foreign objects (leaves, cans, cigarette butts, paper etc.) from in front of drainage inlets and gutter areas.
2. The Contractor shall provide annual refresher training on the Site Specific Storm Water Pollution Prevention Requirements to its employees and subcontractors.
3. The Contractor shall document the training on the attached Site Specific Storm Water Pollution Prevention Training Log and provide it annually to RCTC. Form included.

D. CHEMICALS

1. Contractor shall provide a list of all chemicals that are proposed to be used on the project. This list shall be submitted to RCTC for review and approval, prior to use of the chemicals.
2. Contractor shall provide Material Safety Data Sheets (MSDS) for all chemicals that are to be used on the project.
3. Contractor shall ensure the field crews carry copies of the MSDS for all chemicals they have while on-site.
4. Contractor is encouraged to use bio-degradable or environmentally friendly chemicals.
5. Contractor shall ensure that all employees are properly trained in the use and handling of the approved chemicals.
6. Contractor shall ensure that all employees, including subcontractors, utilize the proper PPE as specified by the chemical or the Contractor's safety plan, whichever is most stringent.

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ON-CALL MAINTENANCE

The following list is a non-exhaustive list of tasks that may be requested to be provided by the Contractor:

A. POTENTIAL FUTURE MAINTENANCE OUTSIDE OF RAILROAD RIGHT-OF-WAY AND TOLL FACILITIES

1. Asphalt repairs within parking lot or bus lane-cold patch or saw cut, removal and placement of hot mix, place guard top slurry seal.
2. Parking stalls striping or stenciling.
3. Concrete curb painting.
4. Concrete wheel stop removal, replacement, purchase, and installation.
5. Miscellaneous painting touch up on canopies, towers, benches, handrail/guardrail, trash cans, trash dumpster gates, walls inside of the pedestrian overcrossings, light poles, monuments and ·other areas as necessary.
6. Repairs to the walls inside of the pedestrian overcrossings.
7. Repairs to Stucco walls and columns.
8. Clean out plugged drains- toilet, sink, platform, and drinking faucets.
9. Repair, patch, or replace damaged concrete curb, gutter, platform, sidewalk, handicap ramps, mini-ramps, stairs, color concrete, etc.
10. Repair or patch roofing.
11. Remove, replace, purchase, and install Station Signage on post, light poles, CCTV poles, columns, and walls
12. Perform various plumbing maintenance/repairs - locate water leaks, repair leaking pipe, replace old or. damaged bathroom fixtures, replace old or damaged drinking fountains and hose bibs, and other work as necessary
13. Remove, clean, and place anti -slip floor treatment.
14. Remove or relocate bike lockers and racks.
15. Repair and or replace bike storage facilities and racks.
16. Replace or repair trash receptacles.
17. Place new concrete or asphalt as directed.
18. Repair and replace ADA ramps, pathways using current standards
19. Remove, replace, relocate, or install new bollards - steel and concrete.
20. Provide forces and equipment to unload and place heavy or large items purchased for use at the stations i.e. kiosks, benches, bike racks, bike lockers, furniture, etc.
21. Paint Canopies and Canopy columns.
22. Repair, or perform maintenance on Storm Drain Curb Inlets and manholes.
23. Maintenance or repairs to Water main lines and laterals.

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24. Maintenance or repairs to sewer main lines and laterals.
25. Maintenance or repairs to the Station fire hydrants.
26. Purchase and install box drains and place drain lines in landscape planters at Downtown Riverside Station.
27. Purchase and install window treatments - solar shades or window tint in security room.
28. Maintain, Install, Repair Solar Panels, carport structures, flagpoles, Guard Shacks, and Doors.
29. Maintenance, repairs, or painting of Light Poles.
30. Other repairs/replacement and maintenance as requested.
31. Repair and service Commission owned assets as needed: Generators, Solar equipment, Elevators, Parking structures and other equipment
32. Modernize/Improve station equipment assets as required and needed: Elevators, Generators, Parking structures, Solar equipment for Commission owned assets, and other equipment

B. POTENTIAL FUTURE MAINTENANCE WITHIN THE RAILROAD RIGHT- OF-WAY OR WORK WITH THE POTENTIAL TO FOUL THE TRACK

1. Repair or replace at-grade pedestrian crossings at the ends of the platforms.
2. Repair rolling or sliding gates at the Stations at-grade pedestrian crossings.
3. Perform maintenance or repairs on the outside of Pedestrian Bridge and Towers.
4. Perform electrical maintenance or repairs on light poles near the railroad tracks, on neon signs located on the Pedestrian Bridges, etc.
5. Repair or patch roofing on Pedestrian Bridges.
6. Paint or touch up Pedestrian Bridge and Towers.
7. Remove, purchase, and install new windows or revised window system within Pedestrian Bridge.
8. Install anti-bird devices on Pedestrian Bridge and Towers.
9. Pressure wash and/or clean Pedestrian Bridge and Towers.
10. Remove CCTV Camera Poles from between the tracks.
11. Repair Damaged Platform Canopies.
12. Repair or replace Tactile Tile along Station platforms.
13. Repair / Maintenance to concrete platforms.
14. Repair / Maintenance and painting of handrail/guardrail.
15. Repair / Maintenance and painting of center line track fence between Main Line 1 and Main Line 2 tracks.
16. Maintenance to ballast at end of platforms or around at-grade pedestrian crossings.
17. Repair, clean, maintenance to Platform drains.
18. Remove, replace, or place new Signage at the ends of the Station platforms.

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19. Remove, replace, or place new Painted striping and lettering on concrete platform within railroad right-of-way.
20. Repair plumbing leaks within concrete platforms.
21. Power wash sidewalks, platforms, and canopies
22. Other repairs/maintenance as requested.

STATION LOCATIONS

West Corona Metrolink Station
155 S. Auto Center Drive
Corona, CA 92880

North Main Corona Station
250 E. Blaine Street
Corona, CA 92879

La Sierra Station
10901-A Indiana Ave
Riverside, CA 92503

La Sierra Bus Station
10901-B Indiana Ave
Riverside, CA 92503

Pedley Station
6001 Pedley Road
Riverside, CA 92509

Perris Downtown Station
121 South C Street
Perris, CA 92570

Hunter Park Station
1101 Marlborough Avenue
Riverside, CA 92507

Moreno Valley/MF Station
14160 Meridian Parkway
Riverside, CA 92518

South Perris Station
1304 Case Road
Perris, CA 92510

Riverside Downtown
4066 Vine Street
Riverside, CA 92507

Operations Control Center
4344 Vine Street
Riverside CA, 92507

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TOLL FACILITIES

FAM
120 N. Joy Street
Corona, CA 92879

ROC
301 Corporate Terrace
Corona, CA 92879

15 Toll Rd Office
291Corporate Terrace
Corona, CA 92879

Toll TUB Eastbound 91
East Bound 91
Center divide

Toll TUB Westbound 91
West Bound 91
Center Divide

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EXHIBIT "B"

COMPENSATION SUMMARY

FISCAL YEAR	PROJECT	COST
FY 2019/20	On-Call Maintenance and Repair Services	$ 150,000.00
FY 2020/21	On-Call Maintenance and Repair Services	2,500,000.00
FY 2021/22	On-Call Maintenance and Repair Services	2,500,000.00
FY 2022/23	On-Call Maintenance and Repair Services	2,500,000.00
FY 2023/24	On-Call Maintenance and Repair Services	1,500,000.00
FY 2024/25	On-Call Maintenance and Repair Services	1,500,000.00
FY 2025/26	On-Call Maintenance and Repair Services	1,000,000.00
FY 2026/27	On-Call Maintenance and Repair Services	1,000,000.00
	SUBTOTAL	**12,650,000.00**
	TOTAL COSTS	**$ 12,650,000.00**

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SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT (SCAQMD)
AND
STATE (CALTRANS)
FUNDING REQUIREMENTS

The following additional funding requirements apply depending on the funding source identified as applicable for a Task Order.

I. SCAQMD REQUIREMENTS

Non-Discrimination - In the performance of this Contract, CONTRACTOR shall not discriminate in recruiting, hiring, promotion, demotion, or termination practices on the basis of race, religious creed, color, national origin, ancestry, sex, age, or physical handicap and shall comply with the provisions of the California Fair Employment & Housing Act (Government Code Section 12900, *et seq.),* the Federal Civil Rights Act of 1964 (P.L. 88-352) and all amendments thereto, Executive Order No. 11246 (30 Federal Register 12319), and all administrative rules and regulations issued pursuant to said Acts and Order. CONTRACTOR shall likewise require each subcontractor to comply with this clause and shall include in each such subcontract language similar to this clause.

II. CALTRANS REQUIREMENTS

*** Section 2 below is also applicable to FTA Funded Task Orders.**

1. Invoices & Payments.

Invoices shall be mailed to Commission's Contract Administrator at the following address:

Riverside County Transportation Commission
Attention: Accounts Payable
P.O. 12008
Riverside, CA 92502

Payment shall be made for costs incurred by Contractor in performance of the Services. No advance payment or payment for work not actually performed shall be made under this Agreement or any Task Order.

2. Cost Principles and Administrative Requirements.

Contractor agrees that the Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31.000 et seq., shall be used to determine the cost allowability of individual items.

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Contractor also agrees to comply with federal procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

Any costs for which payment has been made to Contractor that are determined by subsequent audit to be unallowable under 2 CFR, Part 200 and 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31.000 et seq., are subject to repayment by Contractor to Commission.

All subcontracts in excess of $25,000 shall contain the above provisions.

3. Retention of Records/Audit. For the purpose of determining compliance with Public Contract Code 10115, et seq. and Title 21, California Code of Regulations, Chapter 21, Section 2500 et seq., when applicable and other matters connected with the performance of this Agreement pursuant to Government Code 8546.7; Contractor, subcontractors, and Commission shall maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of this Agreement, including but not limited to, the costs of administering this Agreement. All parties shall make such materials available at their respective offices at all reasonable times during the Agreement period and for three years from the date of final payment under this Agreement. The State, State Auditor, Commission, or any duly authorized representative of the State Government shall have access to any books, records, and documents of Contractor and it's certified public accountants (CPA) work papers that are pertinent to this Agreement for audit, examinations, excerpts, and transactions, and copies thereof shall be furnished if requested. Subcontracts in excess of $25,000 shall contain this provision.

4. Accounting System. Contractor and its subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate expenditures by line item for the Services. The accounting system of Contractor and its subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices.

5. Travel & Subsistence. Reimbursement for transportation and subsistence costs shall not exceed the rates specified in the approved Task Order, as may be applicable. In addition, any payments to Contractor for travel and subsistence expenses claimed for reimbursement or applied as local match credit shall not exceed rates authorized to be paid exempt non-represented State employees under current State Department of Personnel Administration (DPA) rules, unless otherwise authorized by Commission. If the rates invoiced are in excess of those authorized DPA rates, and Commission has not otherwise approved said rates, then Contractor is responsible for the cost difference and any overpayments shall be reimbursed to the Commission on demand.

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6. Equipment Purchase

Prior authorization, in writing, by Commission's Contract Administrator shall be required before Contractor enters into any unbudgeted purchase order, or subcontract for supplies, equipment, or services. Contractor shall provide an evaluation of the necessity or desirability of incurring such costs.

For purchase of any item, service or consulting work not covered in the Cost Proposal and exceeding $5,000 prior authorization, in writing, by Commission's Contract Administrator is required. Three competitive quotations must be submitted with the request for such purchase, or the absence of bidding must be adequately justified.

Any equipment purchased as a result of this Agreement is subject to the following: Contractor shall maintain an inventory of all nonexpendable property. Nonexpendable property is defined as having a useful life of at least two years and an acquisition cost of $5,000 or more. If the purchased equipment needs replacement and is sold or traded in, Commission shall receive a proper refund or credit at the conclusion of this Agreement, or if this Agreement is terminated, Contractor may either keep the equipment and credit Commission in an amount equal to its fair market value, or sell such equipment at the best price obtainable at a public or private sale, in accordance with established Commission procedures; and credit Commission in an amount equal to the sales price. If Contractor elects to keep the equipment, fair market value shall be determined at Contractor's expense, on the basis of a competent independent appraisal of such equipment. Appraisals shall be obtained from an appraiser mutually agreeable to by Commission and Contractor. If Contractor determines to sell the equipment, the terms and conditions of such sale must be approved in advance by Commission. 2 CFR, Part 200 requires a credit to Federal funds when participating equipment with a fair market value greater than $5,000 is credited to the Project.

All subcontracts in excess $25,000 shall contain the above provisions.

7. National Labor Relations Board Certification.
In accordance with Public Contract Code Section 10296, and by signing this Agreement, Contractor certifies under penalty of perjury that no more than one final unappealable finding of contempt of court by a federal court has been issued against Contractor within the immediately preceding two-year period, because of Contractor's failure to comply with an order of a federal court that orders Contractor to comply with an order of the National Labor Relations Board.

8. Nondiscrimination; Statement of Compliance.

Contractor's signature affixed herein shall constitute a certification under penalty of perjury under the laws of the State of California that Contractor has, unless exempt, complied with, the nondiscrimination program requirements of Government Code Section 12990 and Title 2, California Administrative Code, Section 8103.

During the performance of this Agreement, Contractor and its subcontractors shall not

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unlawfully discriminate, harass, or allow harassment against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), mental disability, medical condition (e.g., cancer), age (over 40), marital status, and denial of family care leave. Contractor and subcontractors shall insure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. Contractor and subcontractors shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code §12990 (a-f) et seq.) and the applicable regulations promulgated there under (California Code of Regulations, Title 2, Section 7285 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code Section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this Contract by reference and made a part hereof as if set forth in full. Contractor and its subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other Agreement.

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FTA FUNDING REQUIREMENTS

The following FTA terms will be incorporated into all Task Orders utilizing FTA funds, unless otherwise determined in writing by RCTC. As used herein, "RCTC" shall have the same meaning as the "Commission." The term "contract" or "Contract" shall have the same meaning as the "Agreement."

1. No Obligation by the Federal Government

a. RCTC and Contractor acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this contract and shall not be subject to any obligations or liabilities to the Purchaser, Contractor, or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying contract.

b. The Contractor agrees to include the above clause in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.

2. Program Fraud and False or Fraudulent Statements or Related Acts

a. The Contractor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. § 3801 et seq. and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. Part 31, apply to its actions pertaining to this Project. Upon execution of the underlying contract, the Contractor certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the underlying contract or the FTA assisted project for which this contract work is being performed. In addition to other penalties that may be applicable, the Contractor further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the Contractor to the extent the Federal Government deems appropriate.

b. The Contractor also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a contract connected with a project that is financed in whole or in part with Federal assistance originally awarded by FTA under the authority of 49 U.S.C. § 5307, the Government reserves the right to impose the penalties of 18 U.S.C. § 1001 and 49 U.S.C. § 5307(n)(1) on the Contractor, to the extent the Federal Government deems appropriate.

c. The Contractor agrees to include the above two clauses in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions.

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3. Access to Records

The Contractor agrees to the following access to records requirements:

a. To provide RCTC, the FTA Administrator, the Comptroller General of the United States or any of their authorized representatives access to any books, documents, papers and records of the Contractor which are directly pertinent to this contract for the purposes of making audits, examinations, excerpts and transcriptions. Contractor also agrees, pursuant to 49 C. F. R. 633.17 to provide the FTA Administrator or his authorized representatives including any PMO Contractor access to Contractor's records and construction sites pertaining to a major capital project, defined at 49 U.S.C. 5302(a)1, which is receiving federal financial assistance through the programs described at 49 U.S.C. 5307, 5309 or 5311.

b. To make available in the case of a contract for a capital project or improvement, as defined above and awarded by other than competitive bidding in accordance with 49 U.S.C. 5325(a), records related to the contract to RCTC, the Secretary of Transportation and the Comptroller General or any authorized officer or employee of any of them for the purposes of conducting an audit and inspection.

c. To maintain all books, records, accounts and reports required under this contract for a period of not less than three years after the date of termination or expiration of this contract, except in the event of litigation or settlement of claims arising from the performance of this contract, in which case Contractor agrees to maintain same until RCTC, the FTA Administrator, the Comptroller General, or any of their duly authorized representatives, have disposed of all such litigation, appeals, claims or exceptions related thereto. Reference 49 CFR 18.39(i)(11).

d. To permit any of the foregoing parties to reproduce by any means whatsoever or to copy excerpts and transcriptions as reasonably needed.

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4. Federal Changes

The Contractor shall at all times comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the Master Agreement between RCTC and FTA, as they may be amended or promulgated from time to time during the term of this contract. Contractor's failure to so comply shall constitute a material breach of this contract.

5. Civil Rights

The following requirements apply to the underlying contract:

(1) Nondiscrimination - In accordance with Title VI of the Civil Rights Act, as amended, 42 U.S.C. § 2000d, section 303 of the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6102, section 202 of the Americans with Disabilities Act of 1990, 42 U.S.C. § 12132, and Federal transit law at 49 U.S.C. § 5332 and 49 CFR part 21, the Contractor agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed,

national origin, sex, age, or disability. In addition, the Contractor agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.

(2) Equal Employment Opportunity - The following equal employment opportunity requirements apply to the underlying contract:

(a) Race, Color, Creed, National Origin, Sex - In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. § 2000e, and Federal transit laws at 49 U.S.C. § 5332, the Contractor agrees to comply with all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 C.F.R. Parts 60 et seq ., (which implement Executive Order No. 11246, "Equal Employment Opportunity," as amended by Executive Order No. 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," 42 U.S.C. § 2000e note), and with any applicable Federal statutes, executive orders, regulations, and Federal policies that may in the future affect construction activities undertaken in the course of the Project. The Contractor agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, national origin, sex, or age. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

(b) Age - In accordance with section 4 of the Age Discrimination in Employment Act of 1967, as amended, 29 U.S.C. § § 623, Federal transit law at 49 U.S.C. § 5332, the Equal Employment Opportunity Commission (U.S. EEOC) regulations, "Age Discrimination in Employment Act," 29 C.F.R. part 1625, the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6101 *et seq*., U.S. Health and Human Services regulations, "Nondiscrimination on the Basis of Age in Programs or Activities Receiving Federal Financial Assistance," 45 C.F.R. part 90, the Contractor agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

(c) Disabilities - In accordance with section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. § 12101 *et seq*., the Architectural Barriers Act of 1968, as amended, 42 U.S.C. § 4151 *et seq*., and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees that it will not discriminate against individuals on the basis of disability, and that it will comply with the requirements of U.S. Equal Employment Opportunity Commission, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. Part 1630, pertaining to employment of persons with disabilities. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

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(3) The Contractor also agrees to include these requirements in each subcontract financed in whole or in part with Federal assistance provided by FTA, modified only if necessary to identify the affected parties.

6. FTA Disadvantaged Business Enterprise (DBE) Requirements

A. General DBE Requirements: In accordance with Federal financial assistance agreements with the U.S. Department of Transportation (U.S. DOT), Commission has adopted a Disadvantaged Business Enterprise (DBE) Policy and Program, in conformance with Title 49 CFR Part 26, "Participation by Disadvantaged Business Enterprises in Department of Transportation Programs" (the "Regulations"). This RFP is subject to these stipulated regulations. In order to ensure that Commission achieves its overall DBE Program goals and objectives, Commission encourages the participation of DBEs as defined in 49 CFR 26 in the performance of contracts financed in whole or in part with U.S. DOT funds.

It is the policy of the Commission to:

1. Ensure nondiscrimination in the award and administration of DOT-assisted contracts;

2. Create a level playing field on which DBE's can compete fairly for DOT-assisted contracts;

3. Ensure that the DBE program is narrowly tailored in accordance with applicable law;

4. Ensure that only firms that fully meet 49 C.F.R. part 26 eligibility standards are permitted to participate as DBE's;

5. Help remove barriers to the participation of DBEs in DOT assisted contracts;

6. To promote the use of DBEs in all types of federally assisted contracts and procurement activities; and

7. Assist in the development of firms that can compete successfully in the marketplace outside the DBE program.

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B. Discrimination: Consultant shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of subcontracts. Any terms used herein that are defined in 49 CFR Part 26, or elsewhere in the Regulations, shall have the meaning set forth in the Regulations.

C. Commission's Race-Neutral DBE Program: A Race-Neutral DBE Program is one that, while benefiting DBEs, is not solely focused on DBE firms. Therefore, under a Race-Neutral DBE Program, Commission does not establish numeric race-conscious DBE participation goals on its DOT-assisted contracts. There is no FTA DBE goal on this Project.

Consultant shall not be required to achieve a specific level of DBE participation as a condition of contract compliance in the performance of this DOT-assisted contract. However, Consultant

shall adhere to race-neutral DBE participation commitment(s) made at the time of award of any Task Order (as defined in the Model Contract).

D. Race-Neutral DBE Submissions and Ongoing Reporting Requirements (Post-Award): For each Task Order proposal, the successful Consultant shall complete and submit to Commission a "DBE Race-Neutral Participation Listing" in the form provided by Commission. In the event DBE(s) are utilized in the performance of the Task Order, Consultant shall comply with applicable reporting requirements.

E. Performance of DBE Subconsultants: DBE subconsultants listed by Consultant in its "DBE Race-Neutral Participation Listing" submitted at the time of Task Order proposal shall perform the work and supply the materials for which they are listed, unless Consultant has received prior written authorization from Commission to perform the work with other forces or to obtain the materials from other sources. Consultant shall provide written notification to Commission in a timely manner of any changes to its anticipated DBE participation. This notice should be provided prior to the commencement of that portion of the work.

F. DBE Certification Status: If a listed DBE subconsultant is decertified during the life of any Task Order, the decertified subconsultant shall notify Consultant in writing with the date of decertification. If a non-DBE subconsultant becomes a certified DBE during the life of the Task Order, the DBE subconsultant shall notify Consultant in writing with the date of certification. Consultant shall furnish the written documentation to Commission in a timely manner. Consultant shall include this requirement in all subcontracts.

G. Consultant's Assurance Clause Regarding Non-Discrimination: In compliance with State and Federal anti-discrimination laws, Consultant shall affirm that it will not exclude or discriminate on the basis of race, color, national origin, or sex in consideration of contract award opportunities. Further, Consultant shall affirm that they will consider, and utilize subconsultants and vendors, in a manner consistent with non-discrimination objectives.

H. Violations: Failure by the selected Consultant(s) to carry out these requirements shall be a material breach of the contract to be awarded pursuant to this RFP, which may result in the termination of the contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:

(1) Withholding monthly progress payments;
(2) Assessing sanctions;
(3) Liquidated damages; and/or
(4) Disqualifying the Consultant from future bidding as non-responsible. 49 C.F.R. § 26.13(b).

I. Prompt Payment: Consultant shall pay its subconsultants for satisfactory performance of their contracts no later than 30 days from receipt of each payment Commission makes to the Consultant. 49 C.F.R. § 26.29(a), unless a shorter period is provided in the contract.

J. Compliance with DBE Requirements Contained in FTA Provisions: Consultant shall comply with all DBE reporting and other requirements contained in this Agreement.

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7. Incorporation of Federal Transit Administration (FTA) Terms

The preceding provisions include, in part, certain Standard Terms and Conditions required by DOT, whether or not expressly set forth in the preceding contract provisions. All contractual provisions required by DOT, as set forth in FTA Circular 4220.1F are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Agreement. The Contractor shall not perform any act, fail to perform any act, or refuse to comply with any RCTC requests which would cause RCTC to be in violation of the FTA terms and conditions.

8. ADA Access Requirements

The Contractor shall comply with all applicable requirements of the Americans with Disabilities Act of 1990 (ADA), 42 USC Section 12101 et seq; Section 504 of the Rehabilitation Act of 1973, as amended, 29 USC Section 794; 49 USC Section 5301(d).

9. Fly America

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The Contractor agrees to comply with 49 U.S.C. 40118 (the "Fly America" Act) in accordance with the General Services Administration's regulations at 41 CFR Part 301-10, which provide that recipients and sub recipients of Federal funds and their contractors are required to use U.S. Flag air carriers for U.S. Government-financed international air travel and transportation of their personal effects or property, to the extent such service is available, unless travel by foreign air carrier is a matter of necessity, as defined by the Fly America Act. The Contractor shall submit, if a foreign air carrier was used, an appropriate certification or memorandum adequately explaining why service by a U.S. flag air carrier was not available or why it was necessary to use a foreign air carrier and shall, in any event, provide a certificate of compliance with the Fly America requirements. The Contractor agrees to include the requirements of this section in all subcontracts that may involve international air transportation.

10. Cargo Preference - Use of United States-Flag Vessels

The Contractor agrees:

1. To use privately owned United States-Flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to the underlying contract to the extent such vessels are available at fair and reasonable rates for United States-Flag commercial vessels;

2. To furnish within 20 working days following the date of loading for shipments originating within the United States or within 30 working days following the date of leading for shipments originating outside the United States, a legible copy of a rated, "on-board" commercial ocean bill-of -lading in English for each shipment of cargo described in the preceding paragraph to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590 and to the FTA recipient (through the Contractor in the case of a subcontractor's bill-of-lading.)

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3. To include these requirements in all subcontracts issued pursuant to this contract when the subcontract may involve the transport of equipment, material, or commodities by ocean vessel.

11. Buy America

The following shall apply unless otherwise specified in a Task Order request.

The Contractor agrees to comply with 49 U.S.C. 5323(j) and 49 CFR Part 661, which provide that Federal funds may not be obligated unless steel, iron, and manufactured products used in FTA-funded projects are produced in the United States, unless a waiver has been granted by FTA or the product is subject to a general waiver. General waivers are listed in 49 CFR 661.7. Separate requirements for rolling stock are set out at 5323(j)(2)(C) and 49 CFR 661.11. Rolling stock not subject to a general waiver must be manufactured in the United States and have a 60 percent domestic content.

Contractor must submit to RCTC the appropriate Buy America certification with all bids on FTA-funded contracts (including Task Orders), except those subject to a general waiver. Bids or offers that are not accompanied by a completed Buy America certification must be rejected as nonresponsive.

12. Employment Provisions

To the extent applicable to the Services, Consultant shall comply with the following:

A. Equal Employment Opportunity — Consultant must comply with Executive Order 11246 (3 CFR, 1964–1965 Comp., p. 339), "Equal Employment Opportunity," as amended by Executive Order 11375 (3 CFR, 1966–1970 Comp., p. 684), "Amending Executive Order 11246 Relating to Equal Employment Opportunity," and as supplemented by regulations at 41 CFR chapter 60, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor."

B. Copeland "Anti-Kickback" Act (18 U.S.C. 874 and 40 U.S.C. 276c) — Consultant must comply with the Copeland "Anti-Kickback" Act (18 U.S.C. 874), as supplemented by Department of Labor regulations (29 CFR Part 3, "Consultants and Subconsultants on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States"). The Act provides that each contractor or subrecipient must be prohibited from inducing, by any means, any person employed in the construction, completion, or repair of public work, to give up any part of the compensation to which he is otherwise entitled. The Commission shall report all suspected or reported violations to the responsible DOE contracting officer.

C. Contact Work Hours and Safety Standards Act (40 U.S.C. 327–333) — Consultant must comply with Sections 102 and 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 327–333), as supplemented by Department of Labor regulations (29 CFR Part 5). Under Section 102 of the Act, each Consultant is required to compute the wages of every mechanic and

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laborer on the basis of a standard work week of 40 hours. Work in excess of the standard work week is permissible provided that the worker is compensated at a rate of not less than 11/2 times the basic rate of pay for all hours worked in excess of 40 hours in the work week. Section 107 of the Act is applicable to construction work and provides that no laborer or mechanic is required to work in surroundings or under working conditions which are unsanitary, hazardous or dangerous. These requirements do not apply to the purchases of supplies or materials or articles ordinarily available on the open market, or contracts for transportation or transmission of intelligence.
D. Davis-Bacon Act (40 U.S.C. 276a) — Consultant shall comply with the Davis-Bacon Act (40 U.S.C. 276a to 276a-7) as supplemented by Department of Labor regulations (29 CFR Part 5).

13. Release of Retainage

No retainage will be withheld by the RCTC from progress payments due Contractor. Retainage by Contractor or subconsultants is prohibited, and no retainage will be held by the prime consultant from progress due subconsultants. Any violation of this provision shall subject the violating Contractor or subconsultants to the penalties, sanctions, and other remedies specified in Section 7108.5 of the California Business and Professions Code. This requirement shall not be construed to limit or impair any contractual, administrative, or judicial remedies, otherwise available to Contractor or subconsultant in the event of a dispute involving late payment or nonpayment by Contractor or deficient subconsultant performance, or noncompliance by a subconsultant.

14. Termination for Convenience

RCTC may terminate the Agreement for convenience in accordance with the terms of the Agreement.

After such termination, the Contractor shall submit a final termination settlement proposal to RCTC as directed. If the Contractor fails to submit a proposal within the time allowed, RCTC may determine, on the basis of information available, the amount, if any due the Contractor because of the termination and shall pay the amount determined. After the Contractor's proposal is received, RCTC and Contractor shall negotiate a fair and equitable settlement and the contract will be modified to reflect the negotiated agreement. If agreement cannot be reached, RCTC may issue a final determination and pay the amount determined. If the Contractor does not agree with this final determination or the determination resulting from the lack of timely submission of a proposal, the Contractor may appeal under the Disputes clause.

15. Administrative and Contractual Remedies on Breach; Termination for Cause

a. The Contractor may be declared in breach of this Agreement ("Breach") if the Contractor fails to make delivery of the supplies or to perform the services within the time specified herein or any extension thereof; or if the Contractor fails to perform any of the other provisions of the contract, or so fails to make progress as to endanger performance of this contract in accordance with its terms. In case of any of the foregoing, RCTC shall notify the Contractor of the Breach, and the Contractor shall have a period of ten (10) days (or such longer period as RCTC may authorize in writing) after receipt of notice from RCTC to cure the Breach.

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b. RCTC may, by written notice of termination to the Contractor specifying the effective date thereof, terminate the whole or any part of this contract, in the case of a Breach that is not cured within the timeframe set forth in (a) above ("Uncured Breach").

c. If the contract is terminated in whole or in part for an Uncured Breach, RCTC may procure upon such terms and in such manner as RCTC may deem appropriate, supplies or services similar to those so terminated, or may complete the services with its own forces. The Contractor shall be liable to RCTC for any excess costs for such similar supplies or services, and for any other costs incurred by RCTC as a result of the Uncured Breach. The Contractor shall continue the performance of this contract to the extent not terminated under the provisions of this clause.

d. Except with respect to defaults of Subcontractors, the Contractor shall not be liable for any excess costs if the failure to perform the contract arises out of causes beyond the control and without the fault or negligence of the Contractor. If the failure to perform is caused by the default of a Subcontractor, and if such default arises out of causes beyond the control of both the Contractor and the Subcontractor, and without the fault or negligence of either of them, the Contractor shall not be liable for any excess costs for failure to perform, unless the supplies or services to be furnished by the Subcontractor were obtainable from other sources in sufficient time to permit the Contractor to meet the required project completion schedule.

e. Payment for completed services or supplies delivered to and accepted by RCTC shall be at the contract price. RCTC may withhold from amounts otherwise due the Contractor for such completed services or supplies such sum as RCTC determines to be necessary to protect RCTC against loss because of outstanding liens of claims of former lien holders, or to reimburse RCTC for any other costs related to the Uncured Breach.

f. If, after notice of termination of this contract for cause, it is determined for any reason that an Uncured Breach did not exist, the rights and obligations of the parties shall be the same as if the notice of termination had been issued pursuant to the provisions for termination for convenience of RCTC.

g. The rights and remedies of RCTC provided in this clause shall not be exclusive and are in addition to any other rights and remedies provided by law, equity or under this contract including, but not limited to, the right to specific performance.

h. Notwithstanding the above, RCTC may, without providing an opportunity to cure, terminate the contract in accordance with the timeframe set forth in Section 3.4 of the contract, if RCTC determines such action is in its best interest based on the nature of the Breach. Such actions shall not limit any of RCTC's remedies set forth above.

16. Disputes

a. Except as otherwise provided in this Agreement, any dispute concerning a question of fact arising under this Agreement which is not disposed of by supplemental agreement shall be

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decided by RCTC's Deputy Executive Director, who shall reduce the decision to writing and mail or otherwise furnish a copy thereof to the Contractor. The decision of the RCTC Deputy Executive Director shall be final and conclusive unless, within thirty (30) days from the date of receipt of such copy, Contractor mails or otherwise furnishes to the RCTC Deputy Executive Director a written appeal addressed to RCTC's Executive Director. The decision of RCTC Executive Director or duly authorized representative for the determination of such appeals shall be final and conclusive.

b. The provisions of this Paragraph shall not be pleaded in any suit involving a question of fact arising under this Agreement as limiting judicial review of any such decision to cases where fraud by such official or his representative or board is alleged, provided, however, that any such decision shall be final and conclusive unless the same is fraudulent or capricious or arbitrary or so grossly erroneous as necessarily to imply bad faith or is not supported by substantial evidence. In connection with any appeal proceeding under this Paragraph, the Contractor shall be afforded an opportunity to be heard and to offer evidence in support of its appeal.

c. Pending final decision of a dispute hereunder, Contractor shall proceed diligently with the performance of this Agreement and in accordance with the decision of RCTC's Deputy Executive Director. This "Disputes" clause does not preclude consideration of questions of law in connection with decisions provided for above. Nothing in this Agreement, however, shall be construed as making final the decision of any RCTC official or representative on a question of law, which questions shall be settled in accordance with the laws of the State of California.

17. Lobbying

See the Byrd Anti-Lobbying Amendment, 31 U.S.C. 1352, as amended by the Lobbying Disclosure Act of 1995, P.L. 104-65 [to be codified at 2 U.S.C. § 1601, et seq.] - Contractors who apply or bid for an award of $100,000 or more shall file the certification required by 49 CFR part 20, "New Restrictions on Lobbying." Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. 1352. Each tier shall also disclose the name of any registrant under the Lobbying Disclosure Act of 1995 who has made lobbying contacts on its behalf with non-Federal funds with respect to that Federal contract, grant or award covered by 31 U.S.C. 1352. Such disclosures are forwarded from tier to tier up to the recipient. The Offeror shall complete and submit with its bid/proposal the attached Certification Regarding Lobbying, and if applicable, the Standard Form-LLL, "Disclosure Form to Report Lobbying."

18. Energy Conservation

The Contractor agrees to comply with mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

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19. Clean Water

a. The Contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq. The Contractor agrees to report each violation to RCTC and understands and agrees that RCTC will, in turn, report each violation as required to assure notification to FTA and the appropriate EPA Regional Office.

b. The Contractor further agrees that:

(1) It will not use any violating facilities;
(2) It will report the use of facilities placed on or likely to be placed on the U.S. EPA "List of Violating Facilities;"
(3) It will report violations of use of prohibited facilities to FTA; and
(4) It will comply with the inspection and other requirements of the Clean Air Act, as amended, (42 U.S.C. §§ 7401 – 7671q); and the Federal Water Pollution Control Act as amended, (33 U.S.C. §§ 1251-1387).

The Contractor also agrees to include these requirements in each subcontract exceeding $150,000 financed in whole or in part with Federal assistance provided by FTA.

20. Clean Air

a. The Contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. §§ 7401 et seq. The Contractor agrees to report each violation to RCTC and understands and agrees that RCTC will, in turn, report each violation as required to assure notification to FTA and the appropriate EPA Regional Office.

b. The Contractor further agrees that:

(1) It will not use any violating facilities;
(2) It will report the use of facilities placed on or likely to be placed on the U.S. EPA "List of Violating Facilities;"
(3) It will report violations of use of prohibited facilities to FTA; and
(4) It will comply with the inspection and other requirements of the Clean Air Act, as amended, (42 U.S.C. §§ 7401 – 7671q); and the Federal Water Pollution Control Act as amended, (33 U.S.C. §§ 1251-1387).

c. The Contractor also agrees to include these requirements in each subcontract exceeding $150,000 financed in whole or in part with Federal assistance provided by FTA.

21. Recycled Products

Recovered Materials - The Contractor agrees to comply with all the requirements of Section 6002 of the Resource Conservation and Recovery Act (RCRA), as amended (42 U.S.C. 6962), including but not limited to the regulatory provisions of 40 CFR Part 247, and Executive Order

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12873, as they apply to the procurement of the items designated in Subpart B of 40 CFR Part 247.

21. Safe Operation of Motor Vehicles

Pursuant to Federal Executive Order No. 13043, "Increasing Seat Belt Use in the United States," April 16, 1997, 23 U.S.C. Section 402 note, FTA encourages each third party contractor to adopt and promote on-the-job seat belt use policies and programs for its employees and other personnel that operate company owned, rented, or personally operated vehicles, and to include this provision in each third party subcontract involving the project.

a. The Contractor is encouraged to adopt and promote on-the-job seat belt use policies and programs for its employees and other personnel that operate company-owned vehicles, company-rented vehicles, or personally operated vehicles. The terms "company-owned" and "company-leased" refer to vehicles owned or leased either by the Contractor or RCTC.

b. The Contractor agrees to adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers, including policies to ban text messaging while using an electronic device supplied by an employer, and driving a vehicle the driver owns or rents, a vehicle Contactor owns, leases, or rents, or a privately-owned vehicle when on official business in connection with the work performed under this contract.

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AGENDA ITEM 7J

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 10, 2020
TO:	Riverside County Transportation Commission
FROM:	Toll Policy and Operations Committee Michael Blomquist, Toll Program Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	COVID-19 Impacts to the 91 Express Lanes

TOLL POLICY AND OPERATIONS COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to receive and file a presentation that provides a summary of COVID-19 impacts to the Commission's 91 Express Lanes.

BACKGROUND INFORMATION:

The Coronavirus (COVID-19) has caused very significant worldwide health impacts, including a notable number of infections and tragic deaths. COVID-19 has also had very real and immediate economic impacts to our national economy and in Riverside County. Additionally, COVID-19 has impacted the Commission's 91 Express Lanes and our customers.

Attachment: COVID-19 Impacts to the 91 Express Lanes Presentation

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

COVID-19 IMPACTS TO THE 91 EXPRESS LANES

Toll Policy and Operations Committee Meeting

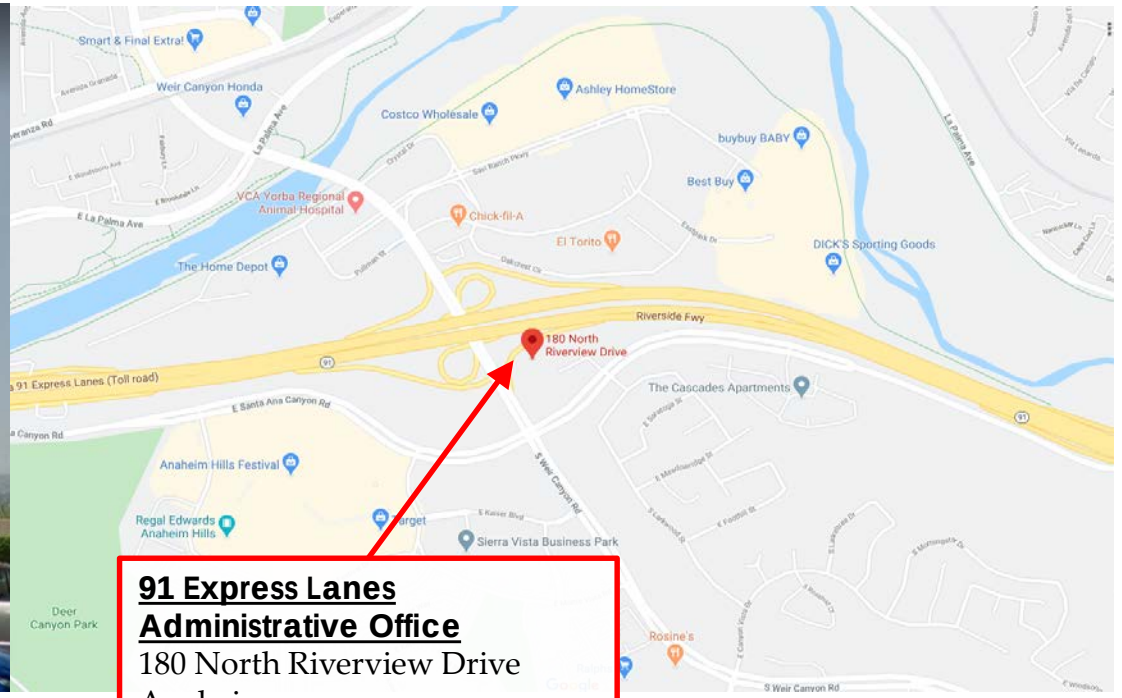
May 28, 2020

Michael Blomquist, Toll Program Director

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

IMPACTS TO DAILY OPERATIONS

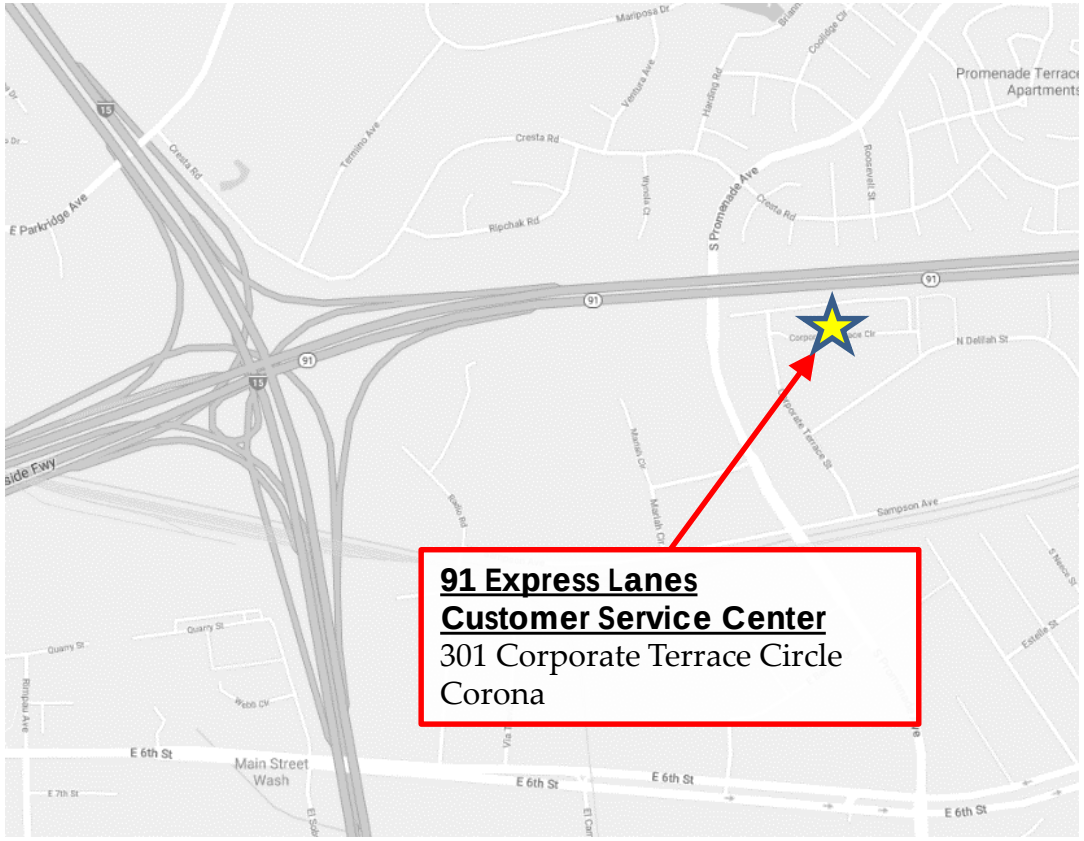
Administrative Office - Anaheim



Administrative Office - Anaheim

- No face-to-face customer interactions
- Reduced staff with core functions operating
  - Traffic operations center
  - Incident management
- Additional sanitizing and social distancing

Customer Service Center - Corona



Customer Service Center - Corona

- Closed the customer walk-in center
- Maintaining Customer Service
  - Call center
  - Web site
- Additional sanitizing and social distancing
  - Operator employees
  - Riverside County Health Orders

Customer Fees

- Account fees
  - Standard Plan and Express Club
  - Temporarily discontinued
- Non-sufficient fund fees
  - Credit card transactions
  - Discontinued
- Resumption of fees
  - More normal operating conditions

Violations Processing

- Customer collections – escalated violations
  - Calls and letters
  - Temporarily discontinued

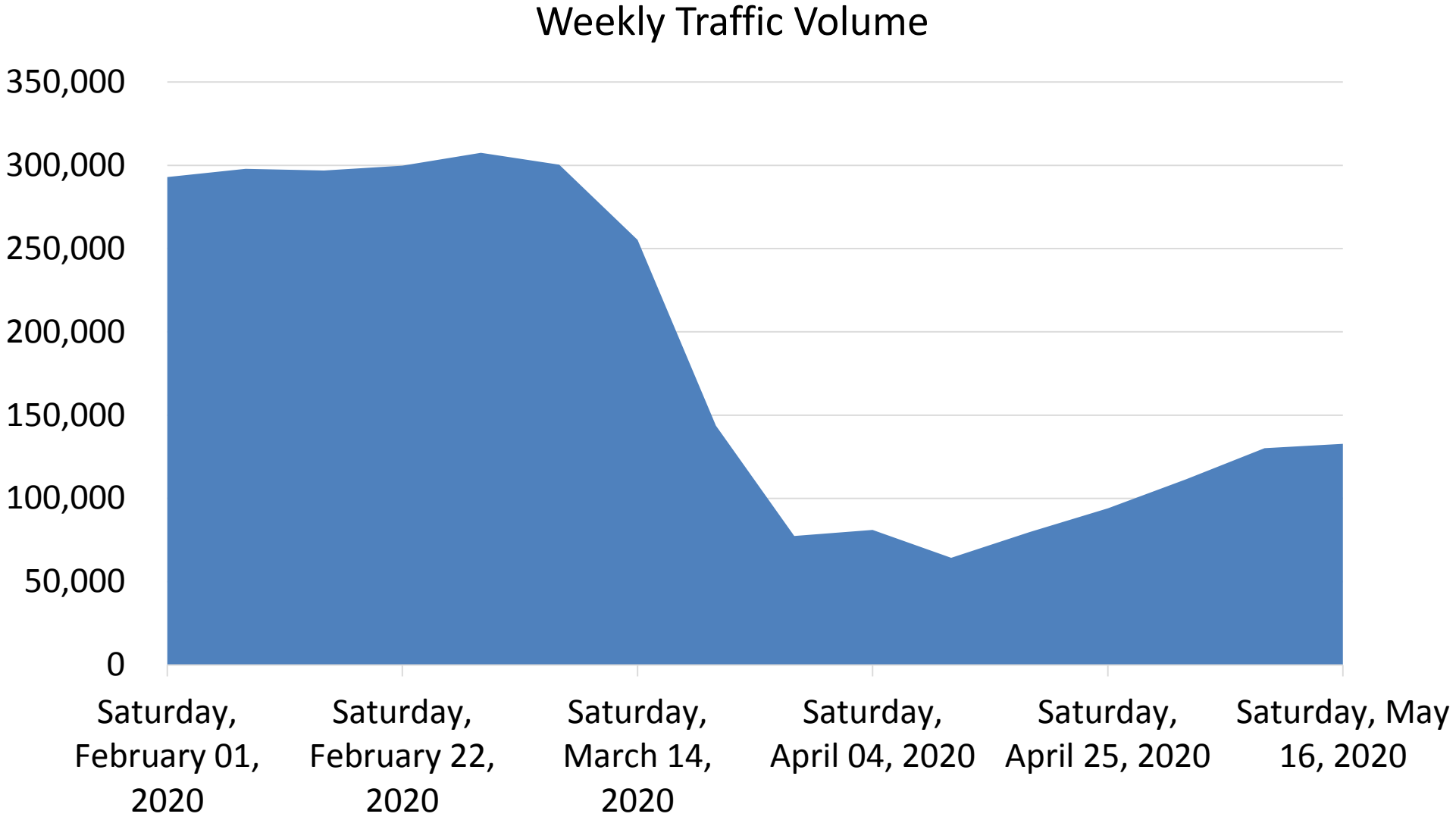
- California Franchise Tax Board
  - Tax return intercept program
  - Temporarily discontinued

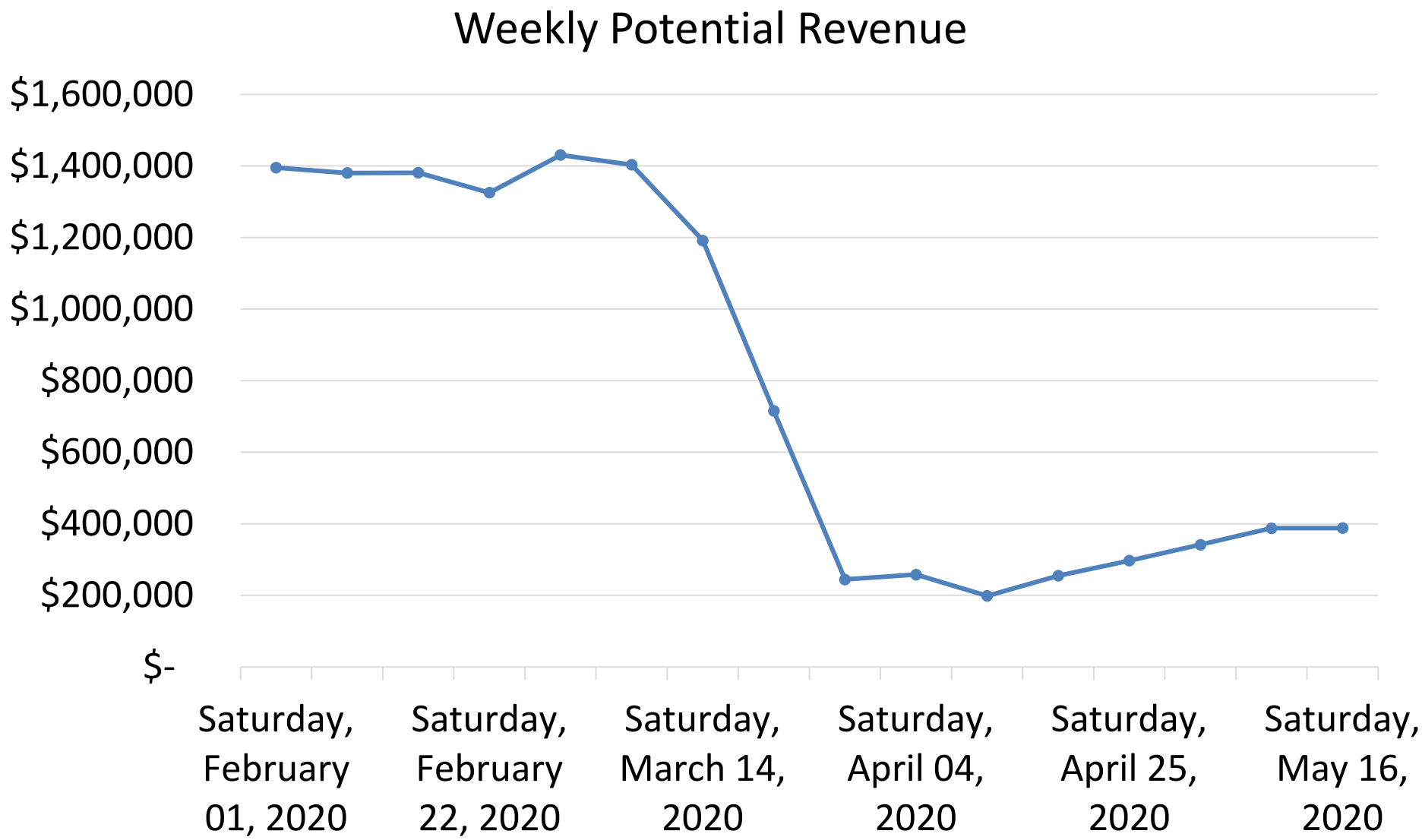
Toll Rates

- Initial March rate reductions
  - Peak periods, mornings and afternoons
  - Comparable to adjacent “shoulder” periods
- Periodic toll rate assessment
  - Data-driven analysis
  - Consistent with approved toll policy
- April rate reductions
- Future rate changes

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

IMPACTS TO EXPRESS LANES TRAFFIC AND TOLL REVENUE

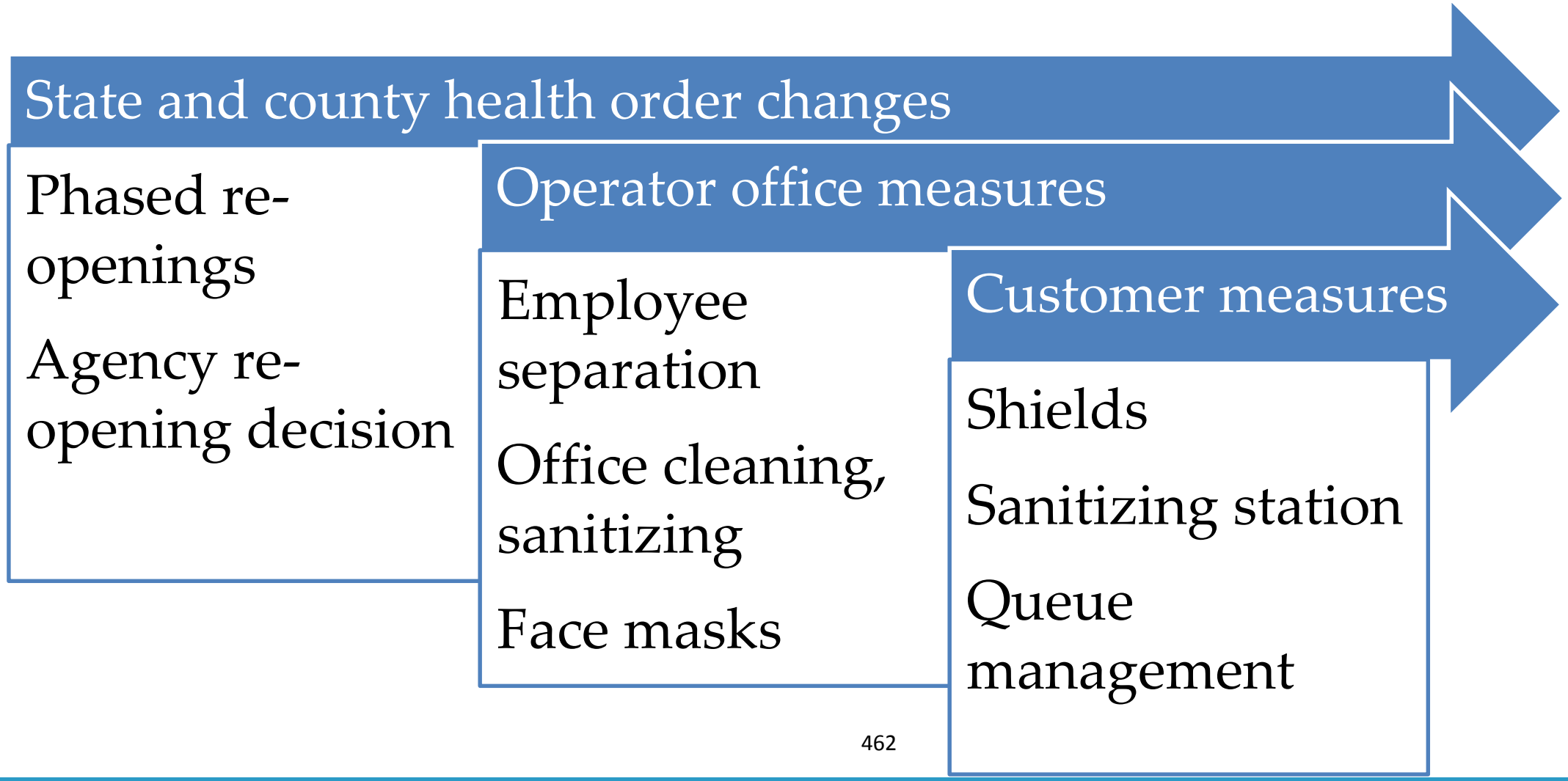

Weekly Traffic Volume
350,000
300,000
250,000
200,000
150,000
100,000
50,000
0
Saturday, February 01, 2020
Saturday, February 22, 2020
Saturday, March 14, 2020
Saturday, April 04, 2020
Saturday, April 25, 2020
Saturday, May 16, 2020


Weekly Potential Revenue
$1,600,000
$1,400,000
$1,200,000
$1,000,000
$800,000
$600,000
$400,000
$200,000
$-
Saturday, February 01, 2020
Saturday, February 22, 2020
Saturday, March 14, 2020
Saturday, April 04, 2020
Saturday, April 25, 2020
Saturday, May 16, 2020

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

PLANNING FOR THE REBOUND

Resuming Customer Service Center Operations



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RIVERSIDE COUNTY TRANSPORTATION COMMISSION

QUESTIONS?

AGENDA ITEM 7K

RIVERSIDE COUNTY TRANSPORATION COMMISSION	
DATE:	June 10, 2020
TO:	Riverside County Transportation Commission
FROM:	Toll Policy and Operations Committee Jennifer Crosson, Toll Operations Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	91 Express Lanes Monthly Status Reports

TOLL POLICY AND OPERATIONS COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to receive and file the 91 Express Lanes Monthly Reports for three months from January to March 2020.

BACKGROUND INFORMATION:

The monthly 91 Express Lanes reports for three months from January to March 2020 are attached. The monthly reports provide information about 91 Express Lanes performance and activity. The monthly reports include information for both segments of the 91 Express Lanes in Orange and Riverside Counties.

Attachments:
1) 91 Express Lanes Status Report for January 2020
2) 91 Express Lanes Status Report for February 2020
3) 91 Express Lanes Status Report for March 2020

Orange County Transportation Authority
Riverside County Transportation Commission

91 Express Lanes

Status Report
January 2020

As of January 31, 2020

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OPERATIONS OVERVIEW OCTA

TRAFFIC AND REVENUE STATISTICS FOR OCTA

Total traffic volume on the 91 Express Lanes for January 2020 was 1,446,341. This represents a daily average of 46,656 vehicles. This is a 6.3% increase in total traffic volume from the same period last year, which totaled 1,360,016. Potential toll revenue for January was $4,553,497, which represents an increase of 10.7% from the prior year's total of $4,114,106. Carpool percentage for January was 24.7% as compared to the previous year's rate of 26.3%.

Month-to-date traffic and revenue data is summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 Express Lanes and associated potential revenue for the month of January 2020.

Current Month-to-Date (MTD) as of January 31, 2020

Trips	Jan-20 MTD Actual	Stantec MTD Projected	# Variance	% Variance	Jan-19 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	1,089,159	1,048,103	41,056	3.9%	1,002,301	8.7%
3+ Lanes	357,182	317,815	39,367	12.4%	357,715	(0.1%)
Total Gross Trips	1,446,341	1,365,918	80,423	5.9%	1,360,016	6.3%
Revenue						
Full Toll Lanes	$4,482,172	$4,458,339	$23,833	0.5%	$4,033,705	11.1%
3+ Lanes	$71,325	$81,313	($9,989)	(12.3%)	$80,401	(11.3%)
Total Gross Revenue	$4,553,497	$4,539,652	$13,844	0.3%	$4,114,106	10.7%
Average Revenue per Trip						
Average Full Toll Lanes	$4.12	$4.25	($0.13)	(3.1%)	$4.02	2.5%
Average 3+ Lanes	$0.20	$0.26	($0.06)	(23.1%)	$0.22	(9.1%)
Average Gross Revenue	$3.15	$3.32	($0.17)	(5.1%)	$3.03	4.0%

The 2020 fiscal year-to-date traffic volume increased by 2.5% and potential toll revenue increased by 4.8%, when compared with the same period last year. Year-to-date average revenue per-trip is $3.03.

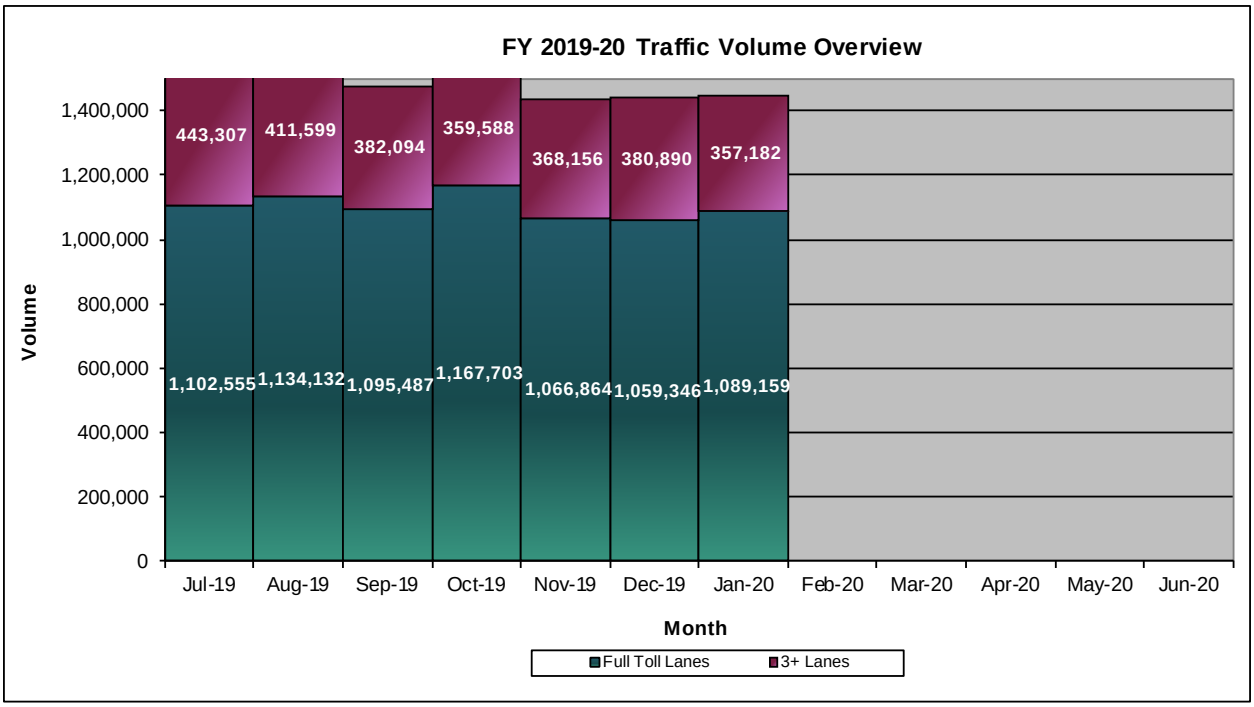
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 Express Lanes and associated potential revenue for the months of July 2019 through January 2020.

FY 2019-20 Year to Date as of January 31, 2020

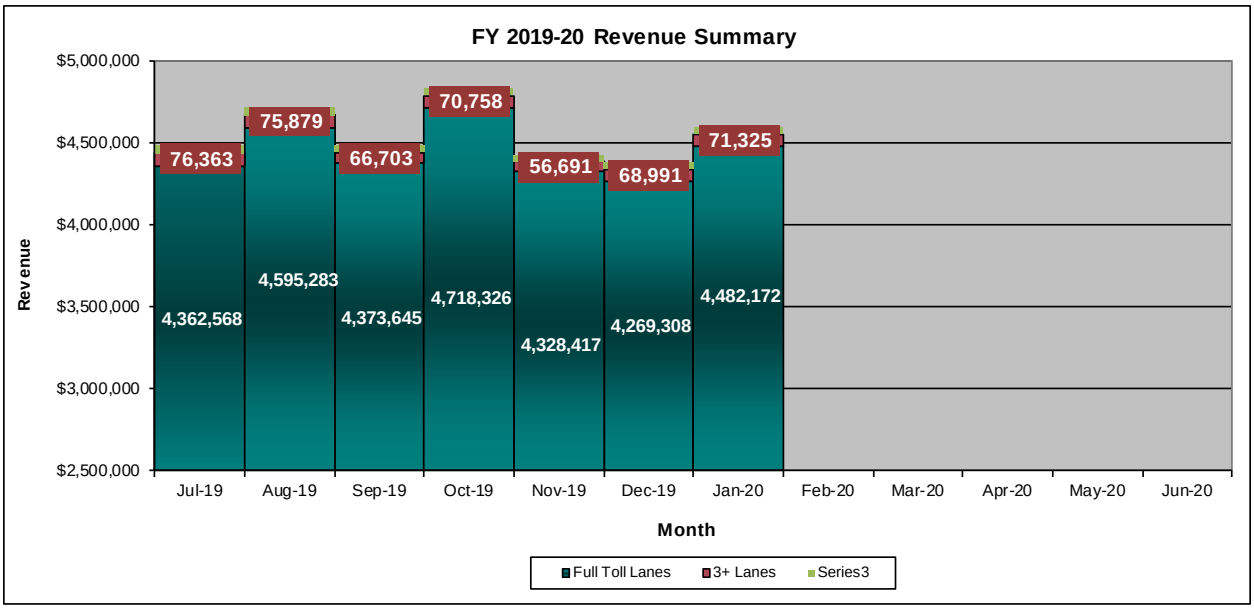
Trips	FY 2019-20 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2018-19 YTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	7,715,246	7,626,731	88,515	1.2%	7,475,646	3.2%
3+ Lanes	2,702,816	2,324,910	377,906	16.3%	2,692,985	0.4%
Total Gross Trips	10,418,062	9,951,640	466,422	4.7%	10,168,631	2.5%
Revenue						
Full Toll Lanes	$31,129,718	$31,895,469	($765,751)	(2.4%)	$29,652,197	5.0%
3+ Lanes	$486,709	$581,594	($94,885)	(16.3%)	$530,317	(8.2%)
Total Gross Revenue	$31,616,427	$32,477,063	($860,637)	(2.6%)	$30,182,514	4.8%
Average Revenue per Trip						
Average Full Toll Lanes	$4.03	$4.18	($0.15)	(3.6%)	$3.97	1.5%
Average 3+ Lanes	$0.18	$0.25	($0.07)	(28.0%)	$0.20	(10.0%)
Average Gross Revenue	$3.03	$3.26	($0.23)	(7.1%)	$2.97	2.0%

OCTA Traffic and Revenue Summary

The chart below reflects the total trips breakdown between Full Toll trips and HOV3+ trips for FY 2019-20 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between Full Toll trips and HOV3+ trips for FY 2019-20 on a monthly basis.



OCTA EASTBOUND PEAK-HOUR VOLUMES

Peak traffic hour in the eastbound direction reached or exceeded 90% or more of defined capacity 21 times during the month of January 2020. As demonstrated on the next chart, westbound peak hour traffic volumes top out at 80% of defined capacity.

	Monday		12/30/19		Tuesday		12/31/19		Wednesday		01/01/20		Thursday		01/02/20		Friday		01/03/20	
PM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500									$5.15	349	804	24%	$7.45	493	2,479	73%	$7.85	555	3,067	90%
1500 - 1600									$5.15	374	839	25%	$6.75	570	3,091	91%	$8.65	604	2,594	76%
1600 - 1700									$5.15	312	725	21%	$7.80	503	2,819	83%	$8.45	448	2,624	77%
1700 - 1800									$5.15	443	859	25%	$8.20	490	2,350	69%	$7.05	556	2,669	79%
1800 - 1900									$5.15	436	860	25%	$4.85	583	2,290	67%	$6.55	567	2,215	65%
1900 - 2000									$4.65	398	736	22%	$5.60	451	1,451	43%	$6.05	598	1,705	50%

	Monday		01/06/20		Tuesday		01/07/20		Wednesday		01/08/20		Thursday		01/09/20		Friday		01/10/20	
PM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	$5.15	409	2,623	77%	$5.15	435	2,899	85%	$5.15	478	3,016	89%	$7.45	429	2,838	83%	$7.85	501	3,207	94%
1500 - 1600	$5.50	582	3,076	90%	$5.75	649	2,887	85%	$7.75	621	2,941	87%	$6.75	598	3,381	99%	$8.65	664	2,712	80%
1600 - 1700	$5.35	469	3,003	88%	$5.50	458	2,928	86%	$7.50	461	3,089	91%	$7.80	470	2,876	85%	$8.45	474	2,851	84%
1700 - 1800	$5.30	553	3,075	90%	$5.40	551	3,001	88%	$6.40	546	2,959	87%	$8.20	488	2,603	77%	$7.05	591	3,018	89%
1800 - 1900	$5.50	738	2,752	81%	$3.95	681	2,804	82%	$3.95	713	2,941	87%	$4.85	732	3,051	90%	$6.55	767	2,923	86%
1900 - 2000	$3.85	578	1,863	55%	$3.85	613	2,172	64%	$3.85	667	2,193	65%	$5.60	615	2,235	66%	$6.05	638	2,132	63%

	Monday		01/13/20		Tuesday		01/14/20		Wednesday		01/15/20		Thursday		01/16/20		Friday		01/17/20	
PM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	$5.15	383	2,434	72%	$5.15	385	2,799	82%	$5.15	412	2,972	87%	$7.45	423	2,811	83%	$7.85	562	3,235	95%
1500 - 1600	$5.50	624	3,116	92%	$5.75	587	2,854	84%	$7.75	572	2,911	86%	$6.75	577	3,378	99%	$8.65	587	2,629	77%
1600 - 1700	$5.35	428	2,915	86%	$5.50	404	2,897	85%	$7.50	405	2,912	86%	$7.80	420	2,920	86%	$8.45	415	2,670	79%
1700 - 1800	$5.30	550	3,027	89%	$5.40	513	2,911	86%	$6.40	543	3,041	89%	$8.20	463	2,526	74%	$7.05	557	2,858	84%
1800 - 1900	$5.50	751	2,926	86%	$3.95	680	3,040	89%	$3.95	679	3,043	90%	$4.85	679	3,033	89%	$6.55	774	2,932	86%
1900 - 2000	$3.85	474	1,772	52%	$3.85	623	2,616	77%	$3.85	643	2,480	73%	$5.60	603	2,384	70%	$6.05	732	2,571	76%

	Monday		01/20/20		Tuesday		01/21/20		Wednesday		01/22/20		Thursday		01/23/20		Friday		01/24/20	
PM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	$5.15	544	2,526	74%	$5.15	350	2,631	77%	$5.15	363	2,754	81%	$7.45	419	2,789	82%	$7.85	572	3,436	101%
1500 - 1600	$5.50	736	3,122	92%	$5.75	588	2,884	85%	$7.75	590	2,950	87%	$6.75	606	3,474	102%	$8.65	610	2,650	78%
1600 - 1700	$5.35	508	2,739	81%	$5.50	398	2,995	88%	$7.50	422	3,057	90%	$7.80	428	2,875	85%	$8.45	409	2,703	80%
1700 - 1800	$5.30	618	2,553	75%	$5.40	498	3,015	89%	$6.40	512	2,900	85%	$8.20	461	2,500	74%	$7.05	456	2,598	76%
1800 - 1900	$5.50	697	1,997	59%	$3.95	553	3,021	89%	$3.95	667	3,008	88%	$4.85	687	2,981	88%	$6.55	692	2,821	83%
1900 - 2000	$3.85	466	1,327	39%	$3.85	453	1,983	58%	$3.85	563	2,397	71%	$5.60	635	2,789	82%	$6.05	794	2,677	79%

	Monday		01/27/20		Tuesday		01/28/20		Wednesday		01/29/20		Thursday		01/30/20		Friday		01/31/20	
PM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	$5.15	244	1,683	50%	$5.15	375	2,868	84%	$5.15	405	2,812	83%	$7.45	367	2,790	82%	$7.85	520	3,205	94%
1500 - 1600	$5.50	528	2,852	84%	$5.75	557	2,741	81%	$7.75	602	2,923	86%	$6.75	639	3,591	106%	$8.65	681	2,715	80%
1600 - 1700	$5.35	408	2,792	82%	$5.50	394	2,779	82%	$7.50	435	3,100	91%	$7.80	443	2,962	87%	$8.45	449	2,704	80%
1700 - 1800	$5.30	489	2,866	84%	$5.40	474	2,836	83%	$6.40	527	2,897	85%	$8.20	457	2,587	76%	$7.05	533	2,854	84%
1800 - 1900	$5.50	641	2,798	82%	$3.95	634	2,918	86%	$3.95	679	3,079	91%	$4.85	709	3,057	90%	$6.55	677	2,903	85%
1900 - 2000	$3.85	617	2,312	68%	$3.85	700	2,822	83%	$3.85	577	2,293	67%	$5.60	579	2,215	65%	$6.05	670	2,276	67%

OCTA WESTBOUND PEAK-HOUR VOLUMES

	Monday		12/30/19		Tuesday		12/31/19		Wednesday		01/01/20		Thursday		01/02/20		Friday		01/03/20	
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500									$1.70	37	106	3%	$3.05	577	1,868	55%	$3.05	532	1,582	47%
0500 - 0600									$1.70	53	118	3%	$4.95	564	1,959	58%	$4.70	554	2,022	59%
0600 - 0700									$1.70	26	101	3%	$5.15	339	1,308	38%	$4.95	397	1,531	45%
0700 - 0800									$1.70	47	115	3%	$5.65	307	1,527	45%	$5.50	249	1,295	38%
0800 - 0900									$1.70	106	248	7%	$5.15	239	1,404	41%	$4.95	272	1,350	40%
0900 - 1000									$3.05	167	417	12%	$4.10	313	1,406	41%	$4.10	287	1,401	41%

	Monday		01/06/19		Tuesday		01/07/19		Wednesday		01/08/19		Thursday		01/09/19		Friday		01/10/19	
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	$3.05	762	2,523	74%	$3.05	769	2,484	73%	$3.05	818	2,548	75%	$3.05	764	2,430	71%	$3.05	583	1,831	54%
0500 - 0600	$4.95	829	2,588	76%	$4.95	870	2,634	77%	$4.95	813	2,502	74%	$4.95	806	2,635	78%	$4.70	724	2,420	71%
0600 - 0700	$5.15	542	1,909	56%	$5.15	509	1,953	57%	$5.15	566	2,110	62%	$5.15	557	1,928	57%	$4.95	467	1,709	50%
0700 - 0800	$5.65	371	1,910	56%	$5.65	349	1,921	57%	$5.65	396	1,905	56%	$5.65	400	2,021	59%	$5.50	475	1,840	54%
0800 - 0900	$5.15	271	1,704	50%	$5.15	255	1,861	55%	$5.15	270	2,013	59%	$5.15	285	1,950	57%	$4.95	267	1,809	53%
0900 - 1000	$4.10	376	1,926	57%	$4.10	328	1,936	57%	$4.10	348	1,934	57%	$4.10	322	1,943	57%	$4.10	352	1,877	55%

	Monday		01/13/19		Tuesday		01/14/19		Wednesday		01/15/19		Thursday		01/16/19		Friday		01/17/19	
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	$3.05	751	2,609	77%	$3.05	760	2,455	72%	$3.05	800	2,566	75%	$3.05	764	2,514	74%	$3.05	609	1,998	59%
0500 - 0600	$4.95	771	2,517	74%	$4.95	896	2,692	79%	$4.95	836	2,553	75%	$4.95	819	2,702	79%	$4.70	732	2,472	73%
0600 - 0700	$5.15	558	2,072	61%	$5.15	547	2,092	62%	$5.15	601	2,144	63%	$5.15	574	2,086	61%	$4.95	613	2,165	64%
0700 - 0800	$5.65	416	2,123	62%	$5.65	371	2,122	62%	$5.65	416	2,012	59%	$5.65	388	2,149	63%	$5.50	383	1,928	57%
0800 - 0900	$5.15	244	2,029	60%	$5.15	243	2,015	59%	$5.15	210	1,893	56%	$5.15	213	2,073	61%	$4.95	243	1,885	55%
0900 - 1000	$4.10	273	1,897	56%	$4.10	257	2,048	60%	$4.10	218	1,853	55%	$4.10	217	1,960	58%	$4.10	250	1,823	54%

	Monday		01/20/19		Tuesday		01/21/19		Wednesday		01/22/19		Thursday		01/23/19		Friday		01/24/19	
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	$3.05	590	1,933	57%	$3.05	738	2,492	73%	$3.05	790	2,567	76%	$3.05	783	2,513	74%	$3.05	663	2,018	59%
0500 - 0600	$4.95	562	1,987	58%	$4.95	887	2,642	78%	$4.95	792	2,424	71%	$4.95	860	2,674	79%	$4.70	751	2,435	72%
0600 - 0700	$5.15	379	1,489	44%	$5.15	576	2,171	64%	$5.15	624	2,214	65%	$5.15	574	1,879	55%	$4.95	606	2,131	63%
0700 - 0800	$5.65	253	1,179	35%	$5.65	407	2,150	63%	$5.65	437	2,209	65%	$5.65	428	2,055	60%	$5.50	404	1,934	57%
0800 - 0900	$5.15	286	1,260	37%	$5.15	235	2,129	63%	$5.15	224	2,020	59%	$5.15	243	2,188	64%	$4.95	232	1,861	55%
0900 - 1000	$4.10	433	1,615	48%	$4.10	223	2,043	60%	$4.10	244	2,087	61%	$4.10	266	2,117	62%	$4.10	246	1,636	48%

	Monday		01/27/19		Tuesday		01/28/19		Wednesday		01/29/19		Thursday		01/30/19		Friday		01/31/19	
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	$3.05	770	2,607	77%	$3.05	767	2,584	76%	$3.05	781	2,606	77%	$3.05	752	2,507	74%	$3.05	641	2,071	61%
0500 - 0600	$4.95	765	2,486	73%	$4.95	875	2,613	77%	$4.95	832	2,552	75%	$4.95	816	2,717	80%	$4.70	739	2,573	76%
0600 - 0700	$5.15	557	2,163	64%	$5.15	548	2,086	61%	$5.15	627	2,178	64%	$5.15	597	2,036	60%	$4.95	574	2,152	63%
0700 - 0800	$5.65	375	2,036	60%	$5.65	451	2,226	65%	$5.65	413	2,058	61%	$5.65	427	2,183	64%	$5.50	428	1,919	56%
0800 - 0900	$5.15	213	2,035	60%	$5.15	234	2,150	63%	$5.15	255	2,097	62%	$5.15	246	2,072	61%	$4.95	234	1,891	56%
0900 - 1000	$4.10	211	1,942	57%	$4.10	232	2,096	62%	$4.10	231	2,074	61%	$4.10	227	2,035	60%	$4.10	252	1,921	57%

OCTA OPERATIONAL HIGHLIGHTS

On-road Operations

OCTA Customer Assistance Specialists (CAS) responded to 85 calls during the month of January. Of those calls, 66 were to assist disabled vehicles and 16 calls to remove debris. The CAS provided assistance to three accidents in the Express Lanes with one of those accidents originated from the SR91 general-purpose lanes.

Electronic Toll and Traffic Management System Project Update

Kapsch TrafficCom USA, Inc., (Kapsch), the toll lanes system integrator for the 91 Express Lanes, completed the replacement of the Electronic Toll and Traffic Management (ETTM) system at the current toll gantries. This new lane system is reading both the new 6C transponder protocol as well as the legacy Title 21 protocol. The next phase of the project, which begins next calendar year, entails the replacement of the closed-circuit television cameras along the corridor. New toll gantries will be constructed at the three entrances of the OCTA 91 Express Lanes after which Kapsch will install new ETTM equipment on the entrance gantries.

6C Transition Update

Changes to the back-office system to incorporate the new 6C transponder protocol is underway. In January, the 91 Express Lanes continued to send letters to customers notifying them of the transition to 6C, as well as changes to the account plans, user agreement and privacy policy. In the upcoming weeks, distribution of the new welcome kit and sticker transponders will commence. It is envisioned the distribution of the new transponders to all the customers will take place over several months.

FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes
Operating Statement

	YTD as of :	1/31/2020	YTD Variance	
Description	**Actual [1]**	**Budget [1]**	**Dollar $**	**Percent (%)**
Operating revenues:				
Toll revenue	$ 29,163,391.49	$ 30,684,797.00	$ (1,521,405.51)	(5.0)
Fee revenue	4,223,400.79	2,757,864.00	1,465,536.79	53.1
Total operating revenues	33,386,792.28	33,442,661.00	(55,868.72)	(0.2)
Operating expenses:				
Contracted services	3,619,248.14	4,439,940.00	820,691.86	18.5
Administrative fee	1,653,680.00	1,656,599.00	2,919.00	0.2
Other professional services	665,868.10	1,593,630.00	927,761.90	58.2
Credit card processing fees	774,145.50	817,830.00	43,684.50	5.3
Toll road account servicing	412,010.24	1,404,000.00	991,989.76	70.7
Other insurance expense	217,638.75	437,325.00	219,686.25	50.2
Toll road maintenance supply repairs	141,320.42	310,419.00	169,098.58	54.5
Patrol services	644,910.67	571,445.00	(73,465.67)	(12.9)
Building equipment repairs and maint	20,689.64	188,944.00	168,254.36	89.0
6C Transponders	250,518.75	125,000.00	(125,518.75)	(100.4)
Other services	(9,221.50)	18,331.00	27,552.50	150.3
Utilities	28,473.76	42,861.00	14,387.24	33.6
Office expense	3,120.21	107,941.00	104,820.79	97.1
Bad debt expense	103,882.04	-	(103,882.04)	N/A
Miscellaneous [2]	42,647.12	83,425.00	40,777.88	48.9
Leases	237,716.52	268,226.00	30,509.48	11.4
Total operating expenses	8,806,648.36	12,065,916.00	3,259,267.64	27.0
Depreciation and amortization [3]	2,062,751.07	-	(2,062,751.07)	N/A
Operating income (loss)	22,517,392.85	21,376,745.00	1,140,647.85	5.3
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	661,599.55	906,250.00	(244,650.45)	(27.0)
Interest income	3,510,275.74	2,214,387.00	1,295,888.74	58.5
Interest expense	(2,698,887.30)	(2,748,704.00)	49,816.70	1.8
Other	32,769.18	-	32,769.18	N/A
Total nonoperating revenues (expenses)	1,505,757.17	371,933.00	1,133,824.17	(304.8)
Transfers in	-	-	-	N/A
Transfers out [4]	(14,460,192.17)	(25,000.00)	(14,435,192.17)	(57,740.8)
Net income (loss)	**$ 9,562,957.85**	**$ 21,723,678.00**	**$ (12,160,720.15)**	**(56.0)**

[1]Actual amounts are accounted for on the accrual basis of accounting in an enterprise fund. Budget amounts are accounted for on a modified accrual basis of accounting.
[2]Miscellaneous expenses include: Bond Insurance Costs, Bank Service Charge, Transponder Materials.
[3]Depreciation and amortization are not budgeted items.
[4]For M2 Project I and Project J expense reimbursement.

Capital Asset Activity

During the seven months ending January 31, 2020, capital asset activities included $195,292 for the ETTM system project, $5,920 for computer equipment and $325,411 for transponder purchases.

OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

Total traffic volume on the 91 Express Lanes for January 2020 was 1,265,369. This represents a daily average of 40,818 vehicles. This is a 6.7% increase in total traffic volume from the same period last year, which totaled 1,186,225. Potential toll revenue for the month was $5,827,403, which represents an increase of 22.3% from the prior year's total of $4,764,682. Carpool percentage for January was 23.03% as compared to the previous year's rate of 24.28%.

Month-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the month of January 2020.

Current Month-to-Date (MTD) as of January 31, 2020

Trips	JAN-20 MTD Actual	Stantec MTD Projected	# Variance	% Variance	JAN-19 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	973,936	917,386	56,550	6.2%	898,175	8.4%
3+ Lanes	291,433	300,900	(9,467)	(3.1%)	288,050	1.2%
Total Gross Trips	1,265,369	1,218,286	47,083	3.9%	1,186,225	6.7%
Revenue						
Full Toll Lanes	$5,789,888	$3,695,857	$2,094,031	56.7%	$4,724,916	22.5%
3+ Lanes	$37,514	$0	$37,514		$39,766	(5.7%)
Total Gross Revenue	$5,827,403	$3,695,857	$2,131,545	57.7%	$4,764,682	22.3%
Average Revenue per Trip						
Average Full Toll Lanes	$5.94	$4.03	$1.91	47.4%	$5.26	12.9%
Average 3+ Lanes	$0.13	$0.00	$0.13		$0.14	(7.1%)
Average Gross Revenue	$4.61	$3.03	$1.58	52.1%	$4.02	14.7%

The 2020 fiscal year-to-date (YTD) traffic volume is 3.7% higher when compared with the same period last year. The 2020 fiscal year-to-date revenue is 21.3% higher than for the same period last year. The traffic and revenue increases are attributed to higher demand and increased toll rates to manage the demand. Year-to-date average revenue per-trip is $4.27.

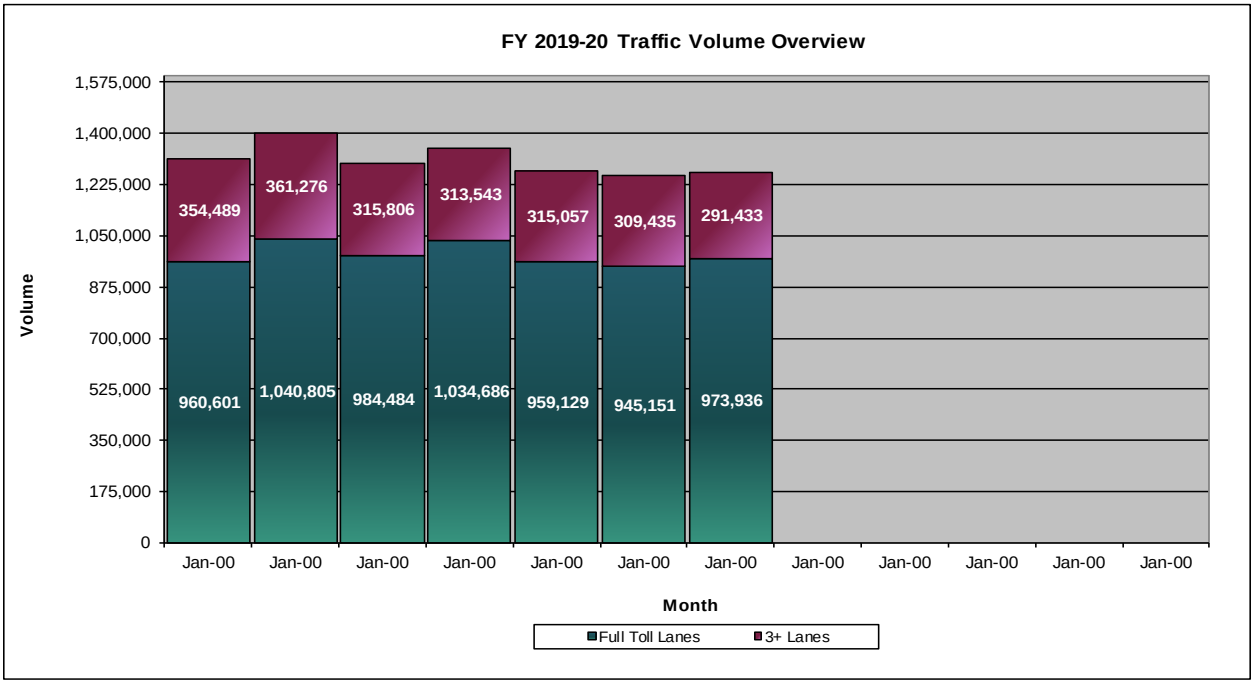
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the months of July 2019 through January 2020.

FY 2019-20 Year to Date as of January 31, 2020

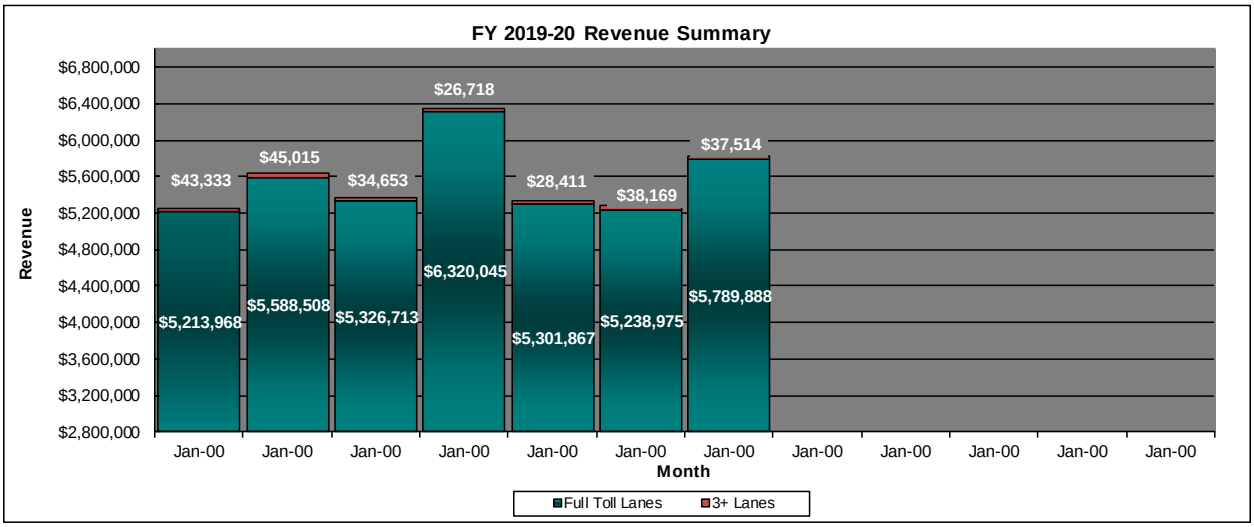
Trips	FY 2019-20 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2018-19 YTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	6,942,948	6,850,743	92,205	1.3%	6,675,335	4.0%
3+ Lanes	2,199,852	2,227,371	(27,519)	(1.2%)	2,137,267	2.9%
Total Gross Trips	9,142,800	9,078,114	64,686	0.7%	8,812,602	3.7%
Revenue						
Full Toll Lanes	$38,779,965	$27,011,329	$11,768,636	43.6%	$31,924,543	21.5%
3+ Lanes	$253,813	$0	$253,813		$252,293	0.6%
Total Gross Revenue	$39,033,778	$27,011,329	$12,022,449	44.5%	$32,176,836	21.3%
Average Revenue per Trip						
Average Full Toll Lanes	$5.59	$3.94	$1.65	41.9%	$4.78	16.9%
Average 3+ Lanes	$0.12	$0.00	$0.12		$0.12	0.0%
Average Gross Revenue	$4.27	$2.98	$1.29	43.3%	$3.65	17.0%

RCTC Traffic and Revenue Summary

The chart below reflects the total trips broken down between Full Toll lanes and HOV3+ lanes for FY 2019-20 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between Full Toll lanes and HOV3+ lanes for FY 2019-20 on a monthly basis.



RCTC PEAK-HOUR VOLUMES

RCTC evaluates traffic volumes for peak period hours and either increases or decreases tolls according to the toll rate policy. The next quarterly adjustment is scheduled for April 1, 2020.

RCTC EASTBOUND PEAK-HOUR VOLUMES

Eastbound PM Peak - County Line to McKinley

	Monday			12/30/19		Tuesday			12/31/19		Wednesday			01/01/20		Thursday			01/02/20		Friday			01/03/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500											$2.25	167	256	423	B	$11.85	274	935	1,209	E	$21.00	308	1,039	1,347	F
1500 - 1600											$1.55	175	265	440	B	$11.35	323	1,174	1,497	F	$18.70	303	773	1,076	D
1600 - 1700											$1.55	129	231	360	A	$7.50	291	1,043	1,334	F	$10.45	210	880	1,090	D
1700 - 1800											$1.55	178	226	404	B	$5.30	236	827	1,063	D	$6.95	228	812	1,040	D
1800 - 1900											$1.55	162	197	359	A	$5.30	243	640	883	C	$5.30	240	711	951	C
1900 - 2000											$1.55	169	174	343	A	$5.30	192	429	621	B	$5.30	258	521	779	B

	Monday			01/06/20		Tuesday			01/07/20		Wednesday			01/08/20		Thursday			01/09/20		Friday			01/10/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$5.30	213	986	1,199	D	$6.95	219	993	1,212	E	$9.00	241	1,064	1,305	F	$11.85	213	977	1,190	D	$21.00	269	1,113	1,382	F
1500 - 1600	$7.35	281	957	1,238	E	$6.95	304	916	1,220	E	$9.90	306	935	1,241	E	$11.35	318	1,019	1,337	F	$18.70	338	884	1,222	E
1600 - 1700	$5.30	217	880	1,097	D	$5.30	185	858	1,043	D	$5.30	185	960	1,145	D	$7.50	208	960	1,168	D	$10.45	242	1,007	1,249	E
1700 - 1800	$5.30	212	819	1,031	D	$5.30	240	785	1,025	D	$5.30	196	883	1,079	D	$5.30	195	807	1,002	D	$6.95	267	936	1,203	E
1800 - 1900	$5.30	249	688	937	C	$5.30	259	739	998	C	$5.30	260	777	1,037	D	$5.30	267	811	1,078	D	$5.30	308	916	1,224	E
1900 - 2000	$2.25	221	530	751	B	$4.20	206	594	800	B	$5.30	252	561	813	C	$5.30	214	607	821	C	$5.30	281	722	1,003	D

	Monday			01/13/20		Tuesday			01/14/20		Wednesday			01/15/20		Thursday			01/16/20		Friday			01/17/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$5.30	202	869	1,071	D	$6.95	318	1,791	2,109	F	$9.00	227	1,047	1,274	E	$11.85	231	1,013	1,244	E	$21.00	368	1,155	1,523	F
1500 - 1600	$7.35	299	949	1,248	E	$6.95	373	1,535	1,908	F	$9.90	275	955	1,230	E	$11.35	320	1,090	1,410	F	$18.70	371	936	1,307	F
1600 - 1700	$5.30	183	906	1,089	D	$5.30	166	862	1,028	D	$5.30	183	943	1,126	D	$7.50	209	946	1,155	D	$10.45	250	947	1,197	D
1700 - 1800	$5.30	201	853	1,054	D	$5.30	197	848	1,045	D	$5.30	190	924	1,114	D	$5.30	198	826	1,024	D	$6.95	315	908	1,223	E
1800 - 1900	$5.30	275	777	1,052	D	$5.30	252	834	1,086	D	$5.30	263	785	1,048	D	$5.30	311	873	1,184	D	$5.30	366	901	1,267	E
1900 - 2000	$2.25	161	533	694	B	$4.20	231	732	963	C	$5.30	234	683	917	C	$5.30	218	719	937	C	$5.30	337	888	1,225	E

	Monday			01/20/20		Tuesday			01/21/20		Wednesday			01/22/20		Thursday			01/23/20		Friday			01/24/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$5.30	299	916	1,215	E	$6.95	197	897	1,094	D	$9.00	226	1,001	1,227	E	$11.85	255	1,014	1,269	E	$21.00	307	1,134	1,441	F
1500 - 1600	$7.35	366	966	1,332	F	$6.95	299	941	1,240	E	$9.90	276	994	1,270	E	$11.35	297	1,117	1,414	F	$18.70	346	936	1,282	E
1600 - 1700	$5.30	244	848	1,092	D	$5.30	165	952	1,117	D	$5.30	203	929	1,132	D	$7.50	188	1,002	1,190	D	$10.45	236	961	1,197	D
1700 - 1800	$5.30	284	752	1,036	D	$5.30	201	814	1,015	D	$5.30	224	866	1,090	D	$5.30	177	854	1,031	D	$6.95	208	852	1,060	D
1800 - 1900	$5.30	318	615	933	C	$5.30	262	741	1,003	D	$5.30	273	842	1,115	D	$5.30	253	867	1,120	D	$5.30	361	871	1,232	E
1900 - 2000	$2.25	209	339	548	B	$4.20	181	563	744	B	$5.30	235	688	923	C	$5.30	232	847	1,079	D	$5.30	372	872	1,244	E

	Monday			01/27/20		Tuesday			01/28/20		Wednesday			01/29/20		Thursday			01/30/20		Friday			01/31/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$5.30	149	640	789	B	$6.95	220	954	1,174	D	$9.00	236	981	1,217	E	$11.85	229	1,015	1,244	E	$21.00	290	1,098	1,388	F
1500 - 1600	$7.35	317	1,006	1,323	F	$6.95	280	957	1,237	E	$9.90	309	932	1,241	E	$11.35	293	1,112	1,405	F	$18.70	375	880	1,255	E
1600 - 1700	$5.30	183	925	1,108	D	$5.30	174	902	1,076	D	$5.30	184	952	1,136	D	$7.50	177	984	1,161	D	$10.45	232	987	1,219	E
1700 - 1800	$5.30	197	880	1,077	D	$5.30	197	811	1,008	D	$5.30	243	812	1,055	D	$5.30	197	789	986	C	$6.95	253	969	1,222	E
1800 - 1900	$5.30	279	765	1,044	D	$5.30	263	798	1,061	D	$5.30	289	795	1,084	D	$5.30	281	847	1,128	D	$5.30	285	909	1,194	D
1900 - 2000	$2.25	239	651	890	C	$4.20	234	806	1,040	D	$5.30	235	574	809	C	$5.30	231	675	906	C	$5.30	307	761	1,068	D

Eastbound PM Peak - County Line to I-15 South

	Monday			12/30/19		Tuesday			12/31/19		Wednesday			01/01/20		Thursday			01/02/20		Friday			01/03/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500											$1.95	94	159	253	A	$5.30	145	640	785	B	$5.30	146	706	852	C
1500 - 1600											$1.95	106	149	255	A	$5.30	169	781	950	C	$2.95	163	661	824	C
1600 - 1700											$1.95	82	150	232	A	$2.95	127	714	841	C	$2.95	104	602	706	B
1700 - 1800											$1.95	114	134	248	A	$2.95	125	534	659	B	$2.95	140	558	698	B
1800 - 1900											$1.95	133	161	294	A	$2.95	145	458	603	B	$2.95	148	450	598	B
1900 - 2000											$1.95	109	113	222	A	$2.95	112	334	446	B	$2.95	151	326	477	B

	Monday			01/06/20		Tuesday			01/07/20		Wednesday			01/08/20		Thursday			01/09/20		Friday			01/10/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$2.95	118	674	792	B	$5.30	120	710	830	C	$5.30	151	755	906	C	$5.30	129	704	833	C	$5.30	156	821	977	C
1500 - 1600	$5.30	142	685	827	C	$2.95	175	664	839	C	$2.95	142	697	839	C	$5.30	164	811	975	C	$2.95	158	655	813	C
1600 - 1700	$2.95	121	701	822	C	$2.95	124	652	776	B	$2.95	124	765	889	C	$2.95	113	678	791	B	$2.95	121	694	815	C
1700 - 1800	$2.95	128	636	764	B	$2.95	122	613	735	B	$2.95	128	588	716	B	$2.95	122	539	661	B	$2.95	132	670	802	C
1800 - 1900	$2.95	167	535	702	B	$2.95	144	544	688	B	$2.95	155	586	741	B	$2.95	181	627	808	C	$2.95	199	592	791	B
1900 - 2000	$2.95	174	414	588	B	$2.95	152	465	617	B	$2.95	198	440	638	B	$2.95	174	484	658	B	$2.95	210	474	684	B

	Monday			01/13/20		Tuesday			01/14/20		Wednesday			01/15/20		Thursday			01/16/20		Friday			01/17/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$2.95	128	642	770	B	$5.30	0	0	0	A	$5.30	104	759	863	C	$5.30	101	652	753	B	$5.30	145	854	999	C
1500 - 1600	$5.30	159	711	870	C	$2.95	35	81	116	A	$2.95	139	678	817	C	$5.30	139	815	954	C	$2.95	118	597	715	B
1600 - 1700	$2.95	104	657	761	B	$2.95	94	693	787	B	$2.95	106	687	793	B	$2.95	120	653	773	B	$2.95	93	574	667	B
1700 - 1800	$2.95	108	626	734	B	$2.95	89	581	670	B	$2.95	111	624	735	B	$2.95	107	566	673	B	$2.95	132	593	725	B
1800 - 1900	$2.95	151	582	733	B	$2.95	129	620	749	B	$2.95	134	620	754	B	$2.95	129	569	698	B	$2.95	173	538	711	B
1900 - 2000	$2.95	132	411	543	B	$2.95	149	623	772	B	$2.95	145	521	666	B	$2.95	132	529	661	B	$2.95	184	536	720	B

	Monday			01/20/20		Tuesday			01/21/20		Wednesday			01/22/20		Thursday			01/23/20		Friday			01/24/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$2.95	169	619	788	B	$5.30	98	729	827	C	$5.30	101	703	804	C	$5.30	120	722	842	C	$5.30	164	827	991	C
1500 - 1600	$5.30	190	682	872	C	$2.95	126	648	774	B	$2.95	135	702	837	C	$5.30	132	788	920	C	$2.95	144	587	731	B
1600 - 1700	$2.95	133	633	766	B	$2.95	91	692	783	B	$2.95	101	709	810	C	$2.95	90	689	779	B	$2.95	97	607	704	B
1700 - 1800	$2.95	137	564	701	B	$2.95	112	636	748	B	$2.95	124	651	775	B	$2.95	91	526	617	B	$2.95	126	558	684	B
1800 - 1900	$2.95	158	405	563	B	$2.95	142	602	744	B	$2.95	146	608	754	B	$2.95	117	619	736	B	$2.95	161	515	676	B
1900 - 2000	$2.95	125	280	405	B	$2.95	118	464	582	B	$2.95	151	506	657	B	$2.95	150	648	798	B	$2.95	186	534	720	B

	Monday			01/27/20		Tuesday			01/28/20		Wednesday			01/29/20		Thursday			01/30/20		Friday			01/31/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$2.95	74	510	584	B	$5.30	86	721	807	C	$5.30	117	713	830	C	$5.30	103	728	831	C	$5.30	139	801	940	C
1500 - 1600	$5.30	124	670	794	B	$2.95	118	630	748	B	$2.95	138	659	797	B	$5.30	149	795	944	C	$2.95	149	608	757	B
1600 - 1700	$2.95	110	648	758	B	$2.95	100	644	744	B	$2.95	131	686	817	C	$2.95	96	686	782	B	$2.95	118	609	727	B
1700 - 1800	$2.95	112	630	742	B	$2.95	100	615	715	B	$2.95	132	567	699	B	$2.95	107	563	670	B	$2.95	113	650	763	B
1800 - 1900	$2.95	137	578	715	B	$2.95	135	569	704	B	$2.95	164	585	749	B	$2.95	154	635	789	B	$2.95	145	584	729	B
1900 - 2000	$2.95	156	463	619	B	$2.95	140	615	755	B	$2.95	155	497	652	B	$2.95	144	466	610	B	$2.95	141	482	623	B

RCTC WESTBOUND PEAK-HOUR VOLUMES

Westbound AM Peak - McKinley to County Line

	Monday			12/30/19		Tuesday			12/31/19		Wednesday			01/01/20		Thursday			01/02/20		Friday			01/03/20	
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500											$1.55	13	29	42	A	$10.50	274	802	1,076	D	$5.30	252	536	788	B
0500 - 0600											$1.55	18	21	39	A	$17.50	308	804	1,112	D	$12.20	305	811	1,116	D
0600 - 0700											$1.55	5	31	36	A	$19.40	272	613	885	C	$11.45	244	767	1,011	D
0700 - 0800											$1.55	20	40	60	A	$15.30	250	942	1,192	D	$9.30	205	835	1,040	D
0800 - 0900											$1.55	46	82	128	A	$12.20	152	846	998	C	$8.00	143	727	870	C
0900 - 1000											$1.55	79	129	208	A	$9.00	177	624	801	C	$5.30	144	573	717	B

	Monday			01/06/20		Tuesday			01/07/20		Wednesday			01/08/20		Thursday			01/09/20		Friday			01/10/20	
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	$10.80	354	1,122	1,476	F	$10.80	364	1,084	1,448	F	$10.80	421	1,085	1,506	F	$10.50	401	1,039	1,440	F	$5.30	308	633	941	C
0500 - 0600	$23.25	481	939	1,420	F	$22.80	526	958	1,484	F	$19.75	441	793	1,234	E	$17.50	468	1,029	1,497	F	$12.20	383	1,014	1,397	F
0600 - 0700	$19.55	335	902	1,237	E	$17.45	317	823	1,140	D	$19.40	361	1,094	1,455	F	$19.40	373	723	1,096	D	$11.45	386	1,004	1,390	F
0700 - 0800	$16.35	277	1,228	1,505	F	$16.35	271	1,250	1,521	F	$17.10	286	1,251	1,537	F	$15.30	285	1,242	1,527	F	$9.30	437	1,556	1,993	F
0800 - 0900	$11.15	190	1,372	1,562	F	$11.45	178	1,314	1,492	F	$11.45	165	1,370	1,535	F	$12.20	162	1,213	1,375	F	$8.00	159	1,087	1,246	E
0900 - 1000	$6.95	206	901	1,107	D	$9.00	153	926	1,079	D	$8.00	177	910	1,087	D	$9.00	155	967	1,122	D	$5.30	160	803	963	C

	Monday			01/13/20		Tuesday			01/14/20		Wednesday			01/15/20		Thursday			01/16/20		Friday			01/17/20	
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	$10.80	372	1,143	1,515	F	$10.80	371	1,019	1,390	F	$10.80	422	1,099	1,521	F	$10.50	413	1,057	1,470	F	$5.30	284	734	1,018	D
0500 - 0600	$23.25	417	843	1,260	E	$22.80	557	1,029	1,586	F	$19.75	441	745	1,186	D	$17.50	451	1,086	1,537	F	$12.20	393	1,036	1,429	F
0600 - 0700	$19.55	339	980	1,319	E	$17.45	357	933	1,290	E	$19.40	386	1,119	1,505	F	$19.40	383	807	1,190	D	$11.45	418	1,216	1,634	F
0700 - 0800	$16.35	299	1,347	1,646	F	$16.35	331	1,292	1,623	F	$17.10	300	1,332	1,632	F	$15.30	274	1,401	1,675	F	$9.30	296	1,242	1,538	F
0800 - 0900	$11.15	173	1,402	1,575	F	$11.45	197	1,382	1,579	F	$11.45	181	1,370	1,551	F	$12.20	158	1,508	1,666	F	$8.00	139	1,205	1,344	E
0900 - 1000	$6.95	151	971	1,122	D	$9.00	143	1,020	1,163	D	$8.00	145	944	1,089	D	$9.00	133	956	1,089	D	$5.30	146	808	954	C

	Monday			01/20/20		Tuesday			01/21/20		Wednesday			01/22/20		Thursday			01/23/20		Friday			01/24/20	
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	$10.80	299	776	1,075	D	$10.80	358	1,118	1,476	F	$10.80	412	1,140	1,552	F	$10.50	426	1,126	1,552	F	$5.30	337	731	1,068	D
0500 - 0600	$23.25	313	730	1,043	D	$22.80	521	955	1,476	F	$19.75	422	688	1,110	D	$17.50	521	1,110	1,631	F	$12.20	446	1,024	1,470	F
0600 - 0700	$19.55	218	690	908	C	$17.45	325	950	1,275	E	$19.40	407	1,028	1,435	F	$19.40	396	640	1,036	D	$11.45	435	1,188	1,623	F
0700 - 0800	$16.35	185	675	860	C	$16.35	277	1,384	1,661	F	$17.10	332	1,380	1,712	F	$15.30	353	1,228	1,581	F	$9.30	312	1,218	1,530	F
0800 - 0900	$11.15	165	695	860	C	$11.45	156	1,476	1,632	F	$11.45	178	1,417	1,595	F	$12.20	207	1,431	1,638	F	$8.00	165	1,114	1,279	E
0900 - 1000	$6.95	235	638	873	C	$9.00	159	1,049	1,208	E	$8.00	135	1,006	1,141	D	$9.00	177	1,113	1,290	E	$5.30	130	757	887	C

	Monday			01/27/20		Tuesday			01/28/20		Wednesday			01/29/20		Thursday			01/30/20		Friday			01/31/20	
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	$10.80	387	1,150	1,537	F	$10.80	350	1,147	1,497	F	$10.80	385	1,163	1,548	F	$10.50	341	1,140	1,481	F	$5.30	323	790	1,113	D
0500 - 0600	$23.25	450	910	1,360	F	$22.80	555	1,029	1,584	F	$19.75	481	794	1,275	E	$17.50	459	1,193	1,652	F	$12.20	411	1,076	1,487	F
0600 - 0700	$19.55	352	993	1,345	E	$17.45	331	824	1,155	D	$19.40	440	1,102	1,542	F	$19.40	367	785	1,152	D	$11.45	398	1,216	1,614	F
0700 - 0800	$16.35	291	1,308	1,599	F	$16.35	314	1,319	1,633	F	$17.10	337	1,262	1,599	F	$15.30	298	1,375	1,673	F	$9.30	304	1,164	1,468	F
0800 - 0900	$11.15	159	1,441	1,600	F	$11.45	200	1,447	1,647	F	$11.45	205	1,461	1,666	F	$12.20	182	1,439	1,621	F	$8.00	156	1,160	1,316	E
0900 - 1000	$6.95	150	1,024	1,174	D	$9.00	168	1,081	1,249	E	$8.00	159	1,091	1,250	E	$9.00	140	1,128	1,268	E	$5.30	150	833	983	C

Westbound AM Peak - I-15 North to County Line

	Monday			12/30/19		Tuesday			12/31/19		Wednesday			01/01/20		Thursday			01/02/20		Friday			01/03/20	
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500											$1.95	20	40	60	A	$5.30	167	571	738	B	$5.30	151	477	628	B
0500 - 0600											$1.95	24	57	81	A	$13.50	231	831	1,062	D	$6.85	200	796	996	C
0600 - 0700											$1.95	14	43	57	A	$15.55	205	712	917	C	$8.85	176	733	909	C
0700 - 0800											$1.95	17	39	56	A	$12.75	135	726	861	C	$6.85	89	742	831	C
0800 - 0900											$1.95	41	78	119	A	$8.85	81	718	799	B	$5.30	92	592	684	B
0900 - 1000											$1.95	60	109	169	A	$5.30	116	580	696	B	$2.95	131	619	750	B

	Monday			01/06/20		Tuesday			01/07/20		Wednesday			01/08/20		Thursday			01/09/20		Friday			01/10/20	
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	$6.85	212	812	1,024	D	$6.85	220	737	957	C	$5.30	245	721	966	C	$5.30	238	701	939	C	$5.30	149	587	736	B
0500 - 0600	$19.05	344	1,119	1,463	F	$18.60	344	1,040	1,384	E	$16.60	307	1,131	1,438	F	$13.50	360	1,126	1,486	F	$6.85	269	969	1,238	E
0600 - 0700	$19.35	296	982	1,278	E	$18.60	286	1,169	1,455	F	$20.70	267	1,050	1,317	E	$15.55	287	1,076	1,363	E	$8.85	156	386	542	B
0700 - 0800	$12.15	177	1,097	1,274	E	$14.80	188	1,132	1,320	E	$13.80	174	1,084	1,258	E	$12.75	199	1,206	1,405	F	$6.85	197	939	1,136	D
0800 - 0900	$6.85	95	772	867	C	$8.85	102	1,041	1,143	D	$8.85	123	1,087	1,210	E	$8.85	126	1,022	1,148	D	$5.30	112	925	1,037	D
0900 - 1000	$5.30	149	744	893	C	$5.30	138	812	950	C	$5.30	163	802	965	C	$5.30	158	787	945	C	$2.95	141	663	804	C

	Monday			01/13/20		Tuesday			01/14/20		Wednesday			01/15/20		Thursday			01/16/20		Friday			01/17/20	
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	$6.85	198	847	1,045	D	$6.85	243	756	999	C	$5.30	232	713	945	C	$5.30	245	710	955	C	$5.30	139	649	788	B
0500 - 0600	$19.05	316	1,177	1,493	F	$18.60	337	1,024	1,361	E	$16.60	369	1,138	1,507	F	$13.50	328	1,173	1,501	F	$6.85	243	1,029	1,272	E
0600 - 0700	$19.35	309	1,067	1,376	E	$18.60	286	1,126	1,412	F	$20.70	296	1,090	1,386	E	$15.55	266	1,125	1,391	E	$8.85	255	968	1,223	E
0700 - 0800	$12.15	212	1,165	1,377	E	$14.80	234	1,236	1,470	F	$13.80	178	1,089	1,267	E	$12.75	167	1,112	1,279	E	$6.85	152	1,060	1,212	E
0800 - 0900	$6.85	107	1,157	1,264	E	$8.85	111	1,163	1,274	E	$8.85	78	1,058	1,136	D	$8.85	71	1,110	1,181	D	$5.30	91	941	1,032	D
0900 - 1000	$5.30	120	811	931	C	$5.30	101	882	983	C	$5.30	95	904	999	C	$5.30	80	875	955	C	$2.95	81	736	817	C

	Monday			01/20/20		Tuesday			01/21/20		Wednesday			01/22/20		Thursday			01/23/20		Friday			01/24/20	
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	$6.85	147	613	760	B	$6.85	185	825	1,010	D	$5.30	197	796	993	C	$5.30	225	689	914	C	$5.30	169	630	799	B
0500 - 0600	$19.05	221	802	1,023	D	$18.60	326	1,052	1,378	E	$16.60	321	1,058	1,379	E	$13.50	334	1,119	1,453	F	$6.85	280	950	1,230	E
0600 - 0700	$19.35	182	698	880	C	$18.60	307	1,260	1,567	F	$20.70	333	1,112	1,445	F	$15.55	306	958	1,264	E	$8.85	267	944	1,211	E
0700 - 0800	$12.15	91	637	728	B	$14.80	206	1,292	1,498	F	$13.80	242	1,211	1,453	F	$12.75	232	1,148	1,380	E	$6.85	167	991	1,158	D
0800 - 0900	$6.85	95	575	670	B	$8.85	103	1,246	1,349	E	$8.85	95	1,136	1,231	E	$8.85	124	1,229	1,353	E	$5.30	77	969	1,046	D
0900 - 1000	$5.30	144	542	686	B	$5.30	84	898	982	C	$5.30	82	916	998	C	$5.30	111	920	1,031	D	$2.95	87	722	809	C

	Monday			01/27/20		Tuesday			01/28/20		Wednesday			01/29/20		Thursday			01/30/20		Friday			01/31/20	
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	$6.85	190	850	1,040	D	$6.85	218	806	1,024	D	$5.30	203	774	977	C	$5.30	200	795	995	C	$5.30	166	657	823	C
0500 - 0600	$19.05	279	1,131	1,410	F	$18.60	326	1,016	1,342	E	$16.60	341	1,125	1,466	F	$13.50	316	1,151	1,467	F	$6.85	255	1,057	1,312	E
0600 - 0700	$19.35	279	1,150	1,429	F	$18.60	308	1,220	1,528	F	$20.70	334	1,011	1,345	E	$15.55	284	1,111	1,395	E	$8.85	239	951	1,190	D
0700 - 0800	$12.15	179	1,163	1,342	E	$14.80	239	1,249	1,488	F	$13.80	194	1,155	1,349	E	$12.75	199	1,221	1,420	F	$6.85	174	963	1,137	D
0800 - 0900	$6.85	91	1,200	1,291	E	$8.85	103	1,333	1,436	F	$8.85	112	1,108	1,220	E	$8.85	80	1,212	1,292	E	$5.30	83	966	1,049	D
0900 - 1000	$5.30	92	861	953	C	$5.30	84	920	1,004	D	$5.30	103	907	1,010	D	$5.30	85	883	968	C	$2.95	93	855	948	C

RCTC OPERATIONAL HIGHLIGHTS

On-road Operations

RCTC Freeway Service Patrol (FSP) responded to 64 calls during the month of January. Of those calls, 55 were to assist disabled vehicles, 2 calls to remove debris and 7 were in response to accidents in the Express Lanes.

6C Transponder Technology

In January, the 91 Express Lanes continued to send letters to customers notifying them of the transition to the new 6C protocol, as well as changes to the account plans, user agreement and privacy policy. A new welcome kit, which includes mounting instructions, has been designed and developed and will be sent with the new sticker transponders in the upcoming weeks. It is envisioned the distribution of the new transponders to all the customers will take place over several months.

FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes
Operating Statement

	YTD as of :	1/31/2020	YTD Variance	
Description	**Actual[1]**	**Budget**	**Dollar $**	**Percent (%)**
Operating revenues:				
Toll Revenue	$ 35,148,298.36	$ 21,343,641.67	$ 13,804,656.69	64.7
Fee Revenue	4,609,003.97	3,080,175.00	1,528,828.97	49.6
Total operating revenues	39,757,302.33	24,423,816.67	15,333,485.66	62.8
Operating expenses:				
Salaries and Benefits	465,002.58	789,483.33	324,480.75	41.1
Legal Services	129,575.29	204,166.67	74,591.38	36.5
Advisory Services	46,070.58	43,750.00	(2,320.58)	(5.3)
Audit and Accounting Fees	46,000.00	27,416.67	(18,583.33)	(67.8)
Service Fees	1,086.78	15,166.67	14,079.89	92.8
Other Professional Services	133,791.00	860,941.67	727,150.67	84.5
Lease Expense	127,521.07	149,625.00	22,103.93	14.8
Operations	1,463,311.34	2,116,625.00	653,313.66	30.9
Utilities	14,631.92	36,458.33	21,826.41	59.9
Supplies and Materials	123.62	2,916.67	2,793.05	95.8
Membership and Subscription Fees	20,056.75	14,583.33	(5,473.42)	(37.5)
Office Equipment & Furniture (Non-Capital)	747.12	2,916.67	2,169.55	74.4
Maintenance/Repairs	89,457.41	204,050.00	114,592.59	56.2
Training Seminars and Conferences	350.00	2,625.00	2,275.00	86.7
Transportation Expenses	1,993.97	4,375.00	2,381.03	54.4
Lodging	2,455.52	4,083.33	1,627.81	39.9
Meals	622.88	583.33	(39.55)	(6.8)
Other Staff Expenses	508.65	583.33	74.68	12.8
Advertising	2,106.00	110,833.33	108,727.33	98.1
Program Management	44,071.70	-	(44,071.70)	N/A
Program Operations	3,543,898.73	6,216,408.33	2,672,509.60	43.0
Litigation Settlement	-	5,833.33	5,833.33	100.0
Furniture & Equipment	265,261.31	437,500.00	172,238.69	39.4
Improvements	16,032.27	9,391.67	(6,640.60)	(70.7)
Depreciation	5,391,972.02 #	-	(5,391,972.02)	N/A
Bad Debt Expense	9.21	-	(9.21)	N/A
Total operating expenses	11,806,657.72	11,260,316.67	(546,341.05)	(4.9)
Operating income (loss)	27,950,644.61	13,163,500.00	14,787,144.61	112.3
Nonoperating revenues (expenses):				
Interest Revenue	1,152,968.29	887,891.67	265,076.62	(29.9)
Other Miscellaneous Revenue	(864.59)	-	(864.59)	N/A
Interest Expense	(14,346,501.75)	(4,153,275.00)	(10,193,226.75)	245.4
Total nonoperating revenues (expenses)	(14,023,097.87)	(3,265,383.33)	(10,757,714.54)	(329.4)
Transfers In	-	-	-	N/A
Transfers Out	(605,300.00)	(1,784,708.33)	1,179,408.33	(66.1)
Net income (loss)	**$ 13,322,246.74**	**$ 8,113,408.33**	**$ 5,208,838.41**	**64.2**

[1] Unaudited

[2] Depreciation is not a budgeted expense

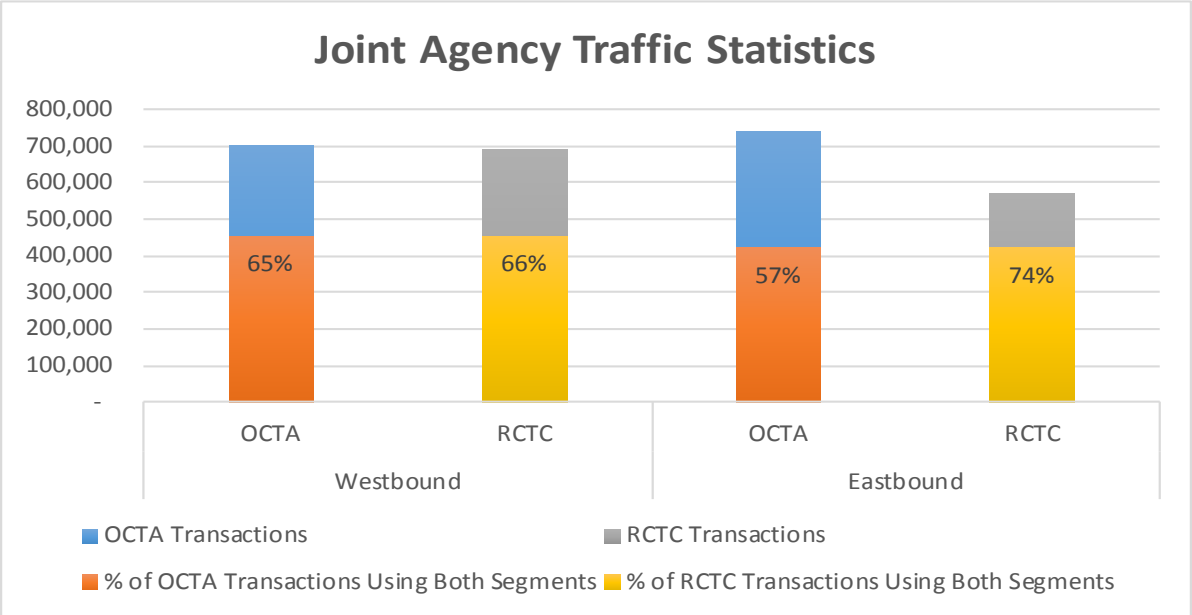
JOINT AGENCY TRIP AND REVENUE STATISTICS

MULTI AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING **January 31, 2020**

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	703,391	454,860	65%	$ 1,842,096
RCTC	692,110	454,860	66%	$ 3,872,953
I-15	304,684	207,176	68%	$ 1,636,612
McKinley	387,426	247,684	64%	$ 2,236,341
Eastbound				
OCTA	742,950	423,363	57%	$ 2,711,400
RCTC	573,259	423,363	74%	$ 1,954,450
I-15	216,326	171,059	79%	$ 506,143
McKinley	356,933	252,304	71%	$ 1,448,307

JOINT AGENCY TRAFFIC STATISTICS



JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	Reporting Period	PERFORMANCE STANDARD	Jan-20 Performance
CUSTOMER SERVICE			
Call Wait Time	Monthly	Not to exceed 2 minutes	1:31
Abandon Rate	Monthly	No more than 4.0%	2.2%
Customer Satisfaction	Monthly	At least 75 outbound calls	78
VIOLATION PROCESSING			
Response Time	Monthly	Within 2 business days of receipt	1.0
CUSA Violation Collection Rate	Quarterly	70% or more	
CUSA Violation Collection Rate	Annually	74% or more	
TRAFFIC OPERATIONS			
Initial & Secondary Reviews	Monthly	Equal to or less than 15 days	0.7
* Plate Misread Errors	Monthly	Equal to or less than 0.4%	0.01%
CAS Response Time	Monthly	0:20 (minutes) per call	0:10
ACCOUNTING			
OCTA Exceptions	Monthly	No more than 3	0
RCTC Exceptions	Monthly	No more than 3	0
INFORMATION TECHNOLOGY			
Back-office System Uptime	Monthly	99% Availability	100%
Network Uptime	Monthly	99% Availability	100%

CUSA = Cofiroute USA; CAS = OCTA Customer Assistance Specialists

* Plate Misread Error performance is current after a 60-day hold-back period; therefore, percentage reported here is for 2 months prior to the month of this report.

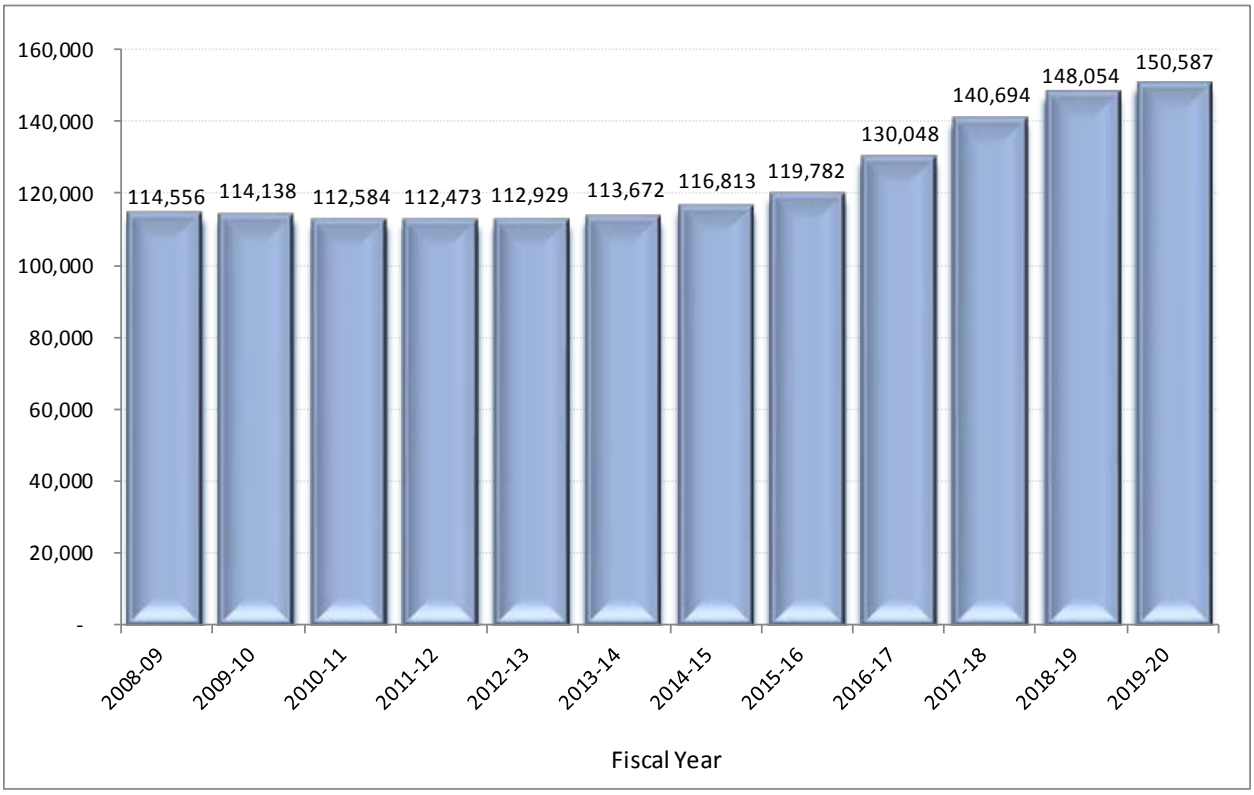
JOINT AGENCY TRANSPONDER DISTRIBUTION

TRANSPONDER DISTRIBUTION	January-20		December-19		FY 2019-20	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	1,061	40.2%	1,143	47.5%	1,298	48.9%
Additional Tags to Existing Accounts	801	30.4%	805	33.5%	803	30.3%
Replacement Transponders	775	29.4%	458	19.0%	552	20.8%
Total Issued	**2,637**		**2,406**		**2,654**	
Returned						
Account Closures	449	33.3%	400	47.3%	471	39.3%
Accounts Downsizing	162	12.0%	147	17.4%	155	12.9%
Defective Transponders	739	54.7%	299	35.3%	573	47.8%
Total Returned	**1,350**		**846**		**1,200**	

At the end of January 2020, the 91 Express Lanes had 150,587 active customer accounts and 230,020 transponders classified as Assigned.

Number of Accounts by Fiscal Year

As of January 31, 2020



Incoming Email Activity

During January, the Anaheim Processing Center received 3,147 emails.

Orange County Transportation Authority
Riverside County Transportation Commission

91 Express Lanes

Status Report
February 2020

As of February 29, 2020

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OPERATIONS OVERVIEW OCTA

TRAFFIC AND REVENUE STATISTICS FOR OCTA

Total traffic volume on the 91 Express Lanes for February 2020 was 1,420,827. This represents a daily average of 48,994 vehicles. This is a 9.8% increase in total traffic volume from the same period last year, which totaled 1,294,183. Potential toll revenue for February was $4,378,079, which represents an increase of 11.8% from the prior year's total of $3,917,107. Carpool percentage for February was 24.16% as compared to the previous year's rate of 25.53%.

Month-to-date traffic and revenue data is summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 Express Lanes and associated potential revenue for the month of February 2020.

Current Month-to-Date (MTD) as of February 29, 2020

Trips	Feb-20 MTD Actual	Stantec MTD Projected	# Variance	% Variance	Feb-19 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	1,077,494	1,059,422	18,072	1.7%	963,815	11.8%
3+ Lanes	343,333	298,770	44,563	14.9%	330,368	3.9%
Total Gross Trips	1,420,827	1,358,192	62,635	4.6%	1,294,183	9.8%
Revenue						
Full Toll Lanes	$4,316,423	$4,466,069	($149,646)	(3.4%)	$3,846,951	12.2%
3+ Lanes	$61,655	$81,454	($19,799)	(24.3%)	$70,156	(12.1%)
Total Gross Revenue	$4,378,079	$4,547,523	($169,444)	(3.7%)	$3,917,107	11.8%
Average Revenue per Trip						
Average Full Toll Lanes	$4.01	$4.22	($0.21)	(5.0%)	$3.99	0.5%
Average 3+ Lanes	$0.18	$0.27	($0.09)	(33.3%)	$0.21	(14.3%)
Average Gross Revenue	$3.08	$3.35	($0.27)	(8.1%)	$3.03	1.7%

The 2020 fiscal year-to-date traffic volume increased by 3.3% and potential toll revenue increased by 5.6%, when compared with the same period last year. Year-to-date average revenue per-trip is $3.04.

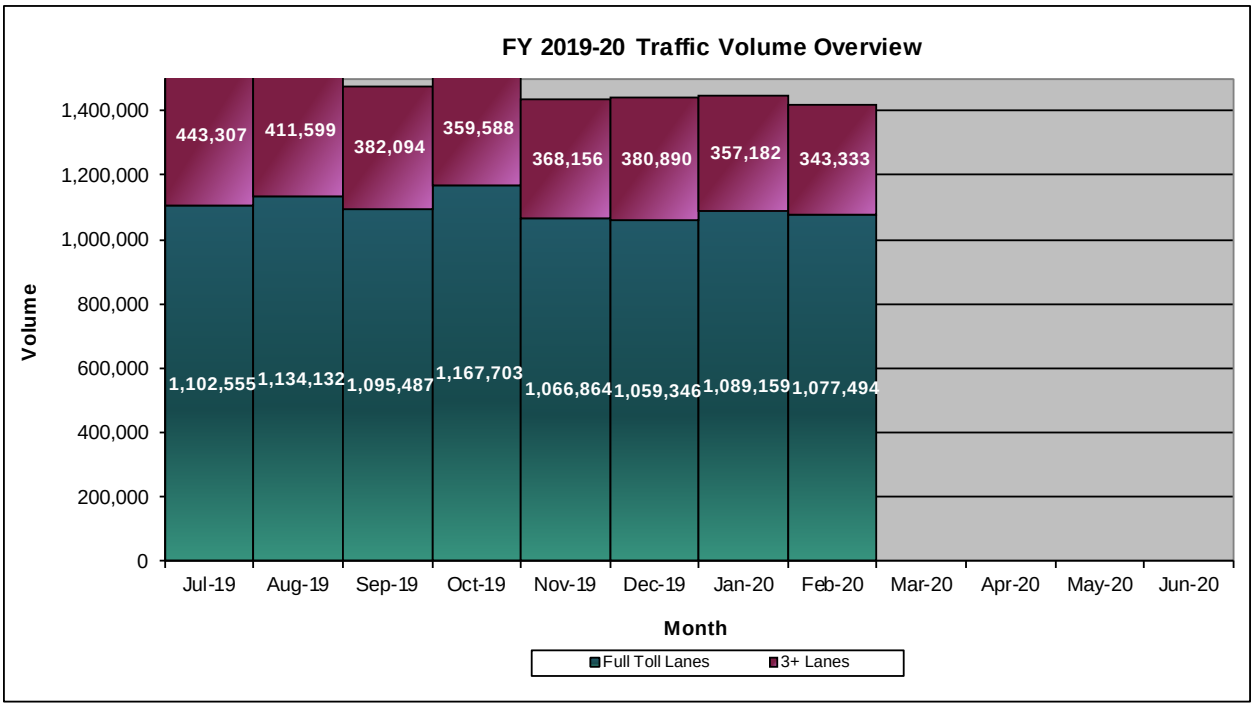
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 Express Lanes and associated potential revenue for the months of July 2019 through February 2020.

FY 2019-20 Year to Date as of February 29, 2020

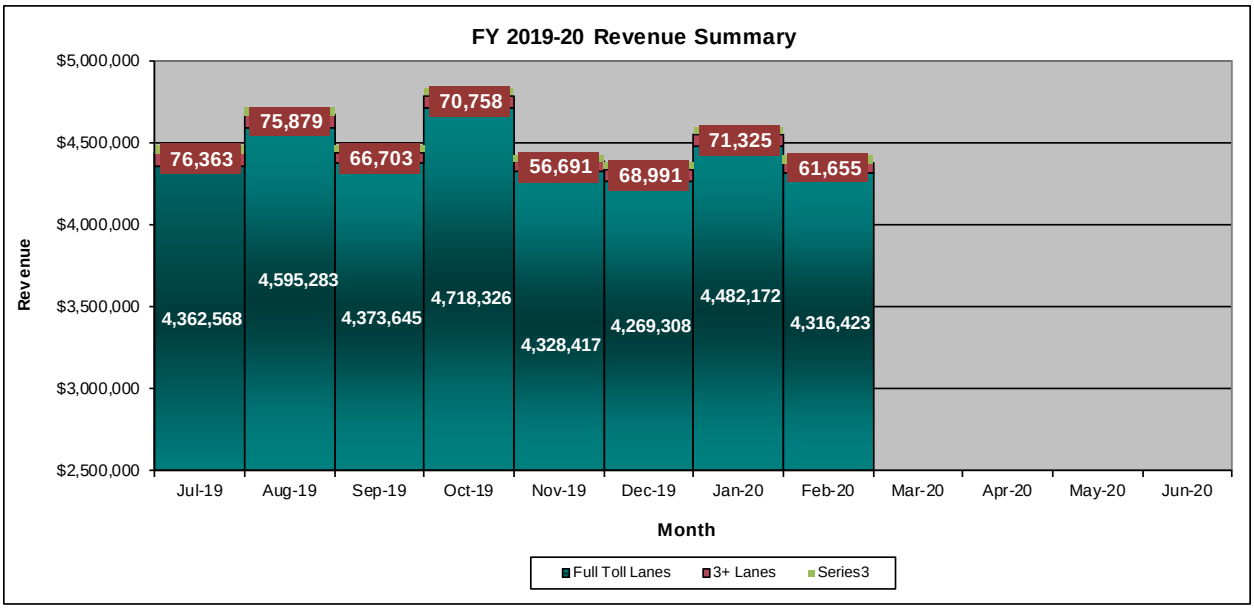
Trips	FY 2019-20 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2018-19 YTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	8,792,740	8,686,153	106,587	1.2%	8,439,461	4.2%
3+ Lanes	3,046,149	2,623,680	422,469	16.1%	3,023,353	0.8%
Total Gross Trips	11,838,889	11,309,832	529,057	4.7%	11,462,814	3.3%
Revenue						
Full Toll Lanes	$35,446,141	$36,361,538	($915,397)	(2.5%)	$33,499,148	5.8%
3+ Lanes	$548,364	$663,048	($114,684)	(17.3%)	$600,473	(8.7%)
Total Gross Revenue	$35,994,505	$37,024,586	($1,030,081)	(2.8%)	$34,099,622	5.6%
Average Revenue per Trip						
Average Full Toll Lanes	$4.03	$4.19	($0.16)	(3.8%)	$3.97	1.5%
Average 3+ Lanes	$0.18	$0.25	($0.07)	(28.0%)	$0.20	(10.0%)
Average Gross Revenue	$3.04	$3.27	($0.23)	(7.0%)	$2.97	2.4%

OCTA Traffic and Revenue Summary

The chart below reflects the total trips breakdown between Full Toll trips and HOV3+ trips for FY 2019-20 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between Full Toll trips and HOV3+ trips for FY 2019-20 on a monthly basis.



OCTA EASTBOUND PEAK-HOUR VOLUMES

Peak traffic hour in the eastbound direction reached or exceeded 90% or more of defined capacity 16 times during the month of February 2020. As demonstrated on the next chart, westbound peak hour traffic volumes top out at 81% of defined capacity.

	Monday		02/03/20		Tuesday		02/04/20		Wednesday		02/05/20		Thursday		02/06/20		Friday		02/07/20	
PM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	$5.15	379	2,571	76%	$5.15	384	2,856	84%	$5.15	397	2,831	83%	$7.45	414	2,862	84%	$7.85	499	3,205	94%
1500 - 1600	$5.50	548	3,029	89%	$5.75	617	2,733	80%	$7.75	603	2,908	86%	$6.75	586	3,321	98%	$8.65	662	2,785	82%
1600 - 1700	$5.35	455	2,911	86%	$5.50	383	2,831	83%	$7.50	399	2,938	86%	$7.80	427	2,812	83%	$8.45	442	2,777	82%
1700 - 1800	$5.30	528	2,927	86%	$5.40	475	2,781	82%	$6.40	493	2,973	87%	$8.20	428	2,423	71%	$7.05	519	2,834	83%
1800 - 1900	$5.50	599	2,413	71%	$3.95	667	3,057	90%	$3.95	657	3,000	88%	$4.85	712	3,067	90%	$6.55	735	2,906	85%
1900 - 2000	$3.85	507	1,781	52%	$3.85	621	2,577	76%	$3.85	623	2,319	68%	$5.60	661	2,623	77%	$6.05	653	2,240	66%

	Monday		02/10/20		Tuesday		02/11/20		Wednesday		02/12/20		Thursday		02/13/20		Friday		02/14/20	
PM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	$5.15	417	2,488	73%	$5.15	391	2,940	86%	$5.15	407	3,038	89%	$7.45	423	2,911	86%	$7.85	605	3,249	96%
1500 - 1600	$5.50	591	3,051	90%	$5.75	581	2,881	85%	$7.75	580	2,912	86%	$6.75	567	3,261	96%	$8.65	615	2,515	74%
1600 - 1700	$5.35	438	2,797	82%	$5.50	394	3,006	88%	$7.50	383	2,856	84%	$7.80	467	2,891	85%	$8.45	505	2,761	81%
1700 - 1800	$5.30	418	2,499	74%	$5.40	500	3,015	89%	$6.40	479	2,926	86%	$8.20	476	2,621	77%	$7.05	557	2,830	83%
1800 - 1900	$5.50	727	2,949	87%	$3.95	693	3,128	92%	$3.95	647	3,029	89%	$4.85	637	3,038	89%	$6.55	707	2,772	82%
1900 - 2000	$3.85	565	2,018	59%	$3.85	517	2,184	64%	$3.85	634	2,620	77%	$5.60	743	2,951	87%	$6.05	816	2,429	71%

	Monday		02/17/20		Tuesday		02/18/20		Wednesday		02/19/20		Thursday		02/20/20		Friday		02/21/20	
PM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	$5.15	565	2,344	69%	$5.15	399	2,913	86%	$5.15	349	2,920	86%	$7.45	412	2,885	85%	$7.85	559	3,331	98%
1500 - 1600	$5.50	740	2,880	85%	$5.75	546	2,241	66%	$7.75	579	2,898	85%	$6.75	524	3,233	95%	$8.65	653	2,681	79%
1600 - 1700	$5.35	507	2,452	72%	$5.50	416	2,950	87%	$7.50	398	3,037	89%	$7.80	465	3,156	93%	$8.45	413	2,720	80%
1700 - 1800	$5.30	513	2,230	66%	$5.40	506	2,988	88%	$6.40	494	2,912	86%	$8.20	466	2,564	75%	$7.05	501	2,826	83%
1800 - 1900	$5.50	561	1,735	51%	$3.95	677	2,990	88%	$3.95	655	2,858	84%	$4.85	686	2,983	88%	$6.55	773	2,927	86%
1900 - 2000	$3.85	533	1,383	41%	$3.85	634	2,509	74%	$3.85	642	2,516	74%	$5.60	682	2,725	80%	$6.05	691	2,232	66%

	Monday		02/24/20		Tuesday		02/25/20		Wednesday		02/26/20		Thursday		02/27/20		Friday		02/28/20	
PM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	$5.15	432	2,743	81%	$5.15	383	2,866	84%	$5.15	408	3,020	89%	$7.45	419	2,880	85%	$7.85	512	3,291	97%
1500 - 1600	$5.50	578	3,039	89%	$5.75	590	2,880	85%	$7.75	504	2,163	64%	$6.75	624	3,453	102%	$8.65	643	2,684	79%
1600 - 1700	$5.35	387	2,696	79%	$5.50	371	3,026	89%	$7.50	427	3,109	91%	$7.80	497	3,196	94%	$8.45	459	2,937	86%
1700 - 1800	$5.30	439	2,630	77%	$5.40	421	2,717	80%	$6.40	498	2,873	85%	$8.20	479	2,674	79%	$7.05	569	2,902	85%
1800 - 1900	$5.50	689	2,874	85%	$3.95	613	2,679	79%	$3.95	648	2,912	86%	$4.85	682	3,044	90%	$6.55	703	2,833	83%
1900 - 2000	$3.85	547	2,051	60%	$3.85	678	2,696	79%	$3.85	655	2,692	79%	$5.60	624	2,420	71%	$6.05	642	2,245	66%

OCTA WESTBOUND PEAK-HOUR VOLUMES

	Monday		02/03/20		Tuesday		02/04/20		Wednesday		02/05/20		Thursday		02/06/20		Friday		02/07/20	
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	$3.05	729	2,369	70%	$3.05	786	2,478	73%	$3.05	694	2,304	68%	$3.05	817	2,518	74%	$3.05	645	1,985	58%
0500 - 0600	$4.95	813	2,540	75%	$4.95	894	2,579	76%	$4.95	837	2,575	76%	$4.95	824	2,655	78%	$4.70	722	2,459	72%
0600 - 0700	$5.15	558	2,065	61%	$5.15	535	2,042	60%	$5.15	618	2,358	69%	$5.15	586	1,981	58%	$4.95	581	2,049	60%
0700 - 0800	$5.65	393	2,009	59%	$5.65	431	2,135	63%	$5.65	457	2,293	67%	$5.65	441	2,130	63%	$5.50	383	1,976	58%
0800 - 0900	$5.15	228	2,002	59%	$5.15	239	2,348	69%	$5.15	275	2,001	59%	$5.15	233	2,019	59%	$4.95	233	1,825	54%
0900 - 1000	$4.10	225	1,945	57%	$4.10	214	2,188	64%	$4.10	230	2,039	60%	$4.10	245	2,072	61%	$4.10	250	1,728	51%

	Monday		02/10/20		Tuesday		02/11/20		Wednesday		02/12/20		Thursday		02/13/20		Friday		02/14/20	
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	$3.05	766	2,471	73%	$3.05	774	2,556	75%	$3.05	738	2,486	73%	$3.05	753	2,482	73%	$3.05	611	1,901	56%
0500 - 0600	$4.95	794	2,467	73%	$4.95	871	2,635	78%	$4.95	771	2,496	73%	$4.95	838	2,670	79%	$4.70	734	2,443	72%
0600 - 0700	$5.15	453	2,057	61%	$5.15	551	2,201	65%	$5.15	540	2,095	62%	$5.15	618	2,066	61%	$4.95	612	2,147	63%
0700 - 0800	$5.65	327	1,979	58%	$5.65	453	2,307	68%	$5.65	438	2,214	65%	$5.65	426	2,185	64%	$5.50	364	1,975	58%
0800 - 0900	$5.15	257	2,049	60%	$5.15	290	2,289	67%	$5.15	253	2,143	63%	$5.15	223	1,955	58%	$4.95	274	1,922	57%
0900 - 1000	$4.10	295	2,058	61%	$4.10	246	2,205	65%	$4.10	246	2,074	61%	$4.10	243	1,850	54%	$4.10	350	1,758	52%

	Monday		02/17/20		Tuesday		02/18/20		Wednesday		02/19/20		Thursday		02/20/20		Friday		02/21/20	
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	$3.05	493	1,538	45%	$3.05	798	2,611	77%	$3.05	802	2,580	76%	$3.05	753	2,534	75%	$3.05	601	1,978	58%
0500 - 0600	$4.95	495	1,593	47%	$4.95	852	2,624	77%	$4.95	834	2,552	75%	$4.95	810	2,646	78%	$4.70	751	2,564	75%
0600 - 0700	$5.15	266	1,129	33%	$5.15	562	2,202	65%	$5.15	549	2,161	64%	$5.15	589	2,113	62%	$4.95	564	2,150	63%
0700 - 0800	$5.65	195	1,058	31%	$5.65	458	2,363	70%	$5.65	432	2,259	66%	$5.65	419	2,180	64%	$5.50	387	1,863	55%
0800 - 0900	$5.15	270	1,042	31%	$5.15	269	1,972	58%	$5.15	238	1,921	57%	$5.15	246	2,099	62%	$4.95	243	1,824	54%
0900 - 1000	$4.10	434	1,288	38%	$4.10	282	1,795	53%	$4.10	253	1,540	45%	$4.10	262	2,117	62%	$4.10	290	2,007	59%

	Monday		02/24/20		Tuesday		02/25/20		Wednesday		02/26/20		Thursday		02/27/20		Friday		02/28/20	
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	$3.05	742	2,488	73%	$3.05	742	2,541	75%	$3.05	770	2,596	76%	$3.05	765	2,625	77%	$3.05	661	2,029	60%
0500 - 0600	$4.95	756	2,475	73%	$4.95	886	2,651	78%	$4.95	808	2,475	73%	$4.95	853	2,738	81%	$4.70	751	2,523	74%
0600 - 0700	$5.15	583	2,200	65%	$5.15	552	2,231	66%	$5.15	601	2,296	68%	$5.15	583	2,160	64%	$4.95	592	2,076	61%
0700 - 0800	$5.65	420	2,158	63%	$5.65	450	2,263	67%	$5.65	465	2,287	67%	$5.65	421	2,135	63%	$5.50	397	1,938	57%
0800 - 0900	$5.15	267	1,851	54%	$5.15	258	2,196	65%	$5.15	280	2,187	64%	$5.15	272	2,148	63%	$4.95	231	1,870	55%
0900 - 1000	$4.10	255	2,029	60%	$4.10	244	2,156	63%	$4.10	240	2,212	65%	$4.10	251	2,159	64%	$4.10	242	1,746	51%

OCTA OPERATIONAL HIGHLIGHTS

On-road Operations

OCTA Customer Assistance Specialists (CAS) responded to 84 calls during the month of February. Of those calls, 69 were to assist disabled vehicles and 9 calls to remove debris. The CAS provided assistance to 6 accidents in the Express Lanes with 5 of those accidents originated from the SR91 general-purpose lanes.

Electronic Toll and Traffic Management System Project Update

Kapsch TrafficCom USA, Inc., (Kapsch), the toll lanes system integrator for the 91 Express Lanes, completed the replacement of the Electronic Toll and Traffic Management (ETTM) system at the current toll gantries. This new lane system is reading both the new 6C transponder protocol as well as the legacy Title 21 protocol. The next phase of the project entails the replacement of the closed-circuit television cameras along the corridor. New toll gantries will be constructed at the three entrances of the OCTA 91 Express Lanes after which Kapsch will install new ETTM equipment on the entrance gantries.

6C Transition Update

In February, changes to the back-office system to incorporate the new 6C transponder protocol were completed. During the month, the 91 Express Lanes continued to send letters to customers notifying them of the transition to 6C, as well as changes to the account plans, user agreement and privacy policy. Distribution of the new welcome kit and sticker transponders commenced in February. It is envisioned the distribution of the new transponders to all the customers will take place over several months.

FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes
Operating Statement

Description	YTD as of : Actual [1]	2/29/2020 Budget [1]	YTD Variance Dollar $	Percent (%)
Operating revenues:				
Toll revenue	$ 33,316,632.31	$ 35,149,994.00	$ (1,833,361.69)	(5.2)
Fee revenue	5,320,852.97	3,285,304.00	2,035,548.97	62.0
Total operating revenues	38,637,485.28	38,435,298.00	202,187.28	0.5
Operating expenses:				
Contracted services	4,121,794.72	5,056,360.00	934,565.28	18.5
Administrative fee	1,889,920.00	1,893,256.00	3,336.00	0.2
Other professional services	780,869.65	1,754,448.00	973,578.35	55.5
Credit card processing fees	879,151.85	923,265.00	44,113.15	4.8
Toll road account servicing	636,207.80	1,599,250.00	963,042.20	60.2
Other insurance expense	248,729.99	499,800.00	251,070.01	50.2
Toll road maintenance supply repairs	171,189.04	333,336.00	162,146.96	48.6
Patrol services	737,040.76	653,080.00	(83,960.76)	(12.9)
Building equipment repairs and maint	38,506.36	215,616.00	177,109.64	82.1
6C Transponders	250,518.75	125,000.00	(125,518.75)	(100.4)
Other services	(8,449.50)	19,164.00	27,613.50	144.1
Utilities	32,946.09	48,984.00	16,037.91	32.7
Office expense	3,192.15	113,772.00	110,579.85	97.2
Bad debt expense	120,388.85	-	(120,388.85)	N/A
Miscellaneous [2]	44,258.61	90,350.00	46,091.39	51.0
Leases	271,272.73	306,544.00	35,271.27	11.5
Total operating expenses	10,217,537.85	13,632,225.00	3,414,687.15	25.0
Depreciation and amortization [3]	2,354,792.82	-	(2,354,792.82)	N/A
Operating income (loss)	26,065,154.61	24,803,073.00	1,262,081.61	5.1
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	661,979.15	906,250.00	(244,270.85)	(27.0)
Interest income	3,916,218.98	2,530,728.00	1,385,490.98	54.7
Interest expense	(3,078,987.29)	(3,141,376.00)	62,388.71	2.0
Other	33,009.18	-	33,009.18	N/A
Total nonoperating revenues (expenses)	1,532,220.02	295,602.00	1,236,618.02	(418.3)
Transfers in	-	-	-	N/A
Transfers out [4]	(14,533,031.82)	(30,000.00)	(14,503,031.82)	(48,343.4)
Net income (loss)	**$ 13,064,342.81**	**$ 25,068,675.00**	**$ (12,004,332.19)**	**(47.9)**

[1]Actual amounts are accounted for on the accrual basis of accounting in an enterprise fund. Budget amounts are accounted for on a modified accrual basis of accounting.
[2]Miscellaneous expenses include: Bond Insurance Costs, Bank Service Charge, Transponder Materials.
[3]Depreciation and amortization are not budgeted items.
[4]For M2 Project I and Project J expense reimbursements.

Capital Asset Activity

During the seven months ending February 29, 2020, capital asset activities included $195,292 for the ETTM system project, $297,339 for the new back-office/account management system, $5,920 for computer equipment and $325,411 for transponder purchases.

OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

Total traffic volume on the 91 Express Lanes for February 2020 was 1,241,893. This represents a daily average of 42,824 vehicles. This is a 11% increase in total traffic volume from the same period last year, which totaled 1,118,546. Potential toll revenue for the month was $5,610,397, which represents an increase of 24.8% from the prior year's total of $4,495,410. Carpool percentage for January was 22.68% as compared to the previous year's rate of 23.74%.

Month-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the month of February 2020.

Current Month-to-Date (MTD) as of February 29, 2020

Trips	FEB-20 MTD Actual	Stantec MTD Projected	# Variance	% Variance	FEB-19 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	960,256	922,471	37,785	4.1%	853,001	12.6%
3+ Lanes	281,637	289,771	(8,134)	(2.8%)	265,545	6.1%
Total Gross Trips	1,241,893	1,212,243	29,650	2.4%	1,118,546	11.0%
Revenue						
Full Toll Lanes	$5,579,936	$3,716,771	$1,863,165	50.1%	$4,459,143	25.1%
3+ Lanes	$30,461	$0	$30,461		$36,267	(16.0%)
Total Gross Revenue	$5,610,397	$3,716,771	$1,893,626	50.9%	$4,495,410	24.8%
Average Revenue per Trip						
Average Full Toll Lanes	$5.81	$4.03	$1.78	44.2%	$5.23	11.1%
Average 3+ Lanes	$0.11	$0.00	$0.11		$0.14	(21.4%)
Average Gross Revenue	$4.52	$3.07	$1.45	47.2%	$4.02	12.4%

The 2020 fiscal year-to-date (YTD) traffic volume is 4.6% higher when compared with the same period last year. The 2020 fiscal year-to-date revenue is 21.7% higher than for the same period last year. The traffic and revenue increases are attributed to higher demand and increased toll rates to manage the demand. Year-to-date average revenue per-trip is $4.30.

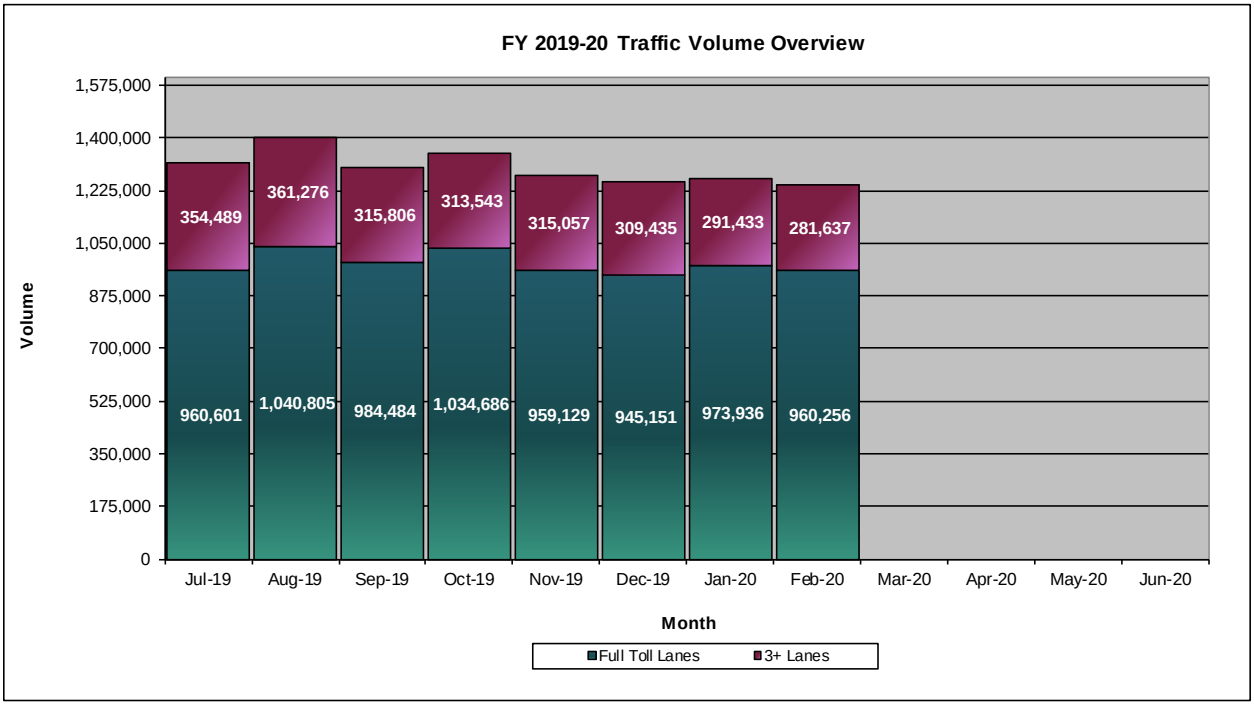
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the months of July 2019 through February 2020.

FY 2019-20 Year to Date as of February 29, 2020

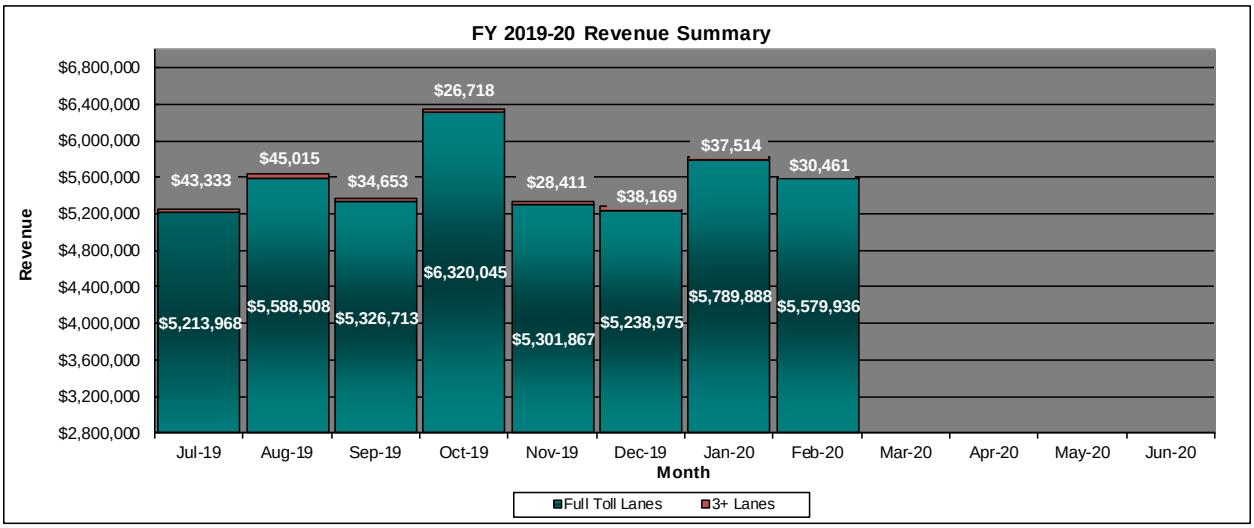
Trips	FY 2019-20 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2018-19 YTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	7,903,204	7,773,214	129,990	1.7%	7,528,336	5.0%
3+ Lanes	2,481,489	2,517,143	(35,654)	(1.4%)	2,402,812	3.3%
Total Gross Trips	10,384,693	10,290,357	94,336	0.9%	9,931,148	4.6%
Revenue						
Full Toll Lanes	$44,359,901	$30,728,100	$13,631,801	44.4%	$36,383,686	21.9%
3+ Lanes	$284,274	$0	$284,274		$288,561	(1.5%)
Total Gross Revenue	$44,644,175	$30,728,100	$13,916,075	45.3%	$36,672,246	21.7%
Average Revenue per Trip						
Average Full Toll Lanes	$5.61	$3.95	$1.66	42.0%	$4.83	16.1%
Average 3+ Lanes	$0.11	$0.00	$0.11		$0.12	(8.3%)
Average Gross Revenue	$4.30	$2.99	$1.31	43.8%	$3.69	16.5%

RCTC Traffic and Revenue Summary

The chart below reflects the total trips broken down between Full Toll lanes and HOV3+ lanes for FY 2019-20 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between Full Toll lanes and HOV3+ lanes for FY 2019-20 on a monthly basis.



RCTC PEAK-HOUR VOLUMES

RCTC evaluates traffic volumes for peak period hours and either increases or decreases tolls according to the toll rate policy. Hours that are highlighted in yellow were flagged for continued evaluation. The next quarterly adjustment is scheduled for April 1, 2020.

RCTC EASTBOUND PEAK-HOUR VOLUMES

Eastbound PM Peak - County Line to McKinley

	Monday			02/03/20		Tuesday			02/04/20		Wednesday			02/05/20		Thursday			02/06/20		Friday			02/07/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$5.30	209	919	1,128	D	$6.95	196	974	1,170	D	$9.00	208	1,010	1,218	E	$11.85	203	1,011	1,214	E	$21.00	307	1,147	1,454	F
1500 - 1600	$7.35	265	947	1,212	E	$6.95	295	898	1,193	D	$9.90	272	912	1,184	D	$11.35	317	1,035	1,352	F	$18.70	384	954	1,338	F
1600 - 1700	$5.30	181	858	1,039	D	$5.30	154	924	1,078	D	$5.30	166	961	1,127	D	$7.50	206	901	1,107	D	$10.45	226	1,005	1,231	E
1700 - 1800	$5.30	219	799	1,018	D	$5.30	193	771	964	C	$5.30	210	862	1,072	D	$5.30	220	807	1,027	D	$6.95	242	897	1,139	D
1800 - 1900	$5.30	242	667	909	C	$5.30	296	799	1,095	D	$5.30	263	753	1,016	D	$5.30	283	850	1,133	D	$5.30	354	845	1,199	D
1900 - 2000	$2.25	198	462	660	B	$4.20	252	724	976	C	$5.30	265	650	915	C	$5.30	257	773	1,030	D	$5.30	311	767	1,078	D

	Monday			02/10/20		Tuesday			02/11/20		Wednesday			02/12/20		Thursday			02/13/20		Friday			02/14/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$5.30	202	858	1,060	D	$6.95	199	994	1,193	D	$9.00	242	1,133	1,375	F	$11.85	240	1,137	1,377	F	$21.00	415	1,257	1,672	F
1500 - 1600	$7.35	290	929	1,219	E	$6.95	291	971	1,262	E	$9.90	301	915	1,216	E	$11.35	315	1,101	1,416	F	$18.70	387	810	1,197	D
1600 - 1700	$5.30	208	899	1,107	D	$5.30	190	927	1,117	D	$5.30	193	940	1,133	D	$7.50	233	1,053	1,286	E	$10.45	359	1,216	1,575	F
1700 - 1800	$5.30	183	748	931	C	$5.30	206	889	1,095	D	$5.30	230	938	1,168	D	$5.30	254	876	1,130	D	$6.95	425	1,328	1,753	F
1800 - 1900	$5.30	255	808	1,063	D	$5.30	289	804	1,093	D	$5.30	274	869	1,143	D	$5.30	288	898	1,186	D	$5.30	365	1,121	1,486	F
1900 - 2000	$2.25	194	565	759	B	$4.20	208	664	872	C	$5.30	252	725	977	C	$5.30	297	903	1,200	D	$5.30	438	936	1,374	F

	Monday			02/17/20		Tuesday			02/18/20		Wednesday			02/19/20		Thursday			02/20/20		Friday			02/21/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$5.30	291	857	1,148	D	$6.95	193	1,022	1,215	E	$9.00	197	1,077	1,274	E	$11.85	244	1,012	1,256	E	$21.00	320	1,151	1,471	F
1500 - 1600	$7.35	392	875	1,267	E	$6.95	261	815	1,076	D	$9.90	334	937	1,271	E	$11.35	314	1,082	1,396	F	$18.70	353	873	1,226	E
1600 - 1700	$5.30	234	740	974	C	$5.30	203	974	1,177	D	$5.30	193	1,005	1,198	D	$7.50	234	983	1,217	E	$10.45	200	997	1,197	D
1700 - 1800	$5.30	254	665	919	C	$5.30	192	909	1,101	D	$5.30	224	856	1,080	D	$5.30	208	836	1,044	D	$6.95	243	956	1,199	D
1800 - 1900	$5.30	221	507	728	B	$5.30	299	759	1,058	D	$5.30	309	731	1,040	D	$5.30	276	867	1,143	D	$5.30	312	929	1,241	E
1900 - 2000	$2.25	223	380	603	B	$4.20	251	675	926	C	$5.30	273	687	960	C	$5.30	284	925	1,209	E	$5.30	284	774	1,058	D

	Monday			02/24/20		Tuesday			02/25/20		Wednesday			02/26/20		Thursday			02/27/20		Friday			02/28/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$5.30	230	998	1,228	E	$6.95	188	1,024	1,212	E	$9.00	219	1,094	1,313	F	$11.85	227	1,093	1,320	F	$21.00	303	1,153	1,456	F
1500 - 1600	$7.35	294	930	1,224	E	$6.95	282	926	1,208	E	$9.90	259	767	1,026	D	$11.35	328	1,087	1,415	F	$18.70	331	909	1,240	E
1600 - 1700	$5.30	168	849	1,017	D	$5.30	174	932	1,106	D	$5.30	210	1,010	1,220	E	$7.50	206	1,035	1,241	E	$10.45	248	1,002	1,250	E
1700 - 1800	$5.30	186	811	997	C	$5.30	203	808	1,011	D	$5.30	226	863	1,089	D	$5.30	230	897	1,127	D	$6.95	270	968	1,238	E
1800 - 1900	$5.30	244	823	1,067	D	$5.30	271	734	1,005	D	$5.30	268	794	1,062	D	$5.30	290	835	1,125	D	$5.30	334	833	1,167	D
1900 - 2000	$2.25	213	602	815	C	$4.20	264	735	999	C	$5.30	259	769	1,028	D	$5.30	231	704	935	C	$5.30	296	741	1,037	D

Eastbound PM Peak - County Line to I-15 South

	Monday			02/03/20		Tuesday			02/04/20		Wednesday			02/05/20		Thursday			02/06/20		Friday			02/07/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$2.95	94	648	742	B	$5.30	101	758	859	C	$5.30	106	702	808	C	$5.30	103	733	836	C	$5.30	140	749	889	C
1500 - 1600	$5.30	127	702	829	C	$2.95	142	662	804	C	$2.95	128	692	820	C	$5.30	149	766	915	C	$2.95	150	587	737	B
1600 - 1700	$2.95	106	614	720	B	$2.95	89	645	734	B	$2.95	103	658	761	B	$2.95	110	653	763	B	$2.95	109	696	805	C
1700 - 1800	$2.95	117	576	693	B	$2.95	95	637	732	B	$2.95	100	650	750	B	$2.95	104	533	637	B	$2.95	97	616	713	B
1800 - 1900	$2.95	131	482	613	B	$2.95	158	583	741	B	$2.95	131	611	742	B	$2.95	156	605	761	B	$2.95	162	546	708	B
1900 - 2000	$2.95	129	344	473	B	$2.95	165	518	683	B	$2.95	135	488	623	B	$2.95	164	578	742	B	$2.95	166	430	596	B

	Monday			02/10/20		Tuesday			02/11/20		Wednesday			02/12/20		Thursday			02/13/20		Friday			02/14/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$2.95	101	707	808	C	$5.30	116	761	877	C	$5.30	112	765	877	C	$5.30	115	800	915	C	$5.30	143	611	754	B
1500 - 1600	$5.30	127	719	846	C	$2.95	122	681	803	C	$2.95	133	728	861	C	$5.30	125	788	913	C	$2.95	107	469	576	B
1600 - 1700	$2.95	79	615	694	B	$2.95	91	731	822	C	$2.95	88	697	785	B	$2.95	120	684	804	C	$2.95	88	361	449	B
1700 - 1800	$2.95	96	554	650	B	$2.95	105	645	750	B	$2.95	99	605	704	B	$2.95	92	588	680	B	$2.95	60	230	290	A
1800 - 1900	$2.95	142	609	751	B	$2.95	140	634	774	B	$2.95	138	596	734	B	$2.95	148	647	795	B	$2.95	140	366	506	B
1900 - 2000	$2.95	115	408	523	B	$2.95	134	477	611	B	$2.95	161	548	709	B	$2.95	150	644	794	B	$2.95	211	493	704	B

	Monday			02/17/20		Tuesday			02/18/20		Wednesday			02/19/20		Thursday			02/20/20		Friday			02/21/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$2.95	165	590	755	B	$5.30	123	724	847	C	$5.30	123	736	859	C	$5.30	120	784	904	C	$5.30	134	837	971	C
1500 - 1600	$5.30	205	606	811	C	$2.95	138	570	708	B	$2.95	150	629	779	B	$5.30	141	745	886	C	$2.95	129	590	719	B
1600 - 1700	$2.95	124	530	654	B	$2.95	98	695	793	B	$2.95	117	669	786	B	$2.95	115	702	817	C	$2.95	91	608	699	B
1700 - 1800	$2.95	136	496	632	B	$2.95	97	641	738	B	$2.95	121	612	733	B	$2.95	102	589	691	B	$2.95	102	588	690	B
1800 - 1900	$2.95	149	339	488	B	$2.95	131	593	724	B	$2.95	151	571	722	B	$2.95	142	566	708	B	$2.95	154	522	676	B
1900 - 2000	$2.95	146	238	384	A	$2.95	158	537	695	B	$2.95	181	532	713	B	$2.95	168	611	779	B	$2.95	166	514	680	B

	Monday			02/24/20		Tuesday			02/25/20		Wednesday			02/26/20		Thursday			02/27/20		Friday			02/28/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$2.95	124	753	877	C	$5.30	109	741	850	C	$5.30	112	777	889	C	$5.30	98	742	840	C	$5.30	139	782	921	C
1500 - 1600	$5.30	141	652	793	B	$2.95	133	660	793	B	$2.95	121	547	668	B	$5.30	132	790	922	C	$2.95	163	598	761	B
1600 - 1700	$2.95	112	616	728	B	$2.95	85	662	747	B	$2.95	105	802	907	C	$2.95	115	772	887	C	$2.95	125	715	840	C
1700 - 1800	$2.95	104	601	705	B	$2.95	88	629	717	B	$2.95	108	571	679	B	$2.95	100	587	687	B	$2.95	125	578	703	B
1800 - 1900	$2.95	147	583	730	B	$2.95	130	516	646	B	$2.95	137	583	720	B	$2.95	134	605	739	B	$2.95	161	570	731	B
1900 - 2000	$2.95	134	463	597	B	$2.95	170	591	761	B	$2.95	167	578	745	B	$2.95	141	542	683	B	$2.95	162	465	627	B

RCTC WESTBOUND PEAK-HOUR VOLUMES

Eastbound PM Peak - County Line to I-15 South

	Monday			02/03/20		Tuesday			02/04/20		Wednesday			02/05/20		Thursday			02/06/20		Friday			02/07/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$2.95	94	648	742	B	$5.30	101	758	859	C	$5.30	106	702	808	C	$5.30	103	733	836	C	$5.30	140	749	889	C
1500 - 1600	$5.30	127	702	829	C	$2.95	142	662	804	C	$2.95	128	692	820	C	$5.30	149	766	915	C	$2.95	150	587	737	B
1600 - 1700	$2.95	106	614	720	B	$2.95	89	645	734	B	$2.95	103	658	761	B	$2.95	110	653	763	B	$2.95	109	696	805	C
1700 - 1800	$2.95	117	576	693	B	$2.95	95	637	732	B	$2.95	100	650	750	B	$2.95	104	533	637	B	$2.95	97	616	713	B
1800 - 1900	$2.95	131	482	613	B	$2.95	158	583	741	B	$2.95	131	611	742	B	$2.95	156	605	761	B	$2.95	162	546	708	B
1900 - 2000	$2.95	129	344	473	B	$2.95	165	518	683	B	$2.95	135	488	623	B	$2.95	164	578	742	B	$2.95	166	430	596	B

	Monday			02/10/20		Tuesday			02/11/20		Wednesday			02/12/20		Thursday			02/13/20		Friday			02/14/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$2.95	101	707	808	C	$5.30	116	761	877	C	$5.30	112	765	877	C	$5.30	115	800	915	C	$5.30	143	611	754	B
1500 - 1600	$5.30	127	719	846	C	$2.95	122	681	803	C	$2.95	133	728	861	C	$5.30	125	788	913	C	$2.95	107	469	576	B
1600 - 1700	$2.95	79	615	694	B	$2.95	91	731	822	C	$2.95	88	697	785	B	$2.95	120	684	804	C	$2.95	88	361	449	B
1700 - 1800	$2.95	96	554	650	B	$2.95	105	645	750	B	$2.95	99	605	704	B	$2.95	92	588	680	B	$2.95	60	230	290	A
1800 - 1900	$2.95	142	609	751	B	$2.95	140	634	774	B	$2.95	138	596	734	B	$2.95	148	647	795	B	$2.95	140	366	506	B
1900 - 2000	$2.95	115	408	523	B	$2.95	134	477	611	B	$2.95	161	548	709	B	$2.95	150	644	794	B	$2.95	211	493	704	B

	Monday			02/17/20		Tuesday			02/18/20		Wednesday			02/19/20		Thursday			02/20/20		Friday			02/21/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$2.95	165	590	755	B	$5.30	123	724	847	C	$5.30	123	736	859	C	$5.30	120	784	904	C	$5.30	134	837	971	C
1500 - 1600	$5.30	205	606	811	C	$2.95	138	570	708	B	$2.95	150	629	779	B	$5.30	141	745	886	C	$2.95	129	590	719	B
1600 - 1700	$2.95	124	530	654	B	$2.95	98	695	793	B	$2.95	117	669	786	B	$2.95	115	702	817	C	$2.95	91	608	699	B
1700 - 1800	$2.95	136	496	632	B	$2.95	97	641	738	B	$2.95	121	612	733	B	$2.95	102	589	691	B	$2.95	102	588	690	B
1800 - 1900	$2.95	149	339	488	B	$2.95	131	593	724	B	$2.95	151	571	722	B	$2.95	142	566	708	B	$2.95	154	522	676	B
1900 - 2000	$2.95	146	238	384	A	$2.95	158	537	695	B	$2.95	181	532	713	B	$2.95	168	611	779	B	$2.95	166	514	680	B

	Monday			02/24/20		Tuesday			02/25/20		Wednesday			02/26/20		Thursday			02/27/20		Friday			02/28/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$2.95	124	753	877	C	$5.30	109	741	850	C	$5.30	112	777	889	C	$5.30	98	742	840	C	$5.30	139	782	921	C
1500 - 1600	$5.30	141	652	793	B	$2.95	133	660	793	B	$2.95	121	547	668	B	$5.30	132	790	922	C	$2.95	163	598	761	B
1600 - 1700	$2.95	112	616	728	B	$2.95	85	662	747	B	$2.95	105	802	907	C	$2.95	115	772	887	C	$2.95	125	715	840	C
1700 - 1800	$2.95	104	601	705	B	$2.95	88	629	717	B	$2.95	108	571	679	B	$2.95	100	587	687	B	$2.95	125	578	703	B
1800 - 1900	$2.95	147	583	730	B	$2.95	130	516	646	B	$2.95	137	583	720	B	$2.95	134	605	739	B	$2.95	161	570	731	B
1900 - 2000	$2.95	134	463	597	B	$2.95	170	591	761	B	$2.95	167	578	745	B	$2.95	141	542	683	B	$2.95	162	465	627	B

Eastbound PM Peak - County Line to I-15 South

	Monday			02/03/20		Tuesday			02/04/20		Wednesday			02/05/20		Thursday			02/06/20		Friday			02/07/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$2.95	94	648	742	B	$5.30	101	758	859	C	$5.30	106	702	808	C	$5.30	103	733	836	C	$5.30	140	749	889	C
1500 - 1600	$5.30	127	702	829	C	$2.95	142	662	804	C	$2.95	128	692	820	C	$5.30	149	766	915	C	$2.95	150	587	737	B
1600 - 1700	$2.95	106	614	720	B	$2.95	89	645	734	B	$2.95	103	658	761	B	$2.95	110	653	763	B	$2.95	109	696	805	C
1700 - 1800	$2.95	117	576	693	B	$2.95	95	637	732	B	$2.95	100	650	750	B	$2.95	104	533	637	B	$2.95	97	616	713	B
1800 - 1900	$2.95	131	482	613	B	$2.95	158	583	741	B	$2.95	131	611	742	B	$2.95	156	605	761	B	$2.95	162	546	708	B
1900 - 2000	$2.95	129	344	473	B	$2.95	165	518	683	B	$2.95	135	488	623	B	$2.95	164	578	742	B	$2.95	166	430	596	B

	Monday			02/10/20		Tuesday			02/11/20		Wednesday			02/12/20		Thursday			02/13/20		Friday			02/14/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$2.95	101	707	808	C	$5.30	116	761	877	C	$5.30	112	765	877	C	$5.30	115	800	915	C	$5.30	143	611	754	B
1500 - 1600	$5.30	127	719	846	C	$2.95	122	681	803	C	$2.95	133	728	861	C	$5.30	125	788	913	C	$2.95	107	469	576	B
1600 - 1700	$2.95	79	615	694	B	$2.95	91	731	822	C	$2.95	88	697	785	B	$2.95	120	684	804	C	$2.95	88	361	449	B
1700 - 1800	$2.95	96	554	650	B	$2.95	105	645	750	B	$2.95	99	605	704	B	$2.95	92	588	680	B	$2.95	60	230	290	A
1800 - 1900	$2.95	142	609	751	B	$2.95	140	634	774	B	$2.95	138	596	734	B	$2.95	148	647	795	B	$2.95	140	366	506	B
1900 - 2000	$2.95	115	408	523	B	$2.95	134	477	611	B	$2.95	161	548	709	B	$2.95	150	644	794	B	$2.95	211	493	704	B

	Monday			02/17/20		Tuesday			02/18/20		Wednesday			02/19/20		Thursday			02/20/20		Friday			02/21/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$2.95	165	590	755	B	$5.30	123	724	847	C	$5.30	123	736	859	C	$5.30	120	784	904	C	$5.30	134	837	971	C
1500 - 1600	$5.30	205	606	811	C	$2.95	138	570	708	B	$2.95	150	629	779	B	$5.30	141	745	886	C	$2.95	129	590	719	B
1600 - 1700	$2.95	124	530	654	B	$2.95	98	695	793	B	$2.95	117	669	786	B	$2.95	115	702	817	C	$2.95	91	608	699	B
1700 - 1800	$2.95	136	496	632	B	$2.95	97	641	738	B	$2.95	121	612	733	B	$2.95	102	589	691	B	$2.95	102	588	690	B
1800 - 1900	$2.95	149	339	488	B	$2.95	131	593	724	B	$2.95	151	571	722	B	$2.95	142	566	708	B	$2.95	154	522	676	B
1900 - 2000	$2.95	146	238	384	A	$2.95	158	537	695	B	$2.95	181	532	713	B	$2.95	168	611	779	B	$2.95	166	514	680	B

	Monday			02/24/20		Tuesday			02/25/20		Wednesday			02/26/20		Thursday			02/27/20		Friday			02/28/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$2.95	124	753	877	C	$5.30	109	741	850	C	$5.30	112	777	889	C	$5.30	98	742	840	C	$5.30	139	782	921	C
1500 - 1600	$5.30	141	652	793	B	$2.95	133	660	793	B	$2.95	121	547	668	B	$5.30	132	790	922	C	$2.95	163	598	761	B
1600 - 1700	$2.95	112	616	728	B	$2.95	85	662	747	B	$2.95	105	802	907	C	$2.95	115	772	887	C	$2.95	125	715	840	C
1700 - 1800	$2.95	104	601	705	B	$2.95	88	629	717	B	$2.95	108	571	679	B	$2.95	100	587	687	B	$2.95	125	578	703	B
1800 - 1900	$2.95	147	583	730	B	$2.95	130	516	646	B	$2.95	137	583	720	B	$2.95	134	605	739	B	$2.95	161	570	731	B
1900 - 2000	$2.95	134	463	597	B	$2.95	170	591	761	B	$2.95	167	578	745	B	$2.95	141	542	683	B	$2.95	162	465	627	B

RCTC OPERATIONAL HIGHLIGHTS

On-road Operations

RCTC Freeway Service Patrol (FSP) responded to 72 calls during the month of February. Of those calls, 56 were to assist disabled vehicles, 8 calls to remove debris and 8 were in response to accidents in the Express Lanes.

6C Transponder Technology

In February, the 91 Express Lanes continued to send letters to customers notifying them of the transition to the new 6C protocol, as well as changes to the account plans, user agreement and privacy policy. Distribution of the new welcome kit, which includes mounting instructions and the new sticker transponders commenced in February. It is envisioned the distribution of the new transponders to all the customers will take place over several months.

FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes
Operating Statement

	YTD as of :		2/29/2020	YTD Variance	
Description	**Actual[1]**		**Budget**	**Dollar $**	**Percent (%)**
Operating revenues:					
Toll Revenue	$ 40,575,423.24		$ 41,280,533.33	$ (705,110.09)	(1.7)
Fee Revenue	5,550,843.78		3,520,200.00	2,030,643.78	57.7
Total operating revenues	46,126,267.02		44,800,733.33	1,325,533.69	3.0
Operating expenses:					
Salaries and Benefits	516,929.73		902,266.67	385,336.94	42.7
Legal Services	145,178.94		233,333.33	88,154.39	37.8
Advisory Services	46,070.58		50,000.00	3,929.42	7.9
Audit and Accounting Fees	46,000.00		31,333.33	(14,666.67)	(46.8)
Service Fees	2,706.21		17,333.33	14,627.12	84.4
Other Professional Services	181,899.54		1,653,000.00	1,471,100.46	89.0
Lease Expense	144,476.19		171,000.00	26,523.81	15.5
Operations	2,047,745.70		2,419,000.00	371,254.30	15.3
Utilities	28,344.96		41,666.67	13,321.71	32.0
Supplies and Materials	123.62		3,333.33	3,209.71	96.3
Membership and Subscription Fees	20,306.75		16,666.67	(3,640.08)	(21.8)
Office Equipment & Furniture (Non-Capital)	747.12		3,333.33	2,586.21	77.6
Maintenance/Repairs	116,951.15		233,200.00	116,248.85	49.8
Training Seminars and Conferences	350.00		3,000.00	2,650.00	88.3
Transportation Expenses	2,369.93		5,000.00	2,630.07	52.6
Lodging	2,455.52		4,666.67	2,211.15	47.4
Meals	622.88		666.67	43.79	6.6
Other Staff Expenses	524.65		666.67	142.02	21.3
Advertising	6,776.63		126,666.67	119,890.04	94.7
Program Management	44,071.70		-	(44,071.70)	N/A
Program Operations	5,113,688.16		7,771,133.33	2,657,445.17	34.2
Litigation Settlement	-		6,666.67	6,666.67	100.0
Furniture & Equipment	340,518.76		500,000.00	159,481.24	31.9
Improvements	16,032.27		10,733.33	(5,298.94)	(49.4)
Depreciation	5,391,972.02	#	-	(5,391,972.02)	N/A
Bad Debt Expense	9.40		-	(9.40)	N/A
Total operating expenses	14,216,872.41		14,204,666.67	(12,205.74)	(0.1)
Operating income (loss)	31,909,394.61		30,596,066.67	1,313,327.94	4.3
Nonoperating revenues (expenses):					
Interest Revenue	2,228,813.71		892,666.67	1,336,147.04	(149.7)
Other Miscellaneous Revenue	(860.87)		-	(860.87)	N/A
Interest Expense	(14,346,501.75)	#	(4,746,600.00)	(9,599,901.75)	202.2
Total nonoperating revenues (expenses)	(16,221,544.78)		(3,853,933.33)	(12,367,611.45)	(320.9)
Transfers In	-		-	-	N/A
Transfers Out	(605,300.00)		(2,039,666.67)	1,434,366.67	(70.3)
Net income (loss)	**$ 15,082,549.83**		**$ 24,702,466.67**	**$ (9,619,916.84)**	**(38.9)**

[1] Unaudited

[2] Depreciation is not a budgeted expense

[3] Amount includes accrued compounded interest for the 91 Project Transportation Infrastructure Finance and Innovation Act (TIFIA) loan and accreted interest on the 2013 Toll Revenue Bonds Series B (capital appreciation). $10.8 million of the $14.3 million interest cost will not be paid in the current year and therefore not included in the FY 2019/20 budget

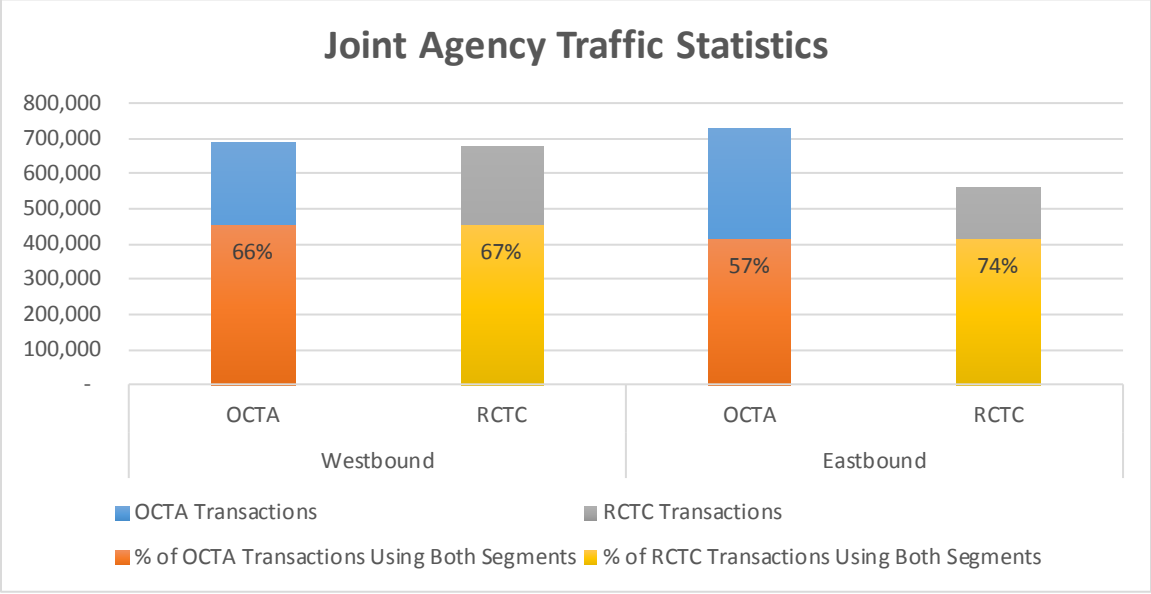
JOINT AGENCY TRIP AND REVENUE STATISTICS

MULTI AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING **February 29, 2020**

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	688,407	454,845	66%	$ 1,801,690
RCTC	681,202	454,845	67%	$ 3,762,812
I-15	298,225	201,093	67%	$ 1,584,421
McKinley	382,977	253,752	66%	$ 2,178,391
Eastbound				
OCTA	732,420	414,286	57%	$ 2,576,388
RCTC	560,691	414,286	74%	$ 1,847,586
I-15	208,879	164,534	79%	$ 499,087
McKinley	351,812	249,752	71%	$ 1,348,498

JOINT AGENCY TRAFFIC STATISTICS



JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	Reporting Period	PERFORMANCE STANDARD	Feb-20 Performance
CUSTOMER SERVICE			
** Call Wait Time	Monthly	Not to exceed 2 minutes	2:53
Abandon Rate	Monthly	No more than 4.0%	4.2%
Customer Satisfaction	Monthly	At least 75 outbound calls	76
VIOLATION PROCESSING			
Response Time	Monthly	Within 2 business days of receipt	1.3
CUSA Violation Collection Rate	Quarterly	70% or more	
CUSA Violation Collection Rate	Annually	74% or more	
TRAFFIC OPERATIONS			
Initial & Secondary Reviews	Monthly	Equal to or less than 15 days	1.1
* Plate Misread Errors	Monthly	Equal to or less than 0.4%	0.01%
CAS Response Time	Monthly	0:20 (minutes) per call	0:08
ACCOUNTING			
OCTA Exceptions	Monthly	No more than 3	0
RCTC Exceptions	Monthly	No more than 3	0
INFORMATION TECHNOLOGY			
Back-office System Uptime	Monthly	99% Availability	100%
Network Uptime	Monthly	99% Availability	100%

CUSA = Cofiroute USA; CAS = OCTA Customer Assistance Specialists

* Plate Misread Error performance is current after a 60-day hold-back period; therefore, percentage reported here is for 2 months prior to the month of this report.

** Call Wait Time KPI impacted by higher talk times due to 6C program implementation.

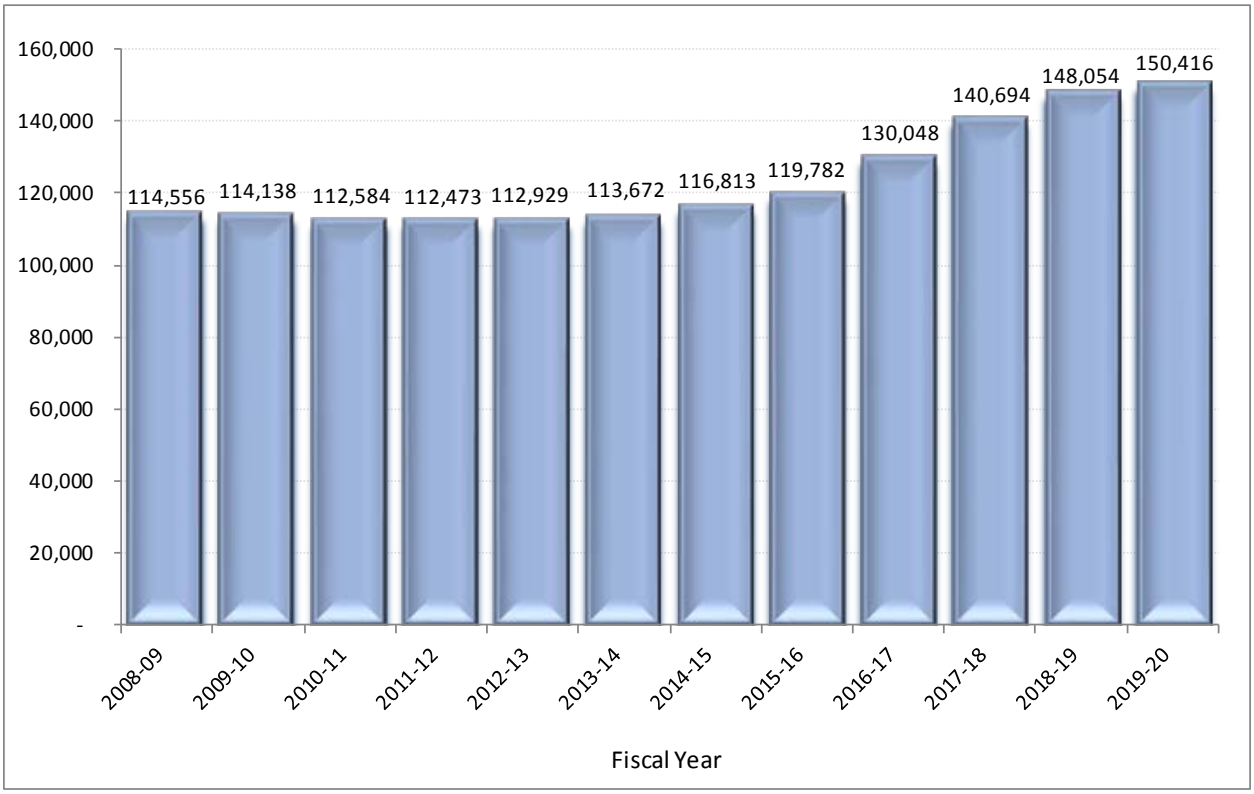
JOINT AGENCY TRANSPONDER DISTRIBUTION

T21 TRANSPONDER DISTRIBUTION	February-20		January-20		FY 2019-20	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	629	77.4%	1,061	40.2%	1,215	50.1%
Additional Tags to Existing Accounts	82	10.1%	801	30.4%	713	29.4%
Replacement Transponders	102	12.5%	775	29.4%	496	20.5%
Total Issued	**813**		**2,637**		**2,424**	
Returned						
Account Closures	335	18.2%	449	33.3%	454	35.5%
Accounts Downsizing	270	14.7%	162	12.0%	169	13.2%
Defective Transponders	1,235	67.1%	739	54.7%	656	51.3%
Total Returned	**1,840**		**1,350**		**1,280**	

At the end of February 2020, the 91 Express Lanes had 150,416 active customer accounts and 273,694 transponders classified as Assigned.

Number of Accounts by Fiscal Year

As of February 29, 2020



Incoming Email Activity

During February, the Anaheim Processing Center received 3,411 emails.

Orange County Transportation Authority
Riverside County Transportation Commission

91 Express Lanes

Status Report
March 2020

As of March 31, 2020

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OPERATIONS OVERVIEW OCTA

TRAFFIC AND REVENUE STATISTICS FOR OCTA

Total traffic volume on the 91 Express Lanes for March 2020 was 905,400. This represents a daily average of 29,206 vehicles. This is a 41.2% decrease in total traffic volume from the same period last year, which totaled 1,539,257. Potential toll revenue for March was $2,916,062, which represents a decrease of 35.8% from the prior year's total of $4,542,427. Carpool percentage for March was 22.68% as compared to the previous year's rate of 26.10%. The decreases were attributed to the COVID-19 pandemic and California Governor Gavin Newsom's orders for residents to self-quarantine and refrain from non-essential travel.

Month-to-date traffic and revenue data is summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 Express Lanes and associated potential revenue for the month of March 2020.

Current Month-to-Date (MTD) as of March 31, 2020

Trips	Mar-20 MTD Actual	Stantec MTD Projected	# Variance	% Variance	Mar-19 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	700,041	1,156,307	(456,266)	(39.5%)	1,137,488	(38.5%)
3+ Lanes	205,359	330,008	(124,649)	(37.8%)	401,769	(48.9%)
Total Gross Trips	905,400	1,486,315	(580,915)	(39.1%)	1,539,257	(41.2%)
Revenue						
Full Toll Lanes	$2,871,629	$4,861,024	(1,989,396)	(40.9%)	$4,464,988	(35.7%)
3+ Lanes	$44,433	$88,658	(44,225)	(49.9%)	$77,440	(42.6%)
Total Gross Revenue	$2,916,062	$4,949,682	(2,033,620)	(41.1%)	$4,542,427	(35.8%)
Average Revenue per Trip						
Average Full Toll Lanes	$4.10	$4.20	($0.10)	(2.4%)	$3.93	4.3%
Average 3+ Lanes	$0.22	$0.27	($0.05)	(18.5%)	$0.19	15.8%
Average Gross Revenue	$3.22	$3.33	($0.11)	(3.3%)	$2.95	9.2%

The 2020 fiscal year-to-date traffic volume decreased by 2% and potential toll revenue increased by 0.7%, when compared with the same period last year. Year-to-date average revenue per-trip is $3.05.

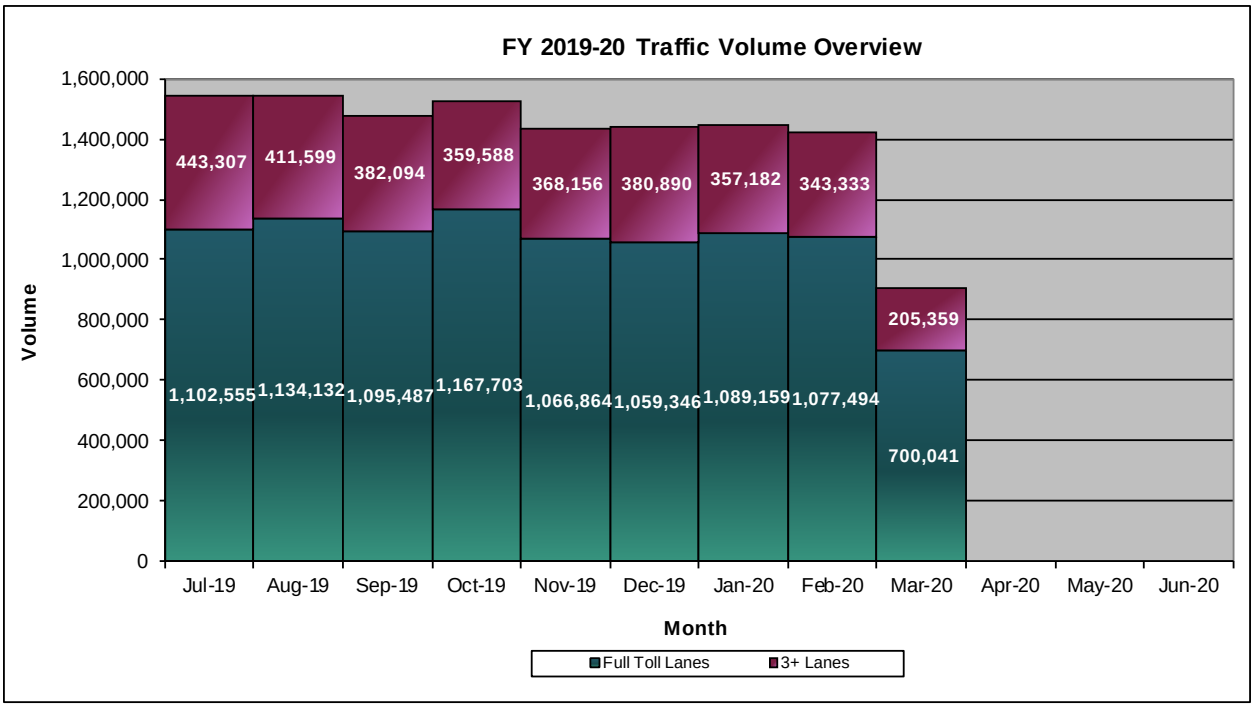
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 Express Lanes and associated potential revenue for the months of July 2019 through March 2020.

FY 2019-20 Year to Date as of March 31, 2020

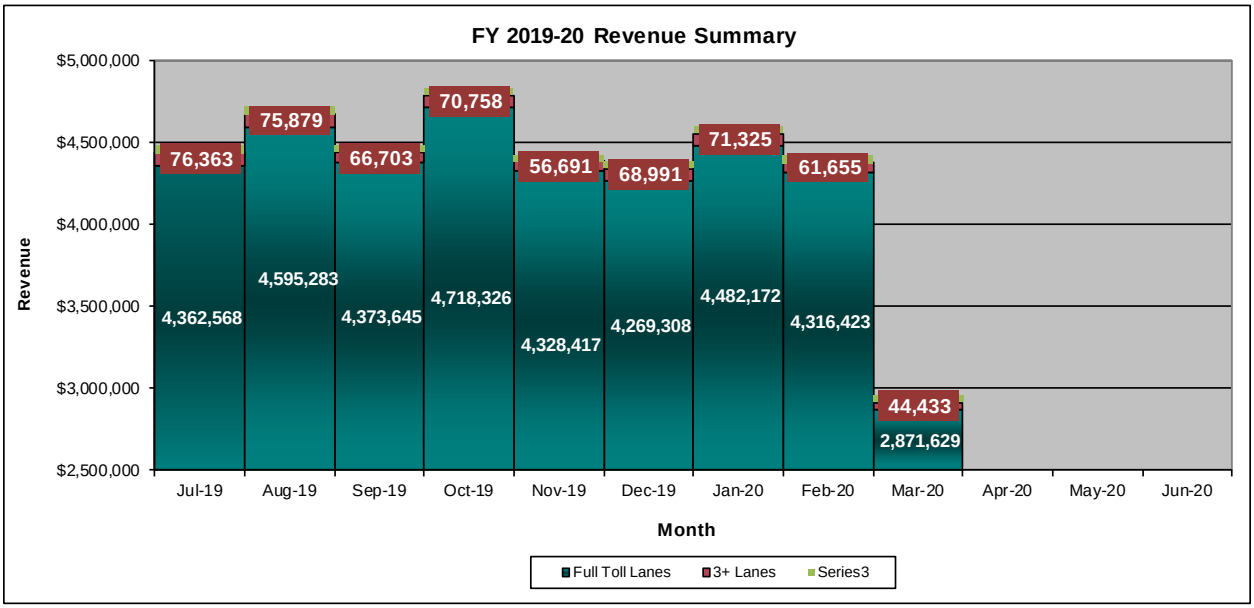
Trips	FY 2019-20 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2018-19 YTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	9,492,781	9,842,460	(349,679)	(3.6%)	9,576,949	(0.9%)
3+ Lanes	3,251,508	2,953,688	297,820	10.1%	3,425,122	(5.1%)
Total Gross Trips	12,744,289	12,796,147	(51,858)	(0.4%)	13,002,071	(2.0%)
Revenue						
Full Toll Lanes	$38,317,770	$41,222,562	(2,904,793)	(7.0%)	$37,964,136	0.9%
3+ Lanes	$592,798	$751,706	(158,908)	(21.1%)	$677,913	(12.6%)
Total Gross Revenue	$38,910,567	$41,974,268	(3,063,701)	(7.3%)	$38,642,049	0.7%
Average Revenue per Trip						
Average Full Toll Lanes	$4.04	$4.19	($0.15)	(3.6%)	$3.96	2.0%
Average 3+ Lanes	$0.18	$0.25	($0.07)	(28.0%)	$0.20	(10.0%)
Average Gross Revenue	$3.05	$3.28	($0.23)	(7.0%)	$2.97	2.7%

OCTA Traffic and Revenue Summary

The chart below reflects the total trips breakdown between Full Toll trips and HOV3+ trips for FY 2019-20 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between Full Toll trips and HOV3+ trips for FY 2019-20 on a monthly basis.



OCTA EASTBOUND PEAK-HOUR VOLUMES

Peak traffic hour in the eastbound direction reached or exceeded 90% or more of defined capacity 8 times during the month of March 2020. As demonstrated on the next chart, westbound peak hour traffic volumes top out at 80% of defined capacity.

	Monday	03/02/20			Tuesday	03/03/20			Wednesday	03/04/20			Thursday	03/05/20			Friday	03/06/20		
PM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	$5.15	383	2,666	78%	$5.15	387	2,720	80%	$5.15	443	3,008	88%	$7.45	466	2,873	85%	$7.85	525	3,227	95%
1500 - 1600	$5.50	556	2,782	82%	$5.75	617	2,783	82%	$7.75	599	2,848	84%	$6.75	621	3,470	102%	$8.65	634	2,608	77%
1600 - 1700	$5.35	436	3,055	90%	$5.50	423	2,894	85%	$7.50	412	2,459	72%	$7.80	496	3,092	91%	$8.45	447	2,605	77%
1700 - 1800	$5.30	507	3,153	93%	$5.40	474	2,807	83%	$6.40	510	3,001	88%	$8.20	470	2,710	80%	$7.05	535	2,954	87%
1800 - 1900	$5.50	648	2,730	80%	$3.95	702	3,022	89%	$3.95	673	3,042	89%	$4.85	659	2,920	86%	$6.55	657	2,727	80%
1900 - 2000	$3.85	457	1,816	53%	$3.85	490	1,976	58%	$3.85	588	2,307	68%	$5.60	637	2,410	71%	$6.05	609	2,058	61%

	Monday	03/09/20			Tuesday	03/10/20			Wednesday	03/11/20			Thursday	03/12/20			Friday	03/13/20		
PM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	$5.15	377	2,555	75%	$5.15	336	2,606	77%	$5.15	379	2,743	81%	$7.45	380	1,837	54%	$7.85	420	2,854	84%
1500 - 1600	$5.50	575	3,130	92%	$5.75	451	2,478	73%	$7.75	584	3,134	92%	$6.75	551	2,623	77%	$8.65	580	2,540	75%
1600 - 1700	$5.35	461	3,010	89%	$5.50	134	1,241	37%	$7.50	394	2,796	82%	$7.80	481	2,786	82%	$8.45	363	2,485	73%
1700 - 1800	$5.30	479	3,089	91%	$5.40	239	1,339	39%	$6.40	458	2,293	67%	$8.20	419	2,483	73%	$7.05	391	2,259	66%
1800 - 1900	$5.50	589	2,534	75%	$3.95	422	1,886	55%	$3.95	488	2,427	71%	$4.85	530	2,820	83%	$6.55	485	1,950	57%
1900 - 2000	$3.85	422	1,532	45%	$3.85	318	1,184	35%	$3.85	426	1,688	50%	$5.60	444	1,686	50%	$6.05	421	1,332	39%

	Monday	03/16/20			Tuesday	03/17/20			Wednesday	03/18/20			Thursday	03/19/20			Friday	03/20/20		
PM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	$5.15	350	2,168	64%	$5.15	338	2,138	63%	$5.15	296	1,737	51%	$7.45	306	1,705	50%	$7.85	283	1,619	48%
1500 - 1600	$5.50	482	2,680	79%	$5.75	456	2,391	70%	$7.75	448	2,142	63%	$6.75	341	2,214	65%	$8.65	299	1,412	42%
1600 - 1700	$5.35	362	2,376	70%	$5.50	309	2,294	67%	$7.50	293	1,992	59%	$7.80	271	1,659	49%	$8.45	190	1,260	37%
1700 - 1800	$5.30	349	2,310	68%	$5.40	317	2,017	59%	$6.40	278	1,641	48%	$8.20	184	1,245	37%	$7.05	194	1,070	31%
1800 - 1900	$5.50	381	1,551	46%	$3.95	315	1,352	40%	$3.95	225	1,073	32%	$4.85	176	885	26%	$6.55	171	729	21%
1900 - 2000	$3.85	224	840	25%	$3.85	190	753	22%	$3.85	159	582	17%	$5.60	147	555	16%	$6.05	137	432	13%

	Monday	03/23/20			Tuesday	03/24/20			Wednesday	03/25/20			Thursday	03/26/20			Friday	03/27/20		
PM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	$5.15	184	1,071	32%	$5.15	224	1,202	35%	$5.15	198	1,119	33%	$7.45	224	1,167	34%	$7.85	239	1,286	38%
1500 - 1600	$5.50	207	1,360	40%	$5.75	256	1,299	38%	$7.75	266	1,325	39%	$6.75	282	1,850	54%	$8.65	258	1,337	39%
1600 - 1700	$5.35	166	1,064	31%	$5.50	161	1,054	31%	$7.50	159	1,100	32%	$7.80	190	1,296	38%	$8.45	174	1,080	32%
1700 - 1800	$5.30	138	889	26%	$5.40	147	788	23%	$6.40	136	767	23%	$8.20	111	719	21%	$7.05	178	842	25%
1800 - 1900	$5.50	111	429	13%	$3.95	117	481	14%	$3.95	116	516	15%	$4.85	125	492	14%	$6.55	132	515	15%
1900 - 2000	$3.85	78	284	8%	$3.85	88	281	8%	$3.85	79	254	7%	$5.60	89	284	8%	$6.05	110	343	10%

	Monday	03/30/20			Tuesday	03/31/20			Wednesday	04/01/20			Thursday	04/02/20			Friday	04/03/20		
PM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	$5.15	191	1,019	30%	$5.15	186	1,068	31%												
1500 - 1600	$5.50	247	1,518	45%	$5.75	297	1,438	42%												
1600 - 1700	$5.35	146	1,264	37%	$5.50	156	1,223	36%												
1700 - 1800	$5.30	147	778	23%	$5.40	129	810	24%												
1800 - 1900	$5.50	113	411	12%	$3.95	103	445	13%												
1900 - 2000	$3.85	77	265	8%	$3.85	69	240	7%												

OCTA WESTBOUND PEAK-HOUR VOLUMES

	Monday 03/02/20				Tuesday 03/03/20				Wednesday 03/04/20				Thursday 03/05/20				Friday 03/06/20			
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	$3.05	711	2,555	75%	$3.05	804	2,711	80%	$3.05	755	2,569	76%	$3.05	804	2,606	77%	$3.05	687	2,046	60%
0500 - 0600	$4.95	809	2,640	78%	$4.95	197	486	14%	$4.95	838	2,578	76%	$4.95	884	2,713	80%	$4.70	773	2,471	73%
0600 - 0700	$5.15	561	2,180	64%	$5.15	55	241	7%	$5.15	580	2,250	66%	$5.15	581	2,103	62%	$4.95	590	2,140	63%
0700 - 0800	$5.65	419	2,143	63%	$5.65	364	1,752	52%	$5.65	450	2,098	62%	$5.65	493	2,147	63%	$5.50	390	1,821	54%
0800 - 0900	$5.15	192	1,890	56%	$5.15	119	978	29%	$5.15	261	2,224	65%	$5.15	221	2,088	61%	$4.95	191	1,513	45%
0900 - 1000	$4.10	194	1,927	57%	$4.10	243	2,092	62%	$4.10	241	2,130	63%	$4.10	273	2,175	64%	$4.10	220	1,750	51%

	Monday 03/09/20				Tuesday 03/10/20				Wednesday 03/11/20				Thursday 03/12/20				Friday 03/13/20			
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	$3.05	764	2,519	74%	$3.05	698	2,070	61%	$3.05	727	2,293	67%	$3.05	718	2,291	67%	$3.05	579	1,645	48%
0500 - 0600	$4.95	841	2,555	75%	$4.95	886	2,473	73%	$4.95	820	2,381	70%	$4.95	658	2,033	60%	$4.70	658	2,096	62%
0600 - 0700	$5.15	602	1,937	57%	$5.15	569	1,869	55%	$5.15	616	2,022	59%	$5.15	562	1,798	53%	$4.95	521	1,787	53%
0700 - 0800	$5.65	414	2,006	59%	$5.65	434	2,008	59%	$5.65	413	2,005	59%	$5.65	394	1,935	57%	$5.50	372	1,770	52%
0800 - 0900	$5.15	226	2,073	61%	$5.15	209	2,054	60%	$5.15	218	1,865	55%	$5.15	189	1,748	51%	$4.95	157	1,470	43%
0900 - 1000	$4.10	230	1,886	55%	$4.10	188	2,215	65%	$4.10	209	1,695	50%	$4.10	179	1,911	56%	$4.10	134	1,142	34%

	Monday 03/16/20				Tuesday 03/17/20				Wednesday 03/18/20				Thursday 03/19/20				Friday 03/20/20			
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	$3.05	636	1,970	58%	$3.05	590	1,789	53%	$3.05	575	1,667	49%	$3.05	488	1,443	42%	$3.05	369	1,021	30%
0500 - 0600	$4.95	696	2,215	65%	$4.95	740	2,128	63%	$4.95	583	1,779	52%	$4.95	493	1,528	45%	$4.70	367	1,324	39%
0600 - 0700	$5.15	328	1,519	45%	$5.15	352	1,648	48%	$5.15	279	1,151	34%	$5.15	213	872	26%	$4.95	236	972	29%
0700 - 0800	$5.65	223	1,468	43%	$5.65	157	1,062	31%	$5.65	178	963	28%	$5.65	125	813	24%	$5.50	104	696	20%
0800 - 0900	$5.15	135	1,190	35%	$5.15	107	945	28%	$5.15	92	813	24%	$5.15	62	708	21%	$4.95	72	619	18%
0900 - 1000	$4.10	130	977	29%	$4.10	119	830	24%	$4.10	101	708	21%	$4.10	90	604	18%	$4.10	87	542	16%

	Monday 03/23/20				Tuesday 03/24/20				Wednesday 03/25/20				Thursday 03/26/20				Friday 03/27/20			
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	$3.05	402	1,056	31%	$3.05	368	965	28%	$3.05	353	948	28%	$3.05	333	880	26%	$3.05	286	754	22%
0500 - 0600	$4.95	458	1,498	44%	$4.95	447	1,506	44%	$4.95	311	1,089	32%	$4.95	391	1,362	40%	$4.70	309	1,207	36%
0600 - 0700	$5.15	186	918	27%	$5.15	147	728	21%	$5.15	150	792	23%	$5.15	124	729	21%	$4.95	155	780	23%
0700 - 0800	$5.65	107	722	21%	$5.65	92	636	19%	$5.65	85	611	18%	$5.65	74	606	18%	$5.50	75	566	17%
0800 - 0900	$5.15	53	519	15%	$5.15	37	488	14%	$5.15	72	524	15%	$5.15	59	453	13%	$4.95	45	453	13%
0900 - 1000	$4.10	59	401	12%	$4.10	59	427	13%	$4.10	48	401	12%	$4.10	58	415	12%	$4.10	56	396	12%

	Monday 03/30/20				Tuesday 03/31/20				Wednesday 04/01/20				Thursday 04/02/20				Friday 04/03/20			
AM Time	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	$3.05	306	875	26%	$3.05	310	824	24%												
0500 - 0600	$4.95	367	1,407	41%	$4.95	422	1,470	43%												
0600 - 0700	$5.15	127	797	23%	$5.15	144	728	21%												
0700 - 0800	$5.65	70	567	17%	$5.65	82	590	17%												
0800 - 0900	$5.15	50	460	14%	$5.15	55	478	14%												
0900 - 1000	$4.10	55	373	11%	$4.10	36	366	11%												

OCTA OPERATIONAL HIGHLIGHTS

On-road Operations

OCTA Customer Assistance Specialists (CAS) responded to 78 calls during the month of March. Of those calls, 55 were to assist disabled vehicles and 13 calls to remove debris. The CAS provided assistance to 10 accidents in the Express Lanes with 4 of those accidents originated from the SR91 general-purpose lanes.

91 Express Lanes Toll Entrance Gantries Infrastructure Project Update

OCTA will be contracting with the California Department of Transportation (Caltrans) to provide construction and construction management services for the 91 Express Lanes Toll Entrance Gantries Infrastructure Project. This project entails constructing new toll gantries infrastructures at the three entrances of the OCTA 91 Express Lanes. Construction of the gantries is scheduled to begin Fall 2020 and is expected to be completed in early 2021.

Electronic Toll and Traffic Management System Project Update

Kapsch TrafficCom USA, Inc., (Kapsch), the toll lanes system integrator for the 91 Express Lanes, completed the replacement of the Electronic Toll and Traffic Management (ETTM) system at the current toll gantries. This new lane system is reading both the new 6C transponder protocol as well as the legacy Title 21 protocol. The next phase of the project includes the replacement of the closed-circuit television cameras along the corridor. The new toll gantries infrastructure, as mentioned above, will house the new ETTM equipment. Once the gantries have been constructed, Kapsch will commence installation.

FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes
Operating Statement

Description	YTD as of : Actual [1]	3/31/2020 Budget [1]	YTD Variance Dollar $	Percent (%)
Operating revenues:				
Toll revenue	$ 36,164,539.61	$ 39,979,657.00	$ (3,815,117.39)	(9.5)
Fee revenue	6,161,932.91	4,134,277.00	2,027,655.91	49.0
Total operating revenues	42,326,472.52	44,113,934.00	(1,787,461.48)	(4.1)
Operating expenses:				
Contracted services	4,917,551.34	5,672,780.00	755,228.66	13.3
Administrative fee	2,251,160.00	2,129,913.00	(121,247.00)	(5.7)
Other professional services	950,021.43	1,930,976.00	980,954.57	50.8
Credit card processing fees	963,852.59	1,035,720.00	71,867.41	6.9
Toll road account servicing	786,370.41	1,794,750.00	1,008,379.59	56.2
Other insurance expense	285,059.05	562,275.00	277,215.95	49.3
Toll road maintenance supply repairs	175,765.55	356,253.00	180,487.45	50.7
Patrol services	829,170.86	734,715.00	(94,455.86)	(12.9)
Building equipment repairs and maint	73,598.47	241,538.00	167,939.53	69.5
6C Transponders	250,518.75	187,500.00	(63,018.75)	(33.6)
Other services	(7,677.50)	26,247.00	33,924.50	129.3
Utilities	37,159.04	55,107.00	17,947.96	32.6
Office expense	4,264.30	140,915.00	136,650.70	97.0
Bad debt expense	132,245.47	-	(132,245.47)	N/A
Miscellaneous [2]	47,845.65	112,375.00	64,529.35	57.4
Leases	304,828.94	344,862.00	40,033.06	11.6
Total operating expenses	12,001,734.35	15,325,926.00	3,324,191.65	21.7
Depreciation and amortization [3]	2,646,082.90	-	(2,646,082.90)	N/A
Operating income (loss)	27,678,655.27	28,788,008.00	(1,109,352.73)	(3.9)
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	676,803.75	906,250.00	(229,446.25)	(25.3)
Interest income	4,396,528.80	2,847,069.00	1,549,459.80	54.4
Interest expense	(3,459,087.26)	(3,534,048.00)	74,960.74	2.1
Other	34,494.17	-	34,494.17	N/A
Total nonoperating revenues (expenses)	1,648,739.46	219,271.00	1,429,468.46	(651.9)
Transfers in	-	-	-	N/A
Transfers out	(14,581,399.32)	(35,000.00)	(14,546,399.32)	(41,561.1)
Net income (loss)	**$ 14,745,995.41**	**$ 28,972,279.00**	**$ (14,226,283.59)**	**(49.1)**

[1]Actual amounts are accounted for on the accrual basis of accounting in an enterprise fund. Budget amounts are accounted for on a modified accrual basis of accounting.
[2]Miscellaneous expenses include: Bond Insurance Costs, Bank Service Charge, Transponder Materials.
[3]Depreciation and amortization are not budgeted items.

Capital Asset Activity

During the nine months ending March 31, 2020, capital asset activities included $195,292 for the ETTM system project, $297,339 for the new back-office/account management system, $5,920 for computer equipment and $325,411 for transponder purchases.

OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

Total traffic volume on the 91 Express Lanes for March 2020 was 808,527. This represents a daily average of 26,082 vehicles. This is a 38.3% decrease in total traffic volume from the same period last year, which totaled 1,310,935. Potential toll revenue for the month was $3,656,203, which represents a decrease of 28.3% from the prior year's total of $5,098,850. Carpool percentage for March was 21.62% as compared to the previous year's rate of 24.36%. The decreases were attributed to the COVID-19 pandemic and California Governor Gavin Newsom's orders for residents to self-quarantine and refrain from non-essential travel.

Month-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the month of March 2020.

Current Month-to-Date (MTD) as of March 31, 2020

Trips	MAR-20 MTD Actual	Stantec MTD Projected	# Variance	% Variance	MAR-19 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	633,701	1,046,814	(413,113)	(39.5%)	991,552	(36.1%)
3+ Lanes	174,826	341,886	(167,060)	(48.9%)	319,383	(45.3%)
Total Gross Trips	808,527	1,388,700	(580,173)	(41.8%)	1,310,935	(38.3%)
Revenue						
Full Toll Lanes	$3,632,038	$4,224,757	($592,719)	(14.0%)	$5,057,871	(28.2%)
3+ Lanes	$24,165	$0	$24,165		$40,979	(41.0%)
Total Gross Revenue	$3,656,203	$4,224,757	($568,554)	(13.5%)	$5,098,850	(28.3%)
Average Revenue per Trip						
Average Full Toll Lanes	$5.73	$4.04	$1.69	41.8%	$5.10	12.4%
Average 3+ Lanes	$0.14	$0.00	$0.14		$0.13	7.7%
Average Gross Revenue	$4.52	$3.04	$1.48	48.7%	$3.89	16.2%

The 2020 fiscal year-to-date (YTD) traffic volume is 0.4% lower when compared with the same period last year. The 2020 fiscal year-to-date revenue is 15.6% higher than for the same period last year. Year-to-date average revenue per-trip is $4.32.

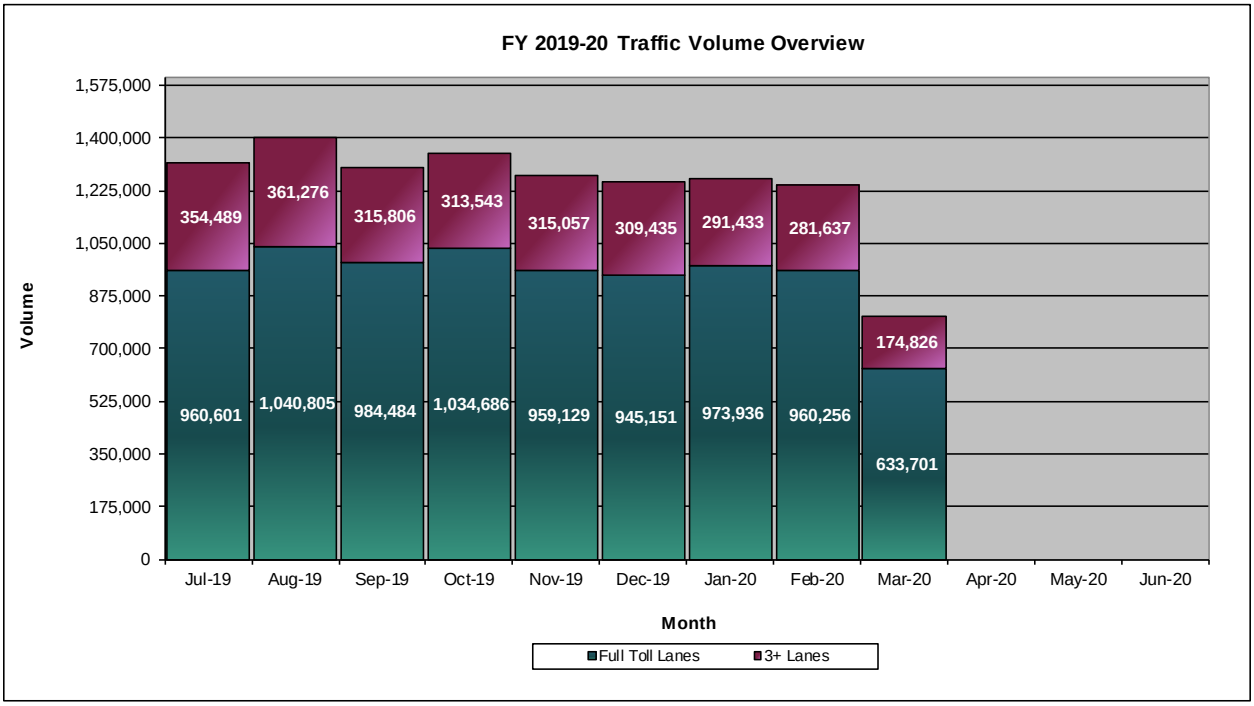
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the months of July 2019 through March 2020.

FY 2019-20 Year to Date as of March 31, 2020

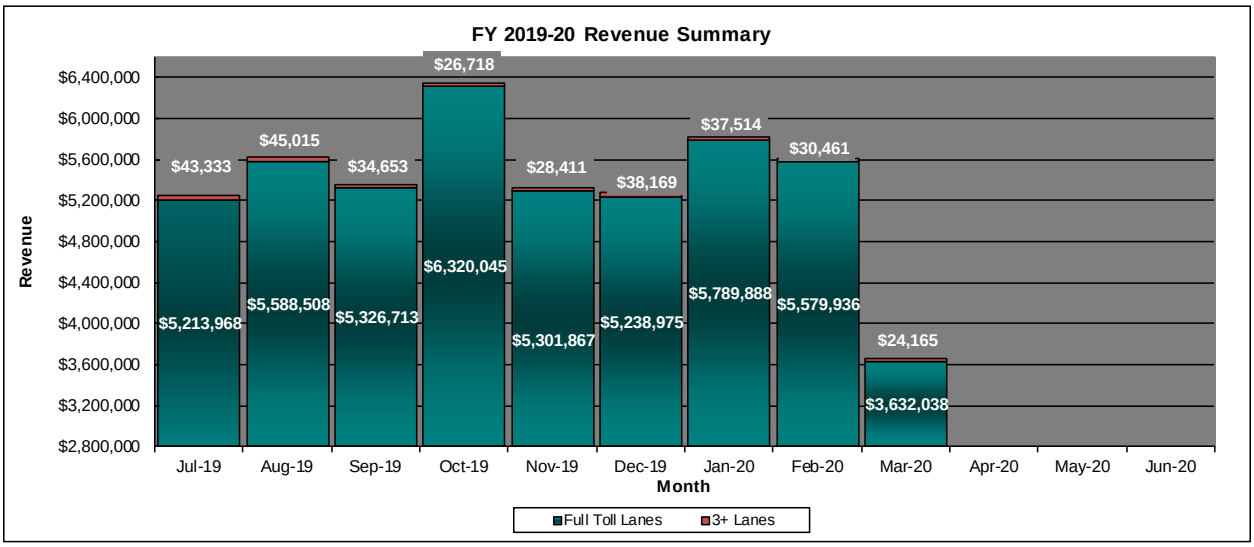
Trips	FY 2019-20 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2018-19 YTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	8,536,905	8,820,029	(283,124)	(3.2%)	8,519,888	0.2%
3+ Lanes	2,656,315	2,859,029	(202,714)	(7.1%)	2,722,195	(2.4%)
Total Gross Trips	11,193,220	11,679,057	(485,837)	(4.2%)	11,242,083	(0.4%)
Revenue						
Full Toll Lanes	$47,991,940	$34,952,857	$13,039,082	37.3%	$41,441,557	15.8%
3+ Lanes	$308,439	$0	$308,439		$329,540	(6.4%)
Total Gross Revenue	$48,300,379	$34,952,857	$13,347,521	38.2%	$41,771,096	15.6%
Average Revenue per Trip						
Average Full Toll Lanes	$5.62	$3.96	$1.66	41.9%	$4.86	15.6%
Average 3+ Lanes	$0.12	$0.00	$0.12		$0.12	0.0%
Average Gross Revenue	$4.32	$2.99	$1.33	44.5%	$3.72	16.1%

RCTC Traffic and Revenue Summary

The chart below reflects the total trips broken down between Full Toll lanes and HOV3+ lanes for FY 2019-20 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between Full Toll lanes and HOV3+ lanes for FY 2019-20 on a monthly basis.



RCTC PEAK-HOUR VOLUMES

RCTC evaluates traffic volumes for peak period hours and either increases or decreases tolls according to the toll rate policy. The hours highlighted in red represent toll reductions made on March 23rd in response the reduced peak-period volumes due to the COVID-19 pandemic.

RCTC EASTBOUND PEAK-HOUR VOLUMES

Eastbound PM Peak - County Line to McKinley

	Monday			03/02/20		Tuesday			03/03/20		Wednesday			03/04/20		Thursday			03/05/20		Friday			03/06/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$5.30	200	969	1,169	D	$6.95	199	951	1,150	D	$9.00	236	1071	1,307	F	$11.85	244	1,089	1,333	F	$21.00	304	1,133	1,437	F
1500 - 1600	$7.35	291	857	1,148	D	$6.95	306	951	1,257	E	$9.90	313	934	1,247	E	$11.35	319	1,099	1,418	F	$18.70	339	858	1,197	D
1600 - 1700	$5.30	190	936	1,126	D	$5.30	186	932	1,118	D	$5.30	192	925	1,117	D	$7.50	249	959	1,208	E	$10.45	246	938	1,184	D
1700 - 1800	$5.30	225	862	1,087	D	$5.30	189	848	1,037	D	$5.30	229	881	1,110	D	$5.30	222	868	1,090	D	$6.95	236	1,010	1,246	E
1800 - 1900	$5.30	278	681	959	C	$5.30	272	781	1,053	D	$5.30	293	822	1,115	D	$5.30	287	836	1,123	D	$5.30	306	869	1,175	D
1900 - 2000	$2.25	197	555	752	B	$4.20	196	607	803	C	$5.30	251	715	966	C	$5.30	264	716	980	C	$5.30	284	697	981	C

	Monday			03/09/20		Tuesday			03/10/20		Wednesday			03/11/20		Thursday			03/12/20		Friday			03/13/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$5.30	209	951	1,160	D	$6.95	174	856	1,030	D	$9.00	225	935	1,160	D	$11.85	210	829	1,039	D	$21.00	234	966	1,200	D
1500 - 1600	$7.35	317	933	1,250	E	$6.95	246	744	990	C	$9.90	279	950	1,229	E	$11.35	294	930	1,224	E	$18.70	270	788	1,058	D
1600 - 1700	$5.30	216	917	1,133	D	$5.30	172	692	864	C	$5.30	184	839	1,023	D	$7.50	218	843	1,061	D	$10.45	174	806	980	C
1700 - 1800	$5.30	216	864	1,080	D	$5.30	196	758	954	C	$5.30	209	743	952	C	$5.30	191	850	1,041	D	$6.95	170	711	881	C
1800 - 1900	$5.30	268	712	980	C	$5.30	209	578	787	B	$5.30	246	675	921	C	$5.30	237	757	994	C	$5.30	239	552	791	B
1900 - 2000	$2.25	166	426	592	B	$4.20	138	308	446	B	$5.30	187	450	637	B	$5.30	201	595	796	B	$5.30	194	391	585	B

	Monday			03/16/20		Tuesday			03/17/20		Wednesday			03/18/20		Thursday			03/19/20		Friday			03/20/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$5.30	205	796	1,001	D	$6.95	199	689	888	C	$9.00	148	566	714	B	$11.85	181	593	774	B	$21.00	151	540	691	B
1500 - 1600	$7.35	222	852	1,074	D	$6.95	240	770	1,010	D	$9.90	218	687	905	C	$11.35	211	706	917	C	$18.70	137	467	604	B
1600 - 1700	$5.30	158	696	854	C	$5.30	126	724	850	C	$5.30	132	612	744	B	$7.50	117	539	656	B	$10.45	92	375	467	B
1700 - 1800	$5.30	153	655	808	C	$5.30	160	575	735	B	$5.30	120	465	585	B	$5.30	104	437	541	B	$6.95	97	292	389	A
1800 - 1900	$5.30	130	459	589	B	$5.30	125	358	483	B	$5.30	98	294	392	A	$5.30	79	241	320	A	$5.30	74	240	314	A
1900 - 2000	$2.25	84	252	336	A	$4.20	75	182	257	A	$5.30	68	144	212	A	$5.30	72	153	225	A	$5.30	70	141	211	A

	Monday			03/23/20		Tuesday			03/24/20		Wednesday			03/25/20		Thursday			03/26/20		Friday			03/27/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$5.30	98	336	434	B	$5.30	105	445	550	B	$5.30	0	0	0	A	$5.30	130	438	568	B	$6.95	142	491	633	B
1500 - 1600	$5.30	100	463	563	B	$5.30	138	499	637	B	$5.30	0	0	0	A	$5.30	161	628	789	B	$6.95	143	499	642	B
1600 - 1700	$5.30	63	310	373	A	$5.30	59	334	393	A	$5.30	0	0	0	A	$5.30	94	483	577	B	$6.95	99	434	533	B
1700 - 1800	$5.30	71	234	305	A	$5.30	62	218	280	A	$5.30	0	0	0	A	$5.30	51	249	300	A	$6.95	86	281	367	A
1800 - 1900	$5.30	46	118	164	A	$5.30	48	139	187	A	$5.30	0	0	0	A	$5.30	72	137	209	A	$5.30	69	162	231	A
1900 - 2000	$2.25	39	86	125	A	$4.20	36	80	116	A	$5.30	10	29	39	A	$5.30	37	93	130	A	$5.30	56	114	170	A

	Monday			03/30/20		Tuesday			03/31/20		Wednesday			04/01/20		Thursday			04/02/20		Friday			04/03/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$5.30	96	379	475	B	$5.30	95	380	475	B															
1500 - 1600	$5.30	140	521	661	B	$5.30	157	531	688	B															
1600 - 1700	$5.30	95	464	559	B	$5.30	87	424	511	B															
1700 - 1800	$5.30	75	237	312	A	$5.30	66	263	329	A															
1800 - 1900	$5.30	55	127	182	A	$5.30	48	126	174	A															
1900 - 2000	$2.25	44	76	120	A	$4.20	35	79	114	A															

Eastbound PM Peak - County Line to I-15 South

	Monday			03/02/20		Tuesday			03/03/20		Wednesday			03/04/20		Thursday			03/05/20		Friday			03/06/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$2.95	116	702	818	C	$5.30	119	742	861	C	$5.30	111	741	852	C	$5.30	127	783	910	C	$5.30	132	787	919	C
1500 - 1600	$5.30	137	638	775	B	$2.95	137	699	836	C	$2.95	160	644	804	C	$5.30	142	792	934	C	$2.95	161	595	756	B
1600 - 1700	$2.95	99	658	757	B	$2.95	106	639	745	B	$2.95	96	630	726	B	$2.95	134	708	842	C	$2.95	108	585	693	B
1700 - 1800	$2.95	125	637	762	B	$2.95	112	633	745	B	$2.95	129	637	766	B	$2.95	105	585	690	B	$2.95	133	646	779	B
1800 - 1900	$2.95	141	505	646	B	$2.95	132	584	716	B	$2.95	138	618	756	B	$2.95	157	567	724	B	$2.95	143	514	657	B
1900 - 2000	$2.95	122	410	532	B	$2.95	108	460	568	B	$2.95	147	501	648	B	$2.95	154	539	693	B	$2.95	177	418	595	B

	Monday			03/09/20		Tuesday			03/10/20		Wednesday			03/11/20		Thursday			03/12/20		Friday			03/13/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$2.95	118	650	768	B	$5.30	97	655	752	B	$5.30	105	678	783	B	$5.30	118	658	776	B	$5.30	103	711	814	C
1500 - 1600	$5.30	151	715	866	C	$2.95	125	583	708	B	$2.95	149	667	816	C	$5.30	128	679	807	C	$2.95	134	579	713	B
1600 - 1700	$2.95	117	683	800	B	$2.95	103	610	713	B	$2.95	113	654	767	B	$2.95	136	639	775	B	$2.95	84	581	665	B
1700 - 1800	$2.95	151	640	791	B	$2.95	105	581	686	B	$2.95	119	551	670	B	$2.95	102	511	613	B	$2.95	88	428	516	B
1800 - 1900	$2.95	136	507	643	B	$2.95	111	541	652	B	$2.95	119	550	669	B	$2.95	110	488	598	B	$2.95	113	351	464	B
1900 - 2000	$2.95	97	311	408	B	$2.95	86	271	357	A	$2.95	108	363	471	B	$2.95	142	438	580	B	$2.95	87	243	330	A

	Monday			03/16/20		Tuesday			03/17/20		Wednesday			03/18/20		Thursday			03/19/20		Friday			03/20/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$2.95	97	546	643	B	$5.30	79	451	530	B	$5.30	80	379	459	B	$5.30	89	425	514	B	$5.30	65	377	442	B
1500 - 1600	$5.30	106	639	745	B	$2.95	103	560	663	B	$2.95	96	495	591	B	$5.30	106	547	653	B	$2.95	73	354	427	B
1600 - 1700	$2.95	84	569	653	B	$2.95	87	542	629	B	$2.95	88	507	595	B	$2.95	74	415	489	B	$2.95	50	296	346	A
1700 - 1800	$2.95	64	529	593	B	$2.95	67	423	490	B	$2.95	63	363	426	B	$2.95	50	340	390	A	$2.95	52	241	293	A
1800 - 1900	$2.95	68	344	412	B	$2.95	70	277	347	A	$2.95	50	243	293	A	$2.95	43	192	235	A	$2.95	33	168	201	A
1900 - 2000	$2.95	38	175	213	A	$2.95	33	180	213	A	$2.95	28	133	161	A	$2.95	38	119	157	A	$2.95	27	103	130	A

	Monday			03/23/20		Tuesday			03/24/20		Wednesday			03/25/20		Thursday			03/26/20		Friday			03/27/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$2.95	51	263	314	A	$2.95	65	357	422	B	$2.95	0	0	0	A	$2.95	66	282	348	A	$2.95	63	317	380	A
1500 - 1600	$2.95	57	347	404	B	$2.95	71	357	428	B	$2.95	0	0	0	A	$2.95	60	450	510	B	$2.95	65	352	417	B
1600 - 1700	$2.95	34	278	312	A	$2.95	40	304	344	A	$2.95	0	0	0	A	$2.95	43	377	420	B	$2.95	42	279	321	A
1700 - 1800	$2.95	25	230	255	A	$2.95	29	190	219	A	$2.95	0	0	0	A	$2.95	23	183	206	A	$2.95	47	204	251	A
1800 - 1900	$2.95	24	88	112	A	$2.95	24	114	138	A	$2.95	0	0	0	A	$2.95	27	116	143	A	$2.95	33	120	153	A
1900 - 2000	$2.95	21	70	91	A	$2.95	15	66	81	A	$2.95	7	22	29	A	$2.95	14	62	76	A	$2.95	25	72	97	A

	Monday			03/30/20		Tuesday			03/31/20		Wednesday			04/01/20		Thursday			04/02/20		Friday			04/03/20	
PM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	$2.95	64	248	312	A	$2.95	57	302	359	A															
1500 - 1600	$2.95	73	394	467	B	$2.95	78	382	460	B															
1600 - 1700	$2.95	49	310	359	A	$2.95	44	308	352	A															
1700 - 1800	$2.95	28	204	232	A	$2.95	28	222	250	A															
1800 - 1900	$2.95	27	101	128	A	$2.95	30	106	136	A															
1900 - 2000	$2.95	16	64	80	A	$2.95	11	63	74	A															

RCTC WESTBOUND PEAK-HOUR VOLUMES

Westbound AM Peak - McKinley to County Line

	Monday			03/02/20		Tuesday			03/03/20		Wednesday			03/04/20		Thursday			03/05/20		Friday			03/06/20	
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	$10.80	361	1226	1,587	F	$10.80	364	1083	1,447	F	$10.80	365	1082	1,447	F	$10.50	420	1,095	1,515	F	$5.30	349	701	1,050	D
0500 - 0600	$23.25	486	936	1,422	F	$22.80	542	879	1,421	F	$19.75	467	767	1,234	E	$17.50	518	1,057	1,575	F	$12.20	468	997	1,465	F
0600 - 0700	$19.55	362	1094	1,456	F	$17.45	332	878	1,210	E	$19.40	384	1196	1,580	F	$19.40	434	850	1,284	E	$11.45	460	1,159	1,619	F
0700 - 0800	$16.35	296	1314	1,610	F	$16.35	347	1328	1,675	F	$17.10	311	1341	1,652	F	$15.30	411	1,279	1,690	F	$9.30	359	1,075	1,434	F
0800 - 0900	$11.15	165	1316	1,481	F	$11.45	199	1397	1,596	F	$11.45	185	1555	1,740	F	$12.20	210	1,367	1,577	F	$8.00	170	1,013	1,183	D
0900 - 1000	$6.95	135	1,006	1,141	D	$9.00	158	1139	1,297	E	$8.00	158	1069	1,227	E	$9.00	169	1,108	1,277	E	$5.30	132	764	896	C

	Monday			03/09/20		Tuesday			03/10/20		Wednesday			03/11/20		Thursday			03/12/20		Friday			03/13/20	
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	$10.80	404	1,014	1,418	F	$10.80	344	850	1,194	D	$10.80	352	937	1,289	E	$10.50	356	958	1,314	E	$5.30	235	521	756	B
0500 - 0600	$23.25	508	971	1,479	F	$22.80	488	840	1,328	E	$19.75	463	698	1,161	D	$17.50	473	1,011	1,484	F	$12.20	304	730	1,034	D
0600 - 0700	$19.55	394	911	1,305	E	$17.45	333	736	1,069	D	$19.40	408	955	1,363	F	$19.40	384	677	1,061	D	$11.45	307	903	1,210	E
0700 - 0800	$16.35	337	1,209	1,546	F	$16.35	350	1,032	1,382	F	$17.10	371	1,172	1,543	F	$15.30	353	1,156	1,509	F	$9.30	281	1,005	1,286	E
0800 - 0900	$11.15	199	1,447	1,646	F	$11.45	204	1,307	1,511	F	$11.45	217	1,187	1,404	F	$12.20	205	1,172	1,377	F	$8.00	109	909	1,018	D
0900 - 1000	$6.95	171	969	1,140	D	$9.00	139	1,139	1,278	E	$8.00	143	807	950	C	$9.00	125	924	1,049	D	$5.30	87	548	635	B

	Monday			03/16/20		Tuesday			03/17/20		Wednesday			03/18/20		Thursday			03/19/20		Friday			03/20/20	
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	$10.80	303	786	1,089	D	$10.80	248	711	959	C	$10.80	254	678	932	C	$10.50	221	554	775	B	$5.30	157	330	487	B
0500 - 0600	$23.25	385	761	1,146	D	$22.80	419	708	1,127	D	$19.75	318	559	877	C	$17.50	245	556	801	C	$12.20	184	528	712	B
0600 - 0700	$19.55	201	727	928	C	$17.45	223	812	1,035	D	$19.40	205	653	858	C	$19.40	141	370	511	B	$11.45	144	484	628	B
0700 - 0800	$16.35	172	872	1,044	D	$16.35	136	769	905	C	$17.10	142	557	699	B	$15.30	99	461	560	B	$9.30	72	403	475	B
0800 - 0900	$11.15	109	731	840	C	$11.45	84	578	662	B	$11.45	67	450	517	B	$12.20	42	378	420	B	$8.00	35	327	362	A
0900 - 1000	$6.95	87	478	565	B	$9.00	78	420	498	B	$8.00	65	344	409	B	$9.00	70	277	347	A	$5.30	43	231	274	A

	Monday			03/23/20		Tuesday			03/24/20		Wednesday			03/25/20		Thursday			03/26/20		Friday			03/27/20	
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	$6.95	183	276	459	B	$6.95	162	286	448	B	$6.95	153	289	442	B	$6.95	148	236	384	A	$4.20	128	201	329	A
0500 - 0600	$6.95	193	609	802	C	$6.95	246	695	941	C	$6.95	202	594	796	B	$6.95	207	584	791	B	$4.20	156	537	693	B
0600 - 0700	$6.95	103	405	508	B	$6.95	88	320	408	B	$6.95	104	399	503	B	$6.95	86	395	481	B	$4.20	109	389	498	B
0700 - 0800	$6.95	68	409	477	B	$6.95	61	344	405	B	$6.95	57	306	363	A	$6.95	64	334	398	A	$4.20	61	318	379	A
0800 - 0900	$6.95	36	261	297	A	$6.95	30	200	230	A	$6.95	39	218	257	A	$6.95	40	222	262	A	$4.20	21	206	227	A
0900 - 1000	$6.95	44	175	219	A	$6.95	32	199	231	A	$6.95	34	176	210	A	$6.95	33	184	217	A	$4.20	32	176	208	A

	Monday			03/30/20		Tuesday			03/31/20		Wednesday			04/01/20		Thursday			04/02/20		Friday			04/03/20	
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	$6.95	119	273	392	A	$6.95	144	238	382	A															
0500 - 0600	$6.95	212	636	848	C	$6.95	229	673	902	C															
0600 - 0700	$6.95	94	424	518	B	$6.95	75	340	415	B															
0700 - 0800	$6.95	51	314	365	A	$6.95	64	308	372	A															
0800 - 0900	$6.95	32	241	273	A	$6.95	39	210	249	A															
0900 - 1000	$6.95	37	174	211	A	$6.95	20	157	177	A															

Westbound AM Peak - I-15 North to County Line

	Monday			03/02/20		Tuesday			03/03/20		Wednesday			03/04/20		Thursday			03/05/20		Friday			03/06/20	
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	$6.85	200	824	1,024	D	$6.85	243	820	1,063	D	$5.30	197	815	1,012	D	$5.30	258	776	1,034	D	$5.30	214	617	831	C
0500 - 0600	$19.05	310	1154	1,464	F	$18.60	364	1007	1,371	E	$16.60	328	1177	1,505	F	$13.50	353	1,086	1,439	F	$6.85	299	1,026	1,325	E
0600 - 0700	$19.35	294	1097	1,391	E	$18.60	318	1260	1,578	F	$20.70	295	1126	1,421	F	$15.55	340	1,135	1,475	F	$8.85	284	867	1,151	D
0700 - 0800	$12.15	198	1176	1,374	E	$14.80	280	1231	1,511	F	$13.80	225	1200	1,425	F	$12.75	250	1,145	1,395	E	$6.85	209	947	1,156	D
0800 - 0900	$6.85	100	1089	1,189	D	$8.85	101	1201	1,302	E	$8.85	93	1171	1,264	E	$8.85	109	1,108	1,217	E	$5.30	103	885	988	C
0900 - 1000	$5.30	113	815	928	C	$5.30	100	942	1,042	D	$5.30	110	942	1,052	D	$5.30	123	924	1,047	D	$2.95	99	716	815	C

	Monday			03/09/20		Tuesday			03/10/20		Wednesday			03/11/20		Thursday			03/12/20		Friday			03/13/20	
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	$6.85	250	773	1,023	D	$6.85	218	571	789	B	$5.30	236	653	889	C	$5.30	241	619	860	C	$5.30	145	509	654	B
0500 - 0600	$19.05	357	1,035	1,392	E	$18.60	346	878	1,224	E	$16.60	339	995	1,334	E	$13.50	327	965	1,292	E	$6.85	209	807	1,016	D
0600 - 0700	$19.35	315	809	1,124	D	$18.60	305	959	1,264	E	$20.70	312	912	1,224	E	$15.55	292	906	1,198	D	$8.85	207	714	921	C
0700 - 0800	$12.15	221	1,048	1,269	E	$14.80	247	995	1,242	E	$13.80	230	1,078	1,308	E	$12.75	212	982	1,194	D	$6.85	146	879	1,025	D
0800 - 0900	$6.85	123	1,100	1,223	E	$8.85	117	1,142	1,259	E	$8.85	133	1,006	1,139	D	$8.85	106	962	1,068	D	$5.30	60	730	790	B
0900 - 1000	$5.30	94	870	964	C	$5.30	110	1,018	1,128	D	$5.30	100	840	940	C	$5.30	102	903	1,005	D	$2.95	72	479	551	B

	Monday			03/16/20		Tuesday			03/17/20		Wednesday			03/18/20		Thursday			03/19/20		Friday			03/20/20	
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	$6.85	176	613	789	B	$6.85	163	549	712	B	$5.30	141	465	606	B	$5.30	116	424	540	B	$5.30	82	320	402	B
0500 - 0600	$19.05	247	893	1,140	D	$18.60	227	742	969	C	$16.60	198	688	886	C	$13.50	171	616	787	B	$6.85	112	484	596	B
0600 - 0700	$19.35	158	797	955	C	$18.60	156	859	1,015	D	$20.70	130	563	693	B	$15.55	89	468	557	B	$8.85	85	414	499	B
0700 - 0800	$12.15	86	713	799	B	$14.80	59	601	660	B	$13.80	56	492	548	B	$12.75	46	388	434	B	$6.85	41	304	345	A
0800 - 0900	$6.85	43	628	671	B	$8.85	45	507	552	B	$8.85	32	402	434	B	$8.85	25	342	367	A	$5.30	28	293	321	A
0900 - 1000	$5.30	63	461	524	B	$5.30	60	374	434	B	$5.30	51	337	388	A	$5.30	40	282	322	A	$2.95	33	247	280	A

	Monday			03/23/20		Tuesday			03/24/20		Wednesday			03/25/20		Thursday			03/26/20		Friday			03/27/20	
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	$5.30	104	302	406	B	$5.30	99	287	386	A	$5.30	84	276	360	A	$5.30	91	257	348	A	$2.95	61	244	305	A
0500 - 0600	$5.30	150	481	631	B	$5.30	124	504	628	B	$5.30	127	519	646	B	$5.30	112	454	566	B	$2.95	92	415	507	B
0600 - 0700	$5.30	81	472	553	B	$5.30	68	419	487	B	$5.30	62	376	438	B	$5.30	63	413	476	B	$2.95	57	392	449	B
0700 - 0800	$5.30	48	327	375	A	$5.30	36	293	329	A	$5.30	27	280	307	A	$5.30	24	292	316	A	$2.95	15	258	273	A
0800 - 0900	$5.30	21	250	271	A	$5.30	21	276	297	A	$5.30	15	228	243	A	$5.30	23	225	248	A	$2.95	21	230	251	A
0900 - 1000	$5.30	26	178	204	A	$5.30	25	167	192	A	$5.30	24	179	203	A	$5.30	27	144	171	A	$2.95	31	151	182	A

	Monday			03/30/20		Tuesday			03/31/20		Wednesday			04/01/20		Thursday			04/02/20		Friday			04/03/20	
AM Time	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	$5.30	75	265	340	A	$5.30	71	228	299	A															
0500 - 0600	$5.30	95	487	582	B	$5.30	118	471	589	B															
0600 - 0700	$5.30	45	404	449	B	$5.30	53	367	420	B															
0700 - 0800	$5.30	22	280	302	A	$5.30	28	285	313	A															
0800 - 0900	$5.30	17	214	231	A	$5.30	19	232	251	A															
0900 - 1000	$5.30	19	145	164	A	$5.30	20	149	169	A															

RCTC OPERATIONAL HIGHLIGHTS

On-road Operations

RCTC Freeway Service Patrol (FSP) responded to 62 calls during the month of March. Of those calls, 41 were to assist disabled vehicles, 11 calls to remove debris and 10 were in response to accidents in the Express Lanes.

FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes
Operating Statement

Description	YTD as of : Actual[1]	3/31/2020 Budget	YTD Variance Dollar $	YTD Variance Percent (%)
Operating revenues:				
Toll Revenue	$ 44,671,968.46	$ 46,440,600.00	$ (1,768,631.54)	(3.8)
Fee Revenue	6,348,890.05	3,960,225.00	2,388,665.05	60.3
Total operating revenues	51,020,858.51	50,400,825.00	620,033.51	1.2
Operating expenses:				
Salaries and Benefits	577,052.79	1,015,050.00	437,997.21	43.2
Legal Services	159,217.52	262,500.00	103,282.48	39.3
Advisory Services	46,070.58	56,250.00	10,179.42	18.1
Audit and Accounting Fees	46,000.00	35,250.00	(10,750.00)	(30.5)
Service Fees	2,706.21	19,500.00	16,793.79	86.1
Other Professional Services	276,118.79	1,859,625.00	1,583,506.21	85.2
Lease Expense	159,300.79	192,375.00	33,074.21	17.2
Operations	2,246,970.13	2,721,375.00	474,404.87	17.4
Utilities	29,048.52	46,875.00	17,826.48	38.0
Supplies and Materials	123.62	3,750.00	3,626.38	96.7
Membership and Subscription Fees	20,306.75	18,750.00	(1,556.75)	(8.3)
Office Equipment & Furniture (Non-Capital)	747.12	3,750.00	3,002.88	80.1
Maintenance/Repairs	121,708.55	262,350.00	140,641.45	53.6
Training Seminars and Conferences	1,125.00	3,375.00	2,250.00	66.7
Transportation Expenses	2,724.33	5,625.00	2,900.67	51.6
Lodging	2,455.52	5,250.00	2,794.48	53.2
Meals	1,088.56	750.00	(338.56)	(45.1)
Other Staff Expenses	524.65	750.00	225.35	30.0
Advertising	6,776.63	142,500.00	135,723.37	95.2
Program Management	78,546.84	-	(78,546.84)	N/A
Program Operations	5,630,439.23	8,745,150.00	3,114,710.77	35.6
Litigation Settlement	-	7,500.00	7,500.00	100.0
Furniture & Equipment	340,518.76	562,500.00	221,981.24	39.5
Improvements	16,032.27	12,075.00	(3,957.27)	(32.8)
Depreciation	5,391,972.02 #	-	(5,391,972.02)	N/A
Bad Debt Expense	11.03	-	(11.03)	N/A
Total operating expenses	15,157,586.21	15,982,875.00	825,288.79	5.2
Operating income (loss)	35,863,272.30	34,417,950.00	1,445,322.30	4.2
Nonoperating revenues (expenses):				
Interest Revenue	2,228,813.71	1,004,250.00	1,224,563.71	(121.9)
Other Miscellaneous Revenue	(855.99)	-	(855.99)	N/A
Interest Expense	(19,799,515.75) #	(5,339,925.00)	(14,459,590.75)	270.8
Total nonoperating revenues (expenses)	(21,674,553.90)	(4,335,675.00)	(17,338,878.90)	(399.9)
Transfers In	-	-	-	N/A
Transfers Out	(1,599,475.16)	(2,294,625.00)	695,149.84	(30.3)
Net income (loss)	**$ 12,589,243.24**	**$ 27,787,650.00**	**$ (15,198,406.76)**	**(54.7)**

[1] Unaudited

[2] Depreciation is not a budgeted expense

[3] Amount includes accrued compounded interest for the 91 Project Transportation Infrastructure Finance and Innovation Act (TIFIA) loan and accreted interest on the 2013 Toll Revenue Bonds Series B (capital appreciation). $10.8 million of the $14.3 million interest cost will not be paid in the current year and therefore not included in the FY 2019/20 budget

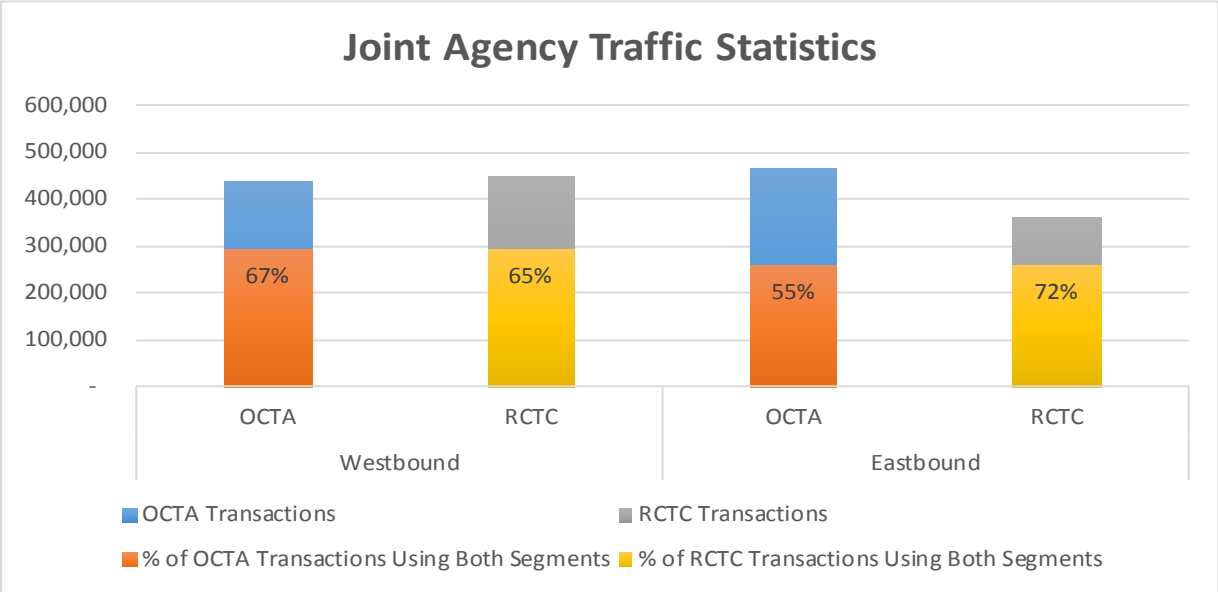
JOINT AGENCY TRIP AND REVENUE STATISTICS

MULTI AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING **March 31, 2020**

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	438,123	293,387	67%	$ 1,179,082
RCTC	448,814	293,387	65%	$ 2,462,410
I-15	196,654	129,559	66%	$ 1,039,602
McKinley	252,160	163,828	65%	$ 1,422,808
Eastbound				
OCTA	467,277	258,672	55%	$ 1,736,980
RCTC	359,713	258,672	72%	$ 1,193,793
I-15	135,926	104,168	77%	$ 323,361
McKinley	223,787	154,504	69%	$ 870,432

JOINT AGENCY TRAFFIC STATISTICS



JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	Reporting Period	PERFORMANCE STANDARD	Mar-20 Performance
CUSTOMER SERVICE			
Call Wait Time	Monthly	Not to exceed 2 minutes	1:29
Abandon Rate	Monthly	No more than 4.0%	2.7%
Customer Satisfaction	Monthly	At least 75 outbound calls	77
VIOLATION PROCESSING			
Response Time	Monthly	Within 2 business days of receipt	0.9
CUSA Violation Collection Rate	Quarterly	70% or more	62%
CUSA Violation Collection Rate	Annually	74% or more	
TRAFFIC OPERATIONS			
Initial & Secondary Reviews	Monthly	Equal to or less than 15 days	0.7
* Plate Misread Errors	Monthly	Equal to or less than 0.4%	0.01%
CAS Response Time	Monthly	0:20 (minutes) per call	0:10
ACCOUNTING			
OCTA Exceptions	Monthly	No more than 3	0
RCTC Exceptions	Monthly	No more than 3	0
INFORMATION TECHNOLOGY			
Back-office System Uptime	Monthly	99% Availability	100%
Network Uptime	Monthly	99% Availability	99.86%

CUSA = Cofiroute USA; CAS = OCTA Customer Assistance Specialists

*Plate Misread Error performance is current after a 60-dayhold-back period; therefore, percentage reported here is for 2 months prior to the month of this report.

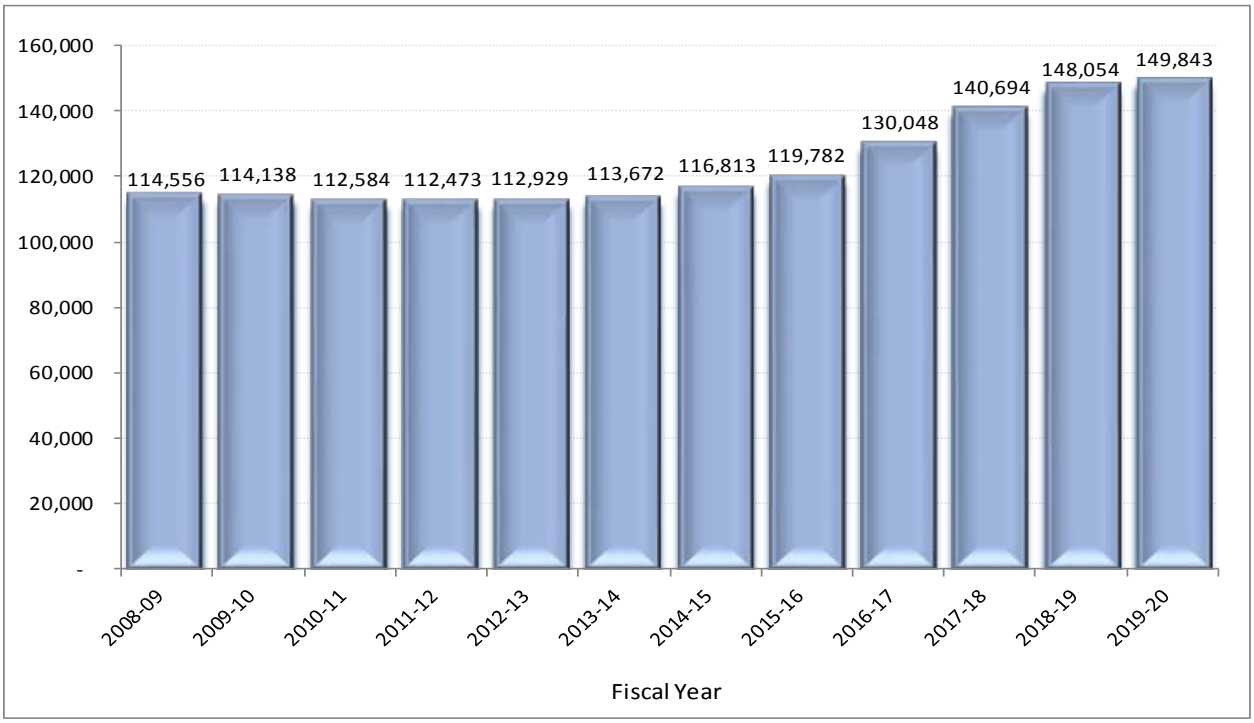
JOINT AGENCY TRANSPONDER DISTRIBUTION

T21 TRANSPONDER DISTRIBUTION	March-20		February-20		FY 2019-20	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	927	91.2%	629	77.4%	1,183	52.2%
Additional Tags to Existing Accounts	36	3.5%	82	10.1%	638	28.1%
Replacement Transponders	54	5.3%	102	12.5%	447	19.7%
Total Issued	**1,017**		**813**		**2,267**	
Returned						
Account Closures	164	3.0%	335	18.2%	422	24.1%
Accounts Downsizing	244	4.4%	270	14.7%	178	10.1%
Defective Transponders	5,121	92.6%	1,235	67.1%	1,152	65.8%
Total Returned	**5,529**		**1,840**		**1,752**	

At the end of March 2020, the 91 Express Lanes had 149,843 active customer accounts and 295,675 transponders classified as Assigned.

Number of Accounts by Fiscal Year

As of March 31, 2020



Incoming Email Activity

During March, the Anaheim Processing Center received 3,854 emails.

Operational Activity

Amid concerns about the spread of COVID-19 and following the governor's guidance to help reduce its spread, the 91 Express Lanes Customer Walk-In Center was closed in March and will remain so until further notice. Operational activities in the Anaheim and Corona locations continued to function with a combination of remote workers and core staff located at the facilities. Core essential functions include aiding stranded motorists, providing incident management services and dispatching emergency vehicles through the traffic operations center. The call center remains open to respond to customer service and violation calls.

AGENDA ITEM 7L

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 10, 2020
TO:	Riverside County Transportation Commission
FROM:	Sheldon Peterson, Rail Manager Lorelle Moe-Luna, Multimodal Services Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Approval of Metrolink Operating Subsidy for First Quarter of Fiscal Year 2020/21 and Related Memorandum of Understanding

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Receive and file a report on the Commission's portion of the FY 2020/21 Southern California Regional Rail Authority (SCRRA) operating budget;
2) Approve the initial FY 2020/21 SCRRA operating budget, which results in an operating subsidy of $4,533,566 from the Commission; and
3) Authorize the Executive Director to finalize and execute Memorandum of Understanding (MOU) No. 20-25-091-00 with SCRRA regarding annual funding, including subrecipient matters related to pass-through of federal funding.

BACKGROUND INFORMATION:

Metrolink is the brand name for the services operated by SCRRA. By virtue of the SCRRA Joint Powers Agreement (JPA), the five member agencies that comprise Metrolink must formally commit to fund their proportionate shares of commuter rail operating and capital costs. Each member agency must approve the budget before adoption of a final budget by the SCRRA Board, no later than June 30, 2020. However, due to the dramatic disruption of the current COVID-19 pandemic, the SCRRA Board approved moving forward with a continuing resolution for three months to maintain the current funding levels for the first quarter of FY 2019/20 to be applied for FY 2020/21. SCRRA has provided the Commission with an estimate for the three-month continuing resolution with a financial request of $4,533,566 for this initial period.

SCRRA stated that the formal FY 2020/21 annual budget is anticipated to be presented to the member agencies by August 1, 2020 with consideration and adoption by September 30, 2020. Staff will return to the Commission with the annual operating and capital budget for FY 2020/21 over the summer.

This will be an abbreviated report and additional details will be provided during the follow up item in September. All of the financial information in this staff report is incorporated into the Commission's overall budget; however, in order to comply with the provisions of the JPA, a

separate Commission action to adopt the budget is required. The overall amount the Commission will provide to SCRRA is a combination of the following:

Subsidy Type	Amount
Operating subsidy (Initial Quarter)	$4,533,566
Rehabilitation capital expenditure subsidy	TBD
New capital subsidy	TBD
Total	$4,533,566

The remainder of this staff report will provide the details that comprise the budget.

Fiscal Year 2019/20 Metrolink Review

The following is a review of Metrolink's FY 2019/20 activities:

- Celebrated its 27th year of operations;
- Completed the fourth year of operations for the 91/Perris Valley Line — a 24-mile extension of the 91 Line that connects the Perris Valley area and Riverside;
- Prior to the impact of the pandemic ridership was growing; however, due to the stay at home orders in March 2020, ridership significantly dropped;
- Train schedules were reduced 30% during this period; however, key peak period trains were maintained as they are serving essential workers in medical and law enforcement fields in the region;
- Federal Transit Administration Coronavirus Aid, Relief, and Economic Security Act funding grants have been made available to Metrolink through the member agencies to address the sharp decrease in revenue associated with the pandemic and will be used for operating assistance in FY 2019/20 and FY 2020/21;
- Enhanced vehicle and station cleaning and sanitation efforts were implemented along with social distancing efforts to address safety concerns;
- With reduced demand and service, capital construction efforts intensified to utilize available work windows and equipment availability for rehabilitation efforts;
- Received delivery of additional Tier 4 locomotives with the target of all 40 units to be on site by the end of 2020; and
- Earlier in the year, Metrolink operated an extremely successful 2019 Festival of Lights special train season, as well as Rams Football trains and Holiday Express Trains.

Fiscal Year 2020/21 Looking Forward

Looking ahead to FY 2020/21, Metrolink intends to:

- Continue to prioritize safety with a new focus on sanitation and social distancing practices;
- Develop a recovery plan to reintroduce train service in a smart and appropriate way; and
- Establish additional priorities during the upcoming annual budget process.

Summary Financial Subsidy Impact to Commission

Staff recommends approval of the SCRRA-proposed Commission operating subsidy of $4,533,566, which represents the first quarter of FY 2020/21 to be funded with Local Transportation Funds for operations. The complete funding program for FY 2020/21 will be identified and presented in a future agenda item.

In addition to approving the Commission's portion of SCRRA-requested subsidies for FY 2020/21 operation's needs, staff recommends approval of Agreement No. 20-25-091-00 with SCRRA (Attachment 1) regarding annual funding, including subrecipient matters and maintenance of way requirements.

Financial Information for SCRRA Budget Subsidy						
In Fiscal Year Budget:	Yes	Year:	FY 2020/21	Amount:	$4,533,566	
Source of Funds:	LTF Western County rail funds (Operations)				Budget Adjustment:	No
GL/Project Accounting No.:	254199 86101 103 25 86101					
Fiscal Procedures Approved:	Theresia Trevino				Date:	05/21/2020

Attachments: Draft Agreement No. 20-25-091-00 for FY 2020/21 SCRRA Funding

MEMORANDUM OF UNDERSTANDING NO. 20-25-091-00
BETWEEN
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
AND
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FOR
FISCAL YEAR 2020-21 ANNUAL FUNDING MOU

This memorandum of understanding (MOU) is effective as of this ___ day of ___ 2020, by and between the Southern California Regional Rail Authority (hereinafter referred to as "SCRRA"), 900 Wilshire Blvd Suite 1500, Los Angeles, California 90017, and the Riverside County Transportation Commission, 4080 Lemon Street, 3rd Floor, Riverside, California 92501, a public agency (hereinafter referred to as "RCTC"), which are sometimes individually referred to as "PARTY", and collectively referred to as "PARTIES".

I. RECITALS

A. RCTC and SCRRA desire to enter into a MOU to define RCTC's financial commitments to the SCRRA fiscal year (FY) 2020-21 operating budget and rehabilitation/renovation and new capital budget (collectively, the "BUDGET").
B. RCTC and SCRRA desire to enter into this MOU to define the respective responsibilities of SCRRA as a subrecipient of RCTC federal funds for costs in connection with the rehabilitation/renovation new and capital budget, and SCRRA's prior year rehabilitation/renovation and new capital costs.
C. SCRRA provides a commuter rail service operating to, within, or through Los Angeles, Riverside, San Bernardino, Ventura, San Diego and Orange Counties.
D. RCTC funds SCRRA commuter rail services benefitting Riverside County on the Riverside Line, Inland Empire-Orange County Line, and 91/Perris Valley Line (91/PVL) consistent with the existing cost sharing formula established by the Joint Powers Agreement forming SCRRA ("JPA"), RCTC Agreement No. M-23-008, to which RCTC is a party.
E. SCRRA's operating budget covers train operations, including operating crews, dispatching, equipment maintenance, fuel, non-scheduled rolling stock repairs, operating facilities maintenance, rolling stock lease payments, security and guard services, public safety programs, passenger relations, ticket vending machine (TVM) maintenance and revenue collection, marketing and market research, media/external relations, utilities and leases, passenger transfers to other operators, Rail 2 Rail program, station maintenance, freight rail agreements and general administrative costs that support SCRRA operations.

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F. RCTC, at its June 10, 2020 meeting, approved RCTC's financial commitments to the SCRRA FY 2020-21 for the initial operating costs as required by the JPA.

G. SCRRA's ongoing capital budget includes the following rehabilitation/renovation and new capital projects: track, structure, and signal work; layover facility work at Downtown Riverside Metrolink Station; and RCTC's share of system-wide track, signal, information technology, communications, rubber tire vehicles, TVM, and mechanical improvements.

H. RCTC, at its future meeting, will approve RCTC's financial commitments to the SCRRA FY 2020-21 rehabilitation/renovation and new capital projects with funds to be drawn down by RCTC from the Federal Transit Administration (FTA) and used to reimburse SCRRA.

I. RCTC, in previous Commission meetings, has approved RCTC's financial commitment to prior SCRRA rehabilitation/renovation and new capital projects. Certain projects have not been completed and funds for those carryover projects will be drawn down by RCTC from FTA and used to reimburse SCRRA as work related to the approved projects are completed and invoiced to RCTC.

J. SCRRA agrees to provide weed abatement, debris removal, track maintenance, graffiti removal, and other related maintenance, at road crossings, as well as routine maintenance, inspection and repairs of track, structures, signal system, grade crossing warning system and communication infrastructure (collectively, "Maintenance of Way Services") within twenty (20) feet from the center line along all operational tracks within the San Jacinto Subdivision.

K. As the Railroad of Record on behalf of RCTC, SCRRA agrees to maintain track, signals, and crossing warning systems on the out of service portion of the San Jacinto Subdivision as needed. SCRRA will post and maintain Emergency Notification Signs (ENS) with Metrolink's emergency telephone number at all crossings on the out of service areas as required by the Federal Railroad Administration (FRA) CFR Title 49 §234. The cost of all ENS signage and maintenance services incurred by SCRRA will be tracked as a separate recollectable project and billed separately to RCTC outside of this MOU. RCTC shall reimburse SCRRA for such costs within 30 days of the invoice date.

L. Pursuant to the Shared Use Agreement between RCTC and BNSF Railway (BNSF), BNSF is obligated to pay a set rate per mile for trains that are operated and dispatched over the PVL ("BNSF Per Mile Payment Obligation").

M. SCRRA will also maintain within twenty (20) feet from the center line along the freight-only double track, sidings and spurs between Highgrove Junction to the end of the PVL operating segment ("Freight Only Maintenance of Way Services"), provided that the costs for such maintenance are not an RCTC obligation, and shall instead be reimbursed by BNSF pursuant to the BNSF Per Mile Payment

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Obligation. SCRRA shall invoice BNSF for such costs. RCTC shall work with SCRRA to ensure that SCRRA is reimbursed by BNSF.

N. SCRRA agrees to provide special train service as included in the budget and will coordinate schedules and service options with member agencies.

II. **Scope of MOU**

This MOU specifies the terms and conditions, roles and responsibilities of the PARTIES as they pertain to the subjects and projects addressed herein. Both RCTC and SCRRA agree that each will cooperate and coordinate with the other in all activities covered by this MOU and any other supplemental MOUs that may be required to facilitate the purposes thereof.

III. **Responsibilities of RCTC**

RCTC agrees to the following responsibilities for the BUDGET:

A. Allocate and pay to SCRRA the RCTC share of the BUDGET for the first quarter operating costs in the not-to exceed amount of Three Million, Two Hundred Ninety-One Thousand Seven Hundred and Sixty- Seven dollars ($3,291,767) for rail operations using state, local and federal funds, which will be invoiced to RCTC on a quarterly basis in advance by SCRRA. Future portions of the operating costs will be paid with FTA CMAQ funds for the Perris Valley Line and FTA 5337 Funds for Preventative Maintenance.

B. Review each SCRRA invoice for rehabilitation/renovation, and RCTC-approved new capital project costs to ensure eligibility for federal reimbursement and make timely drawdown requests to FTA for eligible expenses following approval of the invoice.

C. Prepare and submit to the FTA, on a timely basis, all required periodic reports and milestone updates.

D. Comply with all requirements of the FTA Master Agreement, found at http://www.fta.dot.gov/documents/21-Master.pdf ("Master Agreement").

E. Monitor SCRRA's respective responsibilities as a subrecipient of RCTC's federal funds for rehabilitation/renovation and new capital costs in connection with the BUDGET and with SCRRA's prior years' carryover budget.

F. Per the regular operating formula, as set forth in the JPA, reimburse SCRRA for Maintenance of Way Services performed within twenty (20) feet from the center line along PVL, including any railroad structure or ballast cross–section that is located outside of this twenty (20) feet area (collectively, the "PVL SCRRA Maintenance Area"). These costs shall be included in the quarterly rail

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operations invoices submitted by SCRRA pursuant to Section III.A and are part of the BUDGET allocated not-to-exceed amount set forth therein as listed in Exhibit A.

G. For the PVL, be responsible for applicable Maintenance of Way Services that are outside the PVL SCRRA Maintenance Area. RCTC shall not be required to provide flagmen for such Maintenance of Way Services if there is no potential to foul the tracks but shall properly ensure that contractors have safety training for employees.

H. Provide security guards for the layover facilities at South Perris and Riverside Downtown stations, which costs shall be reimbursed by SCRRA. SCRRA's payment obligation shall be based on the agreed upon terms in Funding Agreement No. 16-25-107-00. RCTC shall invoice SCRRA on a quarterly basis for the direct security and management costs associated with the security of the layover facilities.

I. Require, under its contract(s) for security guard services, that the contractor(s) indemnify SCRRA to the same extent as indemnification is provided to RCTC and include SCRRA as an additional insured under all applicable policies required by RCTC under the contract(s).

J. Make available to SCRRA as part of this MOU station security camera feeds for SCRRA's safety and security needs. However, this MOU does not cover any additional connections requested by SCRRA. Future connections shall be agreed to in writing by the PARTIES, and funding for any costs associated therewith will need to be identified.

IV. **Obligations of SCRRA**

SCRRA agrees to the following responsibilities for the BUDGET:

A. Establish fiscal controls and accounting procedures sufficient to assure proper accounting for all transactions, so that audits may be performed. SCRRA shall use accounting and fiscal procedures conforming to generally accepted accounting principles (GAAP).

B. Comply with the Office of Management and Budget Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance), including but not limited to:

   a. Indirect Cost Rate. SCRRA's submitted federally recognized indirect cost rate negotiated between SCRRA and the FTA. SCRRA will provide RCTC the rates in a separate letter as soon as they are available. If the rates are updated with FTA, within 30 days of approval, SCRRA must

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reconcile its billings for any over or under-recovery of indirect costs previously billed to and reimbursed by RCTC using the provisional rates. Interest may not be claimed on any potential underpayments.

C. Comply with the requirements of 49 CFR, Part 26, et. seq., and all other FTA Disadvantaged Business Enterprise (DBE) rules, regulations and policies in carrying out this MOU, and shall implement a stand-alone DBE Program that includes goal setting, outreach, monitoring, and reporting. SCRRA shall create and maintain records of compliance with the DBE obligations in this MOU and provide compliance information to RCTC upon request.
D. Comply with all applicable sections of 2 CFR 200 "Grants and Agreements" pertaining to the management of federally funded assets. SCRRA shall provide all necessary information to RCTC so that RCTC can coordinate with the FTA regarding the requirements 2 CFR 200.
E. Comply with all applicable sections of FTA Circular 5010.1.e pertaining to the management of federally funded assets, FTA Circular 4220.1F pertaining to any third-party contracts funded with FTA funds, and any other applicable FTA Circulars. SCRRA shall provide all necessary information to RCTC so that RCTC can coordinate with the FTA regarding the requirements in Circular 5010.1.e.
F. Assume the role of subrecipient of federal awards and provide RCTC with all the necessary information to remain in compliance as a subrecipient with the Uniform Guidance, FTA requirements, and RCTC Subrecipient Guidelines, all of which are on file at the offices of the PARTIES, and are incorporated herein by reference.
G. Comply with all applicable requirements of the FTA Master Agreement, the terms of which are incorporated herein by reference, and be responsible for any violation of FTA rules, regulations or policies, or misuse of funds by SCRRA.
H. Submit a separate invoice to RCTC (Attention: Accounts Payable) on a quarterly basis for RCTC's share of the costs associated with the individual components of the BUDGET. Each invoice shall be in a mutually acceptable form and shall include the following information, at a minimum:
    a. RCTC Agreement Number
    b. Time period covered by the invoice;
    c. Total invoice amount;
    d. For rehabilitation/renovation and new capital projects, supporting documentation, such as progress reports, contractor invoices, or other records to indicate payment has been made to contractor(s), or that payment is imminent in the amount of the invoice, and such additional supporting documentation and background information as RCTC may reasonably require (including executed contracts, as further described below):

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e. All information needed for quarterly project reporting and milestone updates to allow RCTC enough time to prepare and submit to the FTA on a timely basis all required or requested FTA reports and updates. In no event shall such reports be received later than ten (10) days prior to the required date of the quarterly submission to the FTA, which is 30 days following the end of each quarter.

I. For each invoice submitted to RCTC related to rehabilitation/renovation and capital projects, provide a description of services performed during invoice period and included in the invoice;

J. For rehabilitation/renovation and capital projects, provide quarterly reports detailing total amount invoiced to date and balance remaining on projects; any significant issues encountered or anticipated; and a breakdown of percent completed and remaining for projects.

K. Provide quarterly budget to actual reports to RCTC and the SCRRA Board of Directors reflecting actual ridership and revenues and expenses at a line item level compared to the adopted operating budget, based on financial information generated by SCRRA's Oracle financial system. Such financial information shall be based on a monthly financial closing process that includes significant accruals and material account reconciliations.

L. Operate Metrolink commuter rail service on three lines serving Riverside County within budgeted service levels as outlined in Exhibit A.

M. Submit invoices to RCTC in a timely manner to allow RCTC to draw down Section 5337 federal funds directly and provide quarterly expenditure report by grant to RCTC no later than the 20th of the month following the end of each quarter reflecting anticipated drawdown of federal funds and funds expended for RCTC-funded capital, rehabilitation/renovation projects, including a progress report on each budgeted rehabilitation/renovation project that includes status of each project, schedule update, , and expenditures to budget.

N. Provide a reconciliation report to RCTC by March 31, 2020, identifying a surplus or deficit in FY 2018-19 RCTC allocations to the SCRRA for operating expenses.

O. Obtain express written permission from RCTC prior to reallocating any unexpended FY 2020-21 RCTC operating funds.

P. Provide quarterly reports to RCTC summarizing FY 2020-21 actual data versus budget, to assist in the measurement of performance metrics.

Q. As applicable, prepare and submit all required reports to federal and state agencies in a timely manner by the due dates established by those agencies in order to avoid any penalties that could impair funding to RCTC.

R. To qualify for reimbursement from RCTC, submit (i) a final invoice for operating expenses for FY 2020-21 on or prior to June 30, 2021 for budgeted

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or adjusted budget operating expenses and a final invoice after reconciliation of operating expenses by March 31, 2022, and (ii) final invoices for rehabilitation/renovation and new capital projects shall be provided as soon as possible, in accordance with FTA guidelines f the specified grant funds. Should a rehabilitation/renovation or capital project incur a delay, SCRRA shall promptly notify RCTC as to the cause of delay and other pertinent information that may be required to obtain an extension of grant terms, as applicable. Invoices submitted beyond the stated timeframes, unless extended, will be reviewed and may be reimbursed, on a case by case basis, subject to the availability of funding, as determined by RCTC and its grantors.

S. Submit invoices to BNSF for dispatching along the PVL and for the Freight Only Maintenance of Way Services. If the annual BNSF Per Mile Payment Obligation exceeds the costs of the Freight Only Maintenance of Way Services, SCRRA shall also invoice BNSF for a portion of the Maintenance of Way Services within the PVL SCRRA Maintenance Area.
T. Provide Maintenance of Way Services within the PVL SCRRA Maintenance Area.
U. Be responsible for all the fencing maintenance, weeding, trash, graffiti and maintenance within SCRRA's responsibility for track and structures.
V. Reimburse RCTC on a quarterly basis for the direct security costs associated with the security of the layover facility located at the Riverside Downtown station and the South Perris Station along the PVL, for a total, not-to-exceed amount of $250,000.
W. Make available to RCTC as part of this MOU security camera feeds for RCTC's safety and security needs. Future connections will need to be agreed to in writing by the PARTIES and funding for any costs associated with the project will need to be identified.
X. Maintain the 48 fibers provided by RCTC for SCRRA's use.
Y. Be responsible for the maintenance of eight (8) TVMs which shall be equally divided among the four (4) new Metrolink stations: Riverside Hunter Park, Moreno Valley/March Field, Downtown Perris and South Perris. Removal of any TVM from the designated station will require written notification to and approval from RCTC prior to work commencing.
Z. Report on and credit to RCTC's quarterly member agency operating subsidy allocation any revenues received from BNSF for the Freight Only Maintenance of Way Services and any additional Maintenance of Way Services along the PVL on a quarterly basis. Those revenues will be used to offset RCTC's member agency operating subsidy allocation and reported on quarterly invoices.
AA. Report on and credit to RCTC's quarterly member agency operating subsidy allocation any revenues received from BNSF for the dispatching along the PVL.

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BB. Be responsible for the maintenance of the Riverside Downtown and South Perris layover facilities, unless different agreements are made in writing by both PARTIES.

CC. Complete all work to be funded under this MOU in a good and workmanlike manner, consistent with the standard of care generally recognized as being employed by professionals in the same discipline in the State of California.

Failure of SCRRA to abide by the conditions above may result in delay to payment schedule outlined in Responsibilities of RCTC.

V. **Maximum Obligation**

Notwithstanding any provisions of this MOU to the contrary, RCTC and SCRRA agree that RCTC's maximum cumulative payment obligation hereunder shall be Four Million, Five Hundred Thirty-Three Thousand Five Hundred and Sixty-Six dollars ($4,533,566)). Any amendments to the BUDGET that increase the amount set forth as due from RCTC will require RCTC board approval.

VI. **Complete MOU**

A. This MOU, including any attachments incorporated herein and made applicable by reference, constitutes the complete and exclusive statement of the term(s) and condition(s) between SCRRA and RCTC concerning the subject matter addressed herein and it supersedes all prior representations, understandings, and communications. The invalidity in whole or in part of any term or condition of this MOU shall not affect the validity of other term(s) or conditions(s) of this MOU. The above-referenced Recitals are true and correct and are incorporated by reference herein.

B. RCTC'S failure to insist on any instance(s) of SCRRA's performance of any term(s) or condition(s) of this MOU shall not be construed as a waiver or relinquishment of RCTC's right to such performance or to future performance of such term(s) or condition(s), and SCRRA's obligation in respect thereto shall continue in full force and effect. Changes to any portion of this MOU shall not be binding upon RCTC except when specifically confirmed in writing by an authorized representative of RCTC by way of a written amendment to this MOU and issued in accordance with the provisions of this MOU.

C. SCRRA's failure to insist on any instance(s) of RCTC's performance of any term(s) or condition(s) of this MOU shall not be construed as a waiver or relinquishment of SCRRA's right to such performance or to future performance of such term(s) or condition(s), and RCTC's obligation in respect thereto shall continue in full force and effect. Changes to any portion of this

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MOU shall not be binding upon SCRRA except when specifically confirmed in writing by an authorized representative of SCRRA by way of a written amendment to this MOU and issued in accordance with the provisions of this MOU.

VII. **Authorized Representatives**

The actions required to be taken by SCRRA and RCTC in the implementation of this MOU are delegated to the respective authorized representative of each PARTY. The authorized representative for SCRRA is its Chief Executive Officer, or designee, and the authorized representative for RCTC is its Executive Director, or designee.

VIII. **Audit and Inspection**

In its role as a subrecipient, SCRRA shall:

A. Maintain a complete set of accounting records in accordance with GAAP for RCTC subrecipient monitoring, FTA, and normal operations purposes. The original records shall be maintained within the SCRRA limits.
B. Prepare and file, within nine (9) months after the close of the fiscal year, financial statements of SCRRA for such fiscal year, together with an audit report thereon prepared by and independent certified public accountant. SCRRA shall furnish such audited financial statements to RCTC within ten (10) days of issuance of the audit report.
C. Upon reasonable notice, permit the authorized representatives of RCTC and FTA to inspect and audit all work, materials, payroll, books, accounts and other data and records of SCRRA for a period of not less than three (3) years after final payment, or until any on-going audit is completed whichever is longer. For purposes of audit, the date of completion of this MOU shall be the date of RCTC's payment of SCRRA's final billing (so noted on the invoice) under this MOU.
    a. Upon conclusion of RCTC's monitoring of SCRRA as a subrecipient under this MOU, RCTC shall prepare a notice to SCRRA of any findings or deficiencies and immediate actions to be taken by SCRRA to correct issues involving ineligible uses of federal funds.
        i. SCRRA shall develop a corrective action plan for any findings or deficiencies within 60 days from the issuance of the review findings to address deficiencies or noncompliance issues.
D. With respect to audits in accordance with (C), include these same requirements in construction contracts with SCRRA's contractor(s).

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E. Comply with the terms and conditions for close-out of subawards.

RCTC shall have the right to reproduce any such books, records, and accounts.

If the FTA determines that any FTA funds paid to SCRRA were not spent in accordance with applicable federal rules and regulations, SCRRA shall be responsible for reimbursement of all such improperly expended funds and shall make such reimbursement in the manner specified by FTA.

If SCRRA fails to comply with the requirements of this MOU as it pertains to federal requirements as a subrecipient, RCTC may impose additional conditions or take one or more of the following actions, as appropriate:

A. Temporarily withhold cash payments;
B. Disallow all or part of the cost of the activity that is not in compliance;
C. Wholly or partly suspend or terminate the federal award;
D. Recommend that the federal agency initiate suspension or debarment proceedings; or
E. Take other remedies that may be legally available.

IX. **Indemnification and Insurance**

A. SCRRA shall indemnify, defend and hold harmless RCTC, its officers, directors, employees and agents from and against any and all claims (including attorney's fees and reasonable expenses for litigation or settlement) for any loss or damages, bodily injuries, including death, worker's compensation subrogation claims, damage to or loss of use of property alleged to be caused by the acts, omissions or willful misconduct by SCRRA, its officers, directors, employees, contractors, or agents in connection with or arising out of the performance of this MOU.
B. RCTC shall indemnify, defend and hold harmless SCRRA, its officers, directors, employees and agents from and against any and all claims (including attorney's fees and reasonable expenses for litigation or settlement) for any loss or damages, bodily injuries, including death, worker's compensation subrogation claims, damage to or loss of use of property alleged to be caused by the acts, omissions or willful misconduct by RCTC, its officers, directors, employees or agents in connection with or arising out of the performance of this MOU.
C. The indemnification and defense obligations of this MOU shall survive its expiration or termination.

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D. SCRRA maintains property and general liability insurance and/or self-insurance in the amounts and with coverage as set forth in the insurance certificates attached hereto as Exhibit "B". SCRRA shall maintain, for the duration of this MOU, and/or shall require that SCRRA contractors maintain, levels of insurance coverage equivalent to existing coverage, as shown in the attached certificates, against claims for injuries to persons, or damages to property, which may arise from or in connection with SCRRA rail operations or construction by SCRRA, its agents, representatives, employees or subcontractors on RCTC property. Further, the PARTIES agree that SCRRA is responsible for maintenance and repair of damage to, regardless of cause or ownership, all assets that facilitate SCRRA's operations, and shall provide insurance therefore.
E. SCRRA shall include RCTC as an additional insured on all insurance policies required to be maintained hereunder.

X. **Additional Provisions**

RCTC and SCRRA agree to the following mutual responsibilities:

A. Term of MOU: This MOU shall terminate upon the completion of the disbursement of the operating and capital funds to SCRRA and the completion of all reports, updates or any other documentation or responsibility of the PARTIES related to the projects in the BUDGET. In all events, this MOU shall terminate within the time limits set forth in applicable FTA procedures and regulations. This MOU may only be extended upon written mutual consent by both PARTIES.
B. Dispute Resolution: In the case of a dispute, the Executive Director and Chief Executive Officer of the PARTIES shall timely attempt to resolve the dispute. If the PARTIES are unable to resolve the dispute, either PARTY may elect to initiate arbitration by a panel of three arbitrators pursuant to the rules of the American Arbitration Association. The panel of arbitrators shall consist of one arbitrator appointed by the governing body of each of the PARTIES, and the third member shall be appointed by mutual consent of the other two arbitrators.
C. Modifications: This MOU may be amended in writing at any time by the mutual consent of both PARTIES. No amendment shall have any force or effect unless executed in writing by both PARTIES.

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D. Laws and Regulations: RCTC and SCRRA shall comply with all applicable federal, state, and local laws, statues, ordinances and regulations of any governmental authority having jurisdiction over the BUDGET.

E. Legal Authority: The persons signing below represent that they are authorized to execute this MOU on behalf of their respective PARTY, and that, by so executing this MOU, the PARTIES hereto are formally bound to the provisions of this MOU.

F. Severability: If any term, provision, covenant or condition of this MOU is held to be invalid, void or otherwise unenforceable, to any extent, by any court of competent jurisdiction, the remainder of this MOU shall not be affected thereby, and each term, provision, covenant or condition of this MOU shall be valid and enforceable to the fullest extent permitted by law.

G. Counterparts: This MOU may be executed and delivered in any number of counterparts, each of which, when executed and delivered shall be deemed an original and all of which together shall constitute the same MOU. Facsimile signatures will be permitted.

H. Force Majeure: Either PARTY shall be excused from performing its obligations under this MOU during the time and to the extent that it is prevented from performing by an unforeseeable cause beyond its control, including but not limited to: any incidence of fire or flood; acts of God; commandeering of material, products, plants or facilities by the federal, state or local government; national fuel shortage; or a material act or omission by the other PARTY; when satisfactory evidence of such cause is presented to the other PARTY, and provided further that such nonperformance is unforeseeable, beyond the control and is not due to the fault or negligence of the PARTY not performing.

I. Assignment: Neither this MOU, nor any of the PARTIES rights, obligations, duties, or authority hereunder may be assigned in whole or in part by either PARTY without the prior written consent of the other PARTY in its sole and absolute discretion. Any such attempt of assignment shall be deemed void and of no force and effect. Consent to one assignment shall not be deemed consent to any subsequent assignment, nor the waiver of any right to consent to such subsequent assignment.

J. Obligations To Comply with Law: Nothing herein shall be deemed nor construed to authorize or require any PARTY to issue bonds, notes or other evidences of indebtedness under the terms, in amounts, or for purposes other than as authorized by local, state or federal law.

K. Governing Law: The laws of the State of California and applicable local and federal laws, regulations and guidelines shall govern this MOU. Venue shall be in Riverside County.

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L. Arbitration Fees: Should arbitration arise out of this MOU for the performance hereof, the arbitration fees, and other costs and expenses, including attorney's fees, shall be paid by the PARTY against whose favor the arbitration, or any subsequent legal action arising out of the arbitration, is found.

M. Notices: Any notices, requests, or demands made between the PARTIES pursuant to this MOU are to be directed as follows:

To SCRRA:	To RCTC:
Southern California Regional Rail Authority	Riverside County Transportation Commission
900 Wilshire Blvd Suite 1500 Los Angeles, CA 90017	Street Address: 4080 Lemon St 3rd Floor Riverside, CA 92501 Mailing Address: P.O. Box 12008 Riverside, CA 92502
Attention: Chief Executive Officer Tel: 213-452-0255 E-mail:SCRRACEO@scrra.net	Attention: Executive Director Tel: 951-787-7141 E-mail: amayer@rctc.org

N. Successors and Assigns: The provisions of this MOU shall bind and inure to the benefit of each of the PARTIES hereto, and all successors or assigns of the PARTIES hereto.

O. Survival: All rights and obligations hereunder that by their nature are to continue after any expiration or termination of this MOU, including, but not limited to, the indemnification, reporting, auditing, repayment of improperly expended funds, and records maintenance obligations, shall survive any such expiration or termination.

This MOU shall be made effective upon execution by both PARTIES.

[Signatures on following page]

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SIGNATURE PAGE TO
MOU No. 20-25-091-00

IN WITNESS WHEREOF, the PARTIES hereto have caused this MOU No. 20-25-091-00 to be executed on the date first above written.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY	**RIVERSIDE COUNTY TRANSPORTATION COMMISSION**
Chief Executive Officer	Executive Director
Reviewed and Approved as to Form:	
SCRRA Legal Counsel	RCTC General Legal Counsel

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EXHIBIT A-SCRRA BUDGET

RCTC's shares of SCRRA's FY 2020-21 Budget, as approved by the SCRRA Board of Directors in May 2020, are shown below:

Operating Budget:

RCTC Share	$	4,533,566
Net Subsidy	$4,533,566	

Capital Budget:

RCTC Share	$	TBD
Total	$	TBD

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EXHIBIT B-INSURANCE CERTIFICATES

[attached behind this page]

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AGENDA ITEM 7M

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 10, 2020
TO:	Riverside County Transportation Commission
FROM:	Lorelle Moe-Luna, Multimodal Services Director Eric DeHate, Transit Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Fiscal Year 2020/21 Short Range Transit Plan Updates and Transit Funding Allocations

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Approve the Fiscal Years 2020/21 – FY 2022/23 Short Range Transit Plans (SRTPs) for the cities of Banning (Banning), Beaumont (Beaumont), Corona (Corona), and Riverside; Palo Verde Valley Transit Agency (PVVTA); Riverside Transit Agency (RTA); SunLine Transit Agency (SunLine); and the Commission's FY 2020/21 – 2024/25 SRTP for the Rail and Vanpool Programs;
2) Approve Fiscal Year 2020/21 Transit Operator Funding Allocations for Banning, Beaumont, Corona, and Riverside; PVVTA; RTA; SunLine; and the Commission's Rail and Vanpool Programs;
3) Adopt Resolution No. 20-010, "*Resolution of the Riverside County Transportation Commission to Allocate Local Transit Assistance Funds and State Transit Assistance Funds For the Fiscal Year 2020/2021"; and*
4) Direct staff to add the federally funded and regionally significant projects into the Federal Transportation Improvement Program (FTIP).

BACKGROUND INFORMATION:

The SRTPs serve as the county's primary justification for federal and state grants for transit operations and capital and provides a short-term vision of public transportation for the county including strategies that will help guide transportation decisions over the next three to five years. In Riverside County, there are seven public bus transit operators (Banning, Beaumont, Corona, and Riverside; RTA; SunLine; and PVVTA), and the Commission as a commuter rail and vanpool operator – a total of eight transit operators.

Under state law, the Commission is tasked with the responsibility to identify, analyze, and recommend potential productivity improvements to ensure federal, state, and local funds are allocated to transit operators to provide needed transit services for county residents. An annual SRTP update is a mechanism to meet this obligation and coordinate transit services throughout the county. The core components of each agency's SRTP includes the operating and capital plans and project justifications that are utilized as the basis for receiving transit funding. The SRTPs

also document each operator's system and route performance data, which provide the basis for the Commission's oversight activities to ensure compliance with the Transportation Development Act (TDA), federal regulations, state law, and Commission-adopted policies and guidelines.

COVID-19 Impacts on Transit

Since mid-March 2020 when the Governor issued a stay at home order due to COVID-19, transit ridership plummeted 80 to 90 percent in just a few weeks, causing many transit operators to reduce their scheduled services. Transit operators continue to monitor ridership closely and have implemented enhanced safety and sanitization measures for their vehicles, bus stops, and transit centers.

While there is still much uncertainty to when schools will reopen and the stay at home order will be lifted, the FY 2020/21 service plans address how scheduled services might return to pre-COVID levels under fiscally conservative economic conditions. For FY 2020/21, it is estimated that countywide ridership (excluding Metrolink data which is unavailable at this time) will reach almost 8.1 million, a decrease of about 42 percent from planned ridership for FY 2019/20 due to COVID-19. The proposed service plans also provide flexibility to ensure that when local and state health provisions are lifted, they can adapt quickly to market changes.

SRTP HIGHLIGHTS FOR FY 2020/21

Following are service and capital program highlights for FY 2020/21 by operator.

Banning (Attachment 1)

Banning provides both Dial-A-Ride and three fixed route services and primarily covers the areas of Banning and Cabazon and provides connections to the Morongo Indian Reservation and Walmart in Beaumont. Banning estimates a total of $1.9 million in operating and $0.6 million in capital assistance needs, a combined increase about 4 percent from FY 2019/20 primarily due to the addition of a Transit Manager position.

Planned services and projects for FY 2020/21 include:

- Continued reduction of operating hours for Routes 1 and 6 as long as the stay at home orders remain in place;
- Rebranding of its transit system (Banning Connect) with marketing to increase ridership and update all stops, materials, and fleet with the new logos;
- Deployment of a new data platform in improving system performance, service reliability and real-time passenger information;
- Upgrading the existing compressed natural gas (CNG) station; and
- Replacement of one fixed route bus.

Beaumont (Attachment 2)

Beaumont provides both Dial-A-Ride and seven fixed route services. It primarily operates in Beaumont with stops in Banning and Calimesa. Beaumont estimates a total of $3.0 million in operating and $1.3 million in capital assistance needs, a combined decrease of about 27 percent from FY 2019/20 due to a reduction in capital assistance needs.

Planned services and projects for FY 2020/21 include:

- Continued reduction of services for Commuter Link Route 120/125 and Route 3/4 as long as the stay at home orders remain in place;
- Implementation of a free fare promotion for seniors, veterans, and disabled passengers for one year;
- Completion of a Comprehensive Operational Analysis (COA), including a fare elasticity analysis;
- Redevelopment of the Walmart Transportation Hub for added capacity of buses and passenger amenities;
- Construction of a new CNG fueling station;
- Design and engineering of the fleet maintenance and operations building; and
- Procurement of two electric vehicles for paratransit services.

Corona (Attachment 3)

Corona operates two fixed routes known as the Corona Cruiser and a Dial-A-Ride program for seniors and persons with disabilities within the city limits and neighboring communities of Coronita, El Cerrito, Home Gardens, and Norco. Corona estimates a total of $2.9 million in operating and $0.5 million in capital assistance needs, a combined increase of about 15 percent from FY 2019/20 primarily due to an increase in materials, marketing and utilities for translation services of various transit documents to comply with Title VI, contracted services expenses for updating the Triennial Disadvantaged Business Enterprise (DBE) Program, and the implementation of a COA.

Planned services and projects in FY 2020/21 include:

- Fixed route service schedule adjustments for better connections, particularly for morning peak service;
- Implementation of a free fare program for special events and programs such as Bike to Work Day, Dump the Pump Day, Fixed Route Training Program, and Summer Student Program;
- Improving Dial-A-Ride services by reviewing the feasibility of establishing an Americans with Disabilities Act (ADA) subscription services policy;
- Working with the City's contract transportation operator to improve on-time performance, bus maintenance and cleanliness, and maintenance of bus stops;
- Procuring services to conduct a COA to identify strengths as well as opportunities for service improvements;

- Procuring services for quarterly inspection of buses to ensure state of good repair;
- Procuring services to update the Triennial DBE Program for FY 2022/23; and
- Implementation of many needed capital projects such as the Intelligent Transportation System, Bus Stop Improvement Project, purchase of an ADA accessible van, implementation of a Digital Mobile Land Communication System, installation of a canopy/roof structure for the bus parking area, and route development buses.

City of Riverside – Special Services (Attachment 4)

Riverside Special Services (RSS) operates a 24-hour advance reservation Dial-A-Ride for seniors and persons with disabilities within the Riverside city limits. RSS serves as the primary paratransit provider for those eligible within the city of Riverside. RSS differs from RTA's Dial-A-Ride by providing service only within Riverside city limits and serves seniors 60 years and older, as compared to RTA's Dial-A-Ride which serves seniors 65 years and older. RSS estimates a total of $5.4 million in operating and $0.6 million in capital assistance needs, a combined increase of about 17 percent from FY 2019/20 primarily due to capital projects such as vehicle replacements and equipment upgrades to improve operational efficiencies.

Planned services and projects for FY 2020/21 include:

- Implementation of electronic fare collection and online reservations;
- Procurement of a consultant to assist in a strategic planning process;
- Replacement of three CNG mini-buses that have met their useful life;
- Upgrading computer software; and
- Renovation of the dispatch office area.

PVVTA (Attachment 5)

PVVTA provides six fixed route/deviated fixed routes services known as "Desert Roadrunner," ADA paratransit service, and a transportation reimbursement program for individuals who are unable to access fixed route services. The fixed route service can deviate up to three-quarters of a mile away from the actual fixed route. Service is provided within the city of Blythe and surrounding unincorporated areas in the Palo Verde Valley. PVVTA estimates a total of $1.7 million in operating and $0.4 million in capital assistance needs, a combined increase of about 10 percent from FY 2019/20. This is due to expanding the Blythe Wellness Express to a three-day a week service and the replacement of a fixed route bus.

Planned services and projects for FY 2020/21 include:

- Continued reduction of operating hours for Routes 1 and 2 in response to the ongoing COVID-19 pandemic;
- Increasing service on the Blythe Wellness Express to three days a week;
- Upgrading of computer software;
- Replacement of a fixed route bus; and
- Encouraging new ridership through targeted marketing campaigns.

RTA (Attachment 6)

RTA operates 36 local, intercity, and regional fixed routes; nine CommuterLink express routes; and Dial-A-Ride services. RTA is also the Consolidated Transportation Service Agency (CTSA) for Western Riverside County and is responsible for coordinating transit services throughout the service area and providing driver training and grant application assistance to operators in Western County. RTA estimates a total of $82.4 million in operating and $2.6 million in capital assistance needs, a combined decrease of about 37 percent from FY 2019/20. This is attributable to significant reductions in service and expected Dial-A-Ride demand and not programming capital funding for the partial replacements of the heavy-duty CNG fleet, the contracted fixed route fleet, and the Dial-A-Ride fleet.

Planned services and projects for FY 2020/21 include:

- Continued Sunday-level and modified CommuterLink services as needed during the COVID-19 pandemic;
- Discontinuation of Routes 26 and 210 in September 2020;
- Elimination of various unproductive trips and schedule modifications to create a stronger, more efficient system;
- Completion of the Zero Emission Bus (ZEB) Analysis;
- Conducting a Route Reconstruction Study that aligns with post-COVID landscape, ZEB requirements, and new funding environment; and
- Reprogramming of funding from the cancelled UCR Mobility Hub to the Canyon Crest Turnout project, Associated Transit Improvements, and replacement of non-revenue vehicles resulting in a net zero change.

SunLine (Attachment 7)

SunLine operates 15 local and regional fixed routes; one express route known as “Commuter Link”; demand response service branded as “SunDial”; and a vanpool program branded as “SolVan”. SunLine is also the CTSA for the Coachella Valley and is responsible for coordinating transit services in the Coachella Valley. SunLine estimates a total of $40.1 million in operating and $6.3 million in capital assistance needs, for a combined decrease of about 12 percent from FY 2019/20 due to a reduction in capital programming.

Planned services and projects for FY 2020/21 include:

- Continued Sunday-level service as needed during the COVID-19 pandemic;
- Implementation of initial phases of the transit redesign service system that focuses on consolidating fixed routes to provide more productive routes with higher frequencies;
- Introduction of microtransit services;
- Facility and infrastructure projects such as replacement of operations facility, hydrogen fueling station, CNG fueling station, and Center of Excellence facility;
- Purchase of 9 replacement CNG fixed route buses;

- Expansion of SunLine property to include a solar farm; and
- Increased revenue through the advertising program.

RCTC Rail and Vanpool Programs (Attachment 8)

Western County Commuter Rail

The Commission is a member agency of the Southern California Regional Rail Authority (SCRRA) that operates the Metrolink commuter rail system. Of the 57 stations on the Metrolink system, the Commission owns and maintains nine stations that are located in Western Riverside County. The Western County Commuter Rail program reflects the Commission's share of Metrolink operating and capital subsidies, station operations and maintenance, right-of-way maintenance, and program administration and support. Total operating costs are estimated at $48.9 million and capital of $8.8 million, a combined decrease of about 1 percent, primarily due to the capital programming of the $14.2 million Transit and Intercity Rail Capital Program (TIRCP) award for the Riverside-Downtown Station Project from the prior year.

Planned services and projects for FY 2020/21 include:

- SCRRA will continue operating with a 30 percent reduction level of service through the first quarter due to COVID-19 and will focus its efforts on maintaining and regaining riders;
- Completion of station rehabilitation projects such as elevator replacements, pavement rehabilitation, station painting, bike and pedestrian improvements, and upgraded lighting and electrical;
- Increasing safety and sanitization measures at Metrolink stations such as social distancing platform placards for waiting areas, signage, hand sanitization stations, and enhanced daily and monthly deep cleaning routines for high traffic surfaces such as handrails, ticket vending machines, and elevators; and
- Construction of the Riverside-Downtown Layover Facility North Expansion project.

Coachella Valley – San Gorgonio Pass Rail Corridor Service

The proposed 200-mile long rail corridor service in Coachella Valley will run from Los Angeles to Indio through the four Southern California counties of Los Angeles, Orange, Riverside, and San Bernardino to provide a convenient scheduled link to the communities in the fast-growing Coachella Valley and Banning Pass areas. Financial support for project development will come primarily from federal and state grant funds received and maintained in the Coachella Valley Rail Fund.

Major planning highlights for FY 2020/21 include the public release of a Tier 1 Program-level Environmental Documentation and Service Development Plan. The total capital programming request for FY 2021/21 is $0.7 million for the completion of this planning effort.

VanClub

The Commission's vanpool program known as VanClub is the newest transit program in the county and was launched in May 2018. VanClub is a valuable transportation alternative option in areas that are hard to serve by transit and supports long-distance commuters by offering a subsidy which reduces the cost of the vanpool lease. The total operating request for FY 2020/21 is $1.9 million, an increase of about 19 percent from FY 2019/20. This is attributable to the transition of a new application and database system, subsidies and incentives to help promote growth post-pandemic which will result in an overall increase in program performance and participation.

Planned service enhancements for FY 2020/21 will include:

- Transition from a locally provisioned Inland Empire-based rideshare and vanpool system to a regional platform solution which will expand the commuter database and improve ridematching capabilities;
- Procurement for a contract with additional leasing vendors to expand VanClub participant vehicle options;
- Expanding employer partnerships and new market development with a direct business-to-consumer strategy; and
- Continuing efforts to increase the number of leased park and ride spaces.

SRTP FINANCIAL OVERVIEW

Approximately $210.7 million in total funding is required to support the FY 2020/21 operating and capital requests for the provision of transit services in Riverside County. To implement the SRTPs for FY 2020/21, the programming plan is to utilize available funding of approximately $189.0 million for operating and $21.7 million for capital purposes. Table 1 below provides a comparative overview of the total operating and capital costs from the prior year. Systemwide, this represents a 24 percent decrease compared to FY 2019/20 funding levels.

Table 1: FY 2020/21 and FY 2019/20 Operating and Capital Costs

Fiscal Year	Operating	Capital	Total
2019/20	$190,473,191	$84,849,413	$275,322,604
2020/21	$189,001,056	$21,725,536	$210,726,592
% Change	-0.8%	-74.4%	-23.5%

Table 2 below provides an overview of the operating and capital costs by funding source required to support the County's transit operations. Typically, state funds, primarily Local Transportation Funds (LTF) and State Transit Assistance (STA), make up the largest share of operating and capital funds. However, this year with the passage of the federal Coronavirus Aid, Relief, and Economic Security (CARES) Act, Federal Transit Administration (FTA) funds will make up the majority share of funding. Federal funds will account for about $138.4 million (66 percent) of revenues, followed by state funds totaling about $52.2 million (25 percent), and local revenues representing about $20.1 million (9 percent).

Table 2: FY 2020/21 Funding Source Breakdown

Fund Type	Fund Name	Amount	Percent of Total Funding
Federal	FTA CARES	$ 95,930,168	45.5%
	FTA 5307	$ 30,895,510	14.7%
	FTA 5310	$ 418,947	0.2%
	FTA 5311	$ 1,172,396	0.6%
	FTA 5312	$ 37,320	0.0%
	FTA 5337	$ 4,000,000	1.9%
	FTA 5339	$ 384,700	0.2%
	CMAQ	$ 5,279,357	2.5%
	Other Federal Funds	$ 255,000	0.1%
	Federal Subtotal	**$ 138,373,398**	**65.7%**
State	LCTOP	$ 5,994,635	2.8%
	LTF	$ 36,000,783	17.1%
	SGR	$ 4,140,341	2.0%
	STA	$ 6,057,070	2.9%
	State Subtotal	**$ 52,192,829**	**24.8%**
Local	AB 2766	$ 20,000	0.0%
	Interest	$ 471,000	0.2%
	Measure A	$ 11,515,583	5.5%
	Other Local Revenues	$ 4,237,507	2.0%
	Passenger Fares	$ 3,916,275	1.9%
	Local Subtotal	**$ 20,160,365**	**9.6%**
Total for Federal, State and Local Funding		**$ 210,726,592**	**100%**

Transit operators may experience potential delays in receiving federal reimbursements. Staff will work with larger operators such as RTA and SunLine to advance as much LTF and Measure A in the first quarter up to the approved amount in this item to address potential cash flow issues.

Funding allocations by operator for FY 2020/21 are based on *Table 4.0: Summary of Funds Requested* in each SRTP. This table is used as the primary basis for allocating operating and capital revenues under the Commission's authority. Future funding needs described in the SRTP beyond FY 2020/21 are solely for projection and planning purposes.

Staff has reviewed the transit operators' funding requests for farebox ratio compliance and other eligibility requirements and recommends the approval of the FY 2020/21 SRTP updates (Attachments 1 – 8), funding allocations as summarized in Attachment 9, and subsequent programming of federally-funded and regionally significant projects into the FTIP.

In accordance with TDA, allocations to claimants (transit operators) shall be made and take effect by resolution adopted by the regional transportation planning agency. As such, Resolution No. 20-010, "*Resolution of the Riverside County Transportation Commission to Allocate Local Transit*

Assistance Funds and State Transit Assistance Funds for the Fiscal Year 2020/2021" is required for adoption (Attachment 10).

Fiscal Impact

LTF, STA, State of Good Repair (SGR), and Measure A fund allocations, as well as Rail and Vanpool FTA, Congestion Mitigation and Air Quality (CMAQ), and Low Carbon Transit Operations Program (LCTOP) funds are included in the Commission's proposed FY 2020/21 budget. The various other FTA, CMAQ, LCTOP, and AB 2766 funds, as well as passenger fares and other revenues, received directly by the transit operators are not included in the Commission's budget. Should any funding revenue projections change, or transit operators require additional funds, staff will return to the Commission with amendments as necessary.

<table>
<tr><th colspan="6">Financial Information</th></tr>
<tr><td>In Fiscal Year Budget:</td><td>Yes</td><td>Year:</td><td>FY 2020/21</td><td>Amount:</td><td>$36,000,783 (LTF)
$6,057,070 (STA)
$11,515,583 (Measure A)
$4,140,341 (SGR)</td></tr>
<tr><td>Source of Funds:</td><td colspan="3">TDA (LTF and STA); Measure A; and SGR</td><td>Budget Adjustment:</td><td>No</td></tr>
<tr><td>GLA No.:</td><td colspan="3">LOCAL TRANSPORTATION FUND
<u>Western County Bus</u>
002210 86101 601 62 86101 $16,594,828
<u>Western County Rail</u>
002213 97001 601 62 97001 $7,320,766
<u>Coachella Valley Bus</u>
002211 86101 601 62 86101 $11,000,000
<u>Palo Verde Valley</u>
002212 86101 601 62 86101 $1,085,189</td><td colspan="2">STATE TRANSIT ASSISTANCE
<u>Western County Bus</u>
002201 86102 241 62 86102 $2,180,172
<u>Coachella Valley Bus</u>
002202 86102 241 62 86102 $2,968,598
<u>Coachella Valley Rail</u>
002202 97001 241 62 97001 $672,000
<u>Palo Verde Valley</u>
002203 86102 241 62 86102 $236,300</td></tr>
<tr><td></td><td colspan="3">MEASURE A
<u>Western Commuter Rail Operating</u>
265-33-XXXXX $4,160,400
265-24-XXXXX $1,399,300
<u>Coachella Valley Specialized Transit</u>
258-26-86101 $5,955,883</td><td colspan="2">STATE OF GOOD REPAIR
<u>Western Riverside Bus</u>
002221 86102 242 62 86102 $2,486,553
<u>Western Riverside Rail</u>
002224 86102 242 62 86102 $837,037
<u>Coachella Valley Bus</u>
002222 86102 242 62 86102 $779,796
<u>Palo Verde Valley</u>
002223 86102 242 62 86102 $36,955</td></tr>
<tr><td colspan="3">Fiscal Procedures Approved:</td><td>Theresia Trevino</td><td>Date:</td><td>05/22/2020</td></tr>
</table>

Attachments:

1) City of Banning, FY 2020/21 – FY 2022/23 SRTP
2) City of Beaumont, FY 2020/21 – FY 2022/23 SRTP
3) City of Corona, FY 2020/21 – FY 2022/23 SRTP

4) City of Riverside, FY 2020/21 – FY 2022/23 SRTP
5) PVVTA, FY 2020/21 – FY 2022/23 SRTP
6) RTA, FY 2020/21 – FY 2022/23 SRTP
7) SunLine, FY 2020/21 – FY 2022/23 SRTP
8) RCTC, FY 2020/21 – FY 2024/25 SRTP
9) FY 2020/21 Transit Operator Funding Allocations
10) Resolution No. 20-010

City of Banning
Short Range Transit Plan
FY 2020/2021 – 2022/2023

BANNING CONNECT
TRANSIT SYSTEM

City of Banning
99 E. Ramsey Street
Banning, CA 92220
951.922.3130

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Chapter 1: System Overview

1.1 – Description of Service Area

The City of Banning ("Banning") is strategically located astride Interstate 10 between the Inland Empire and the Coachella Valley in the San Gorgonio Pass. The City, incorporated in 1913, has a rich and colorful history.

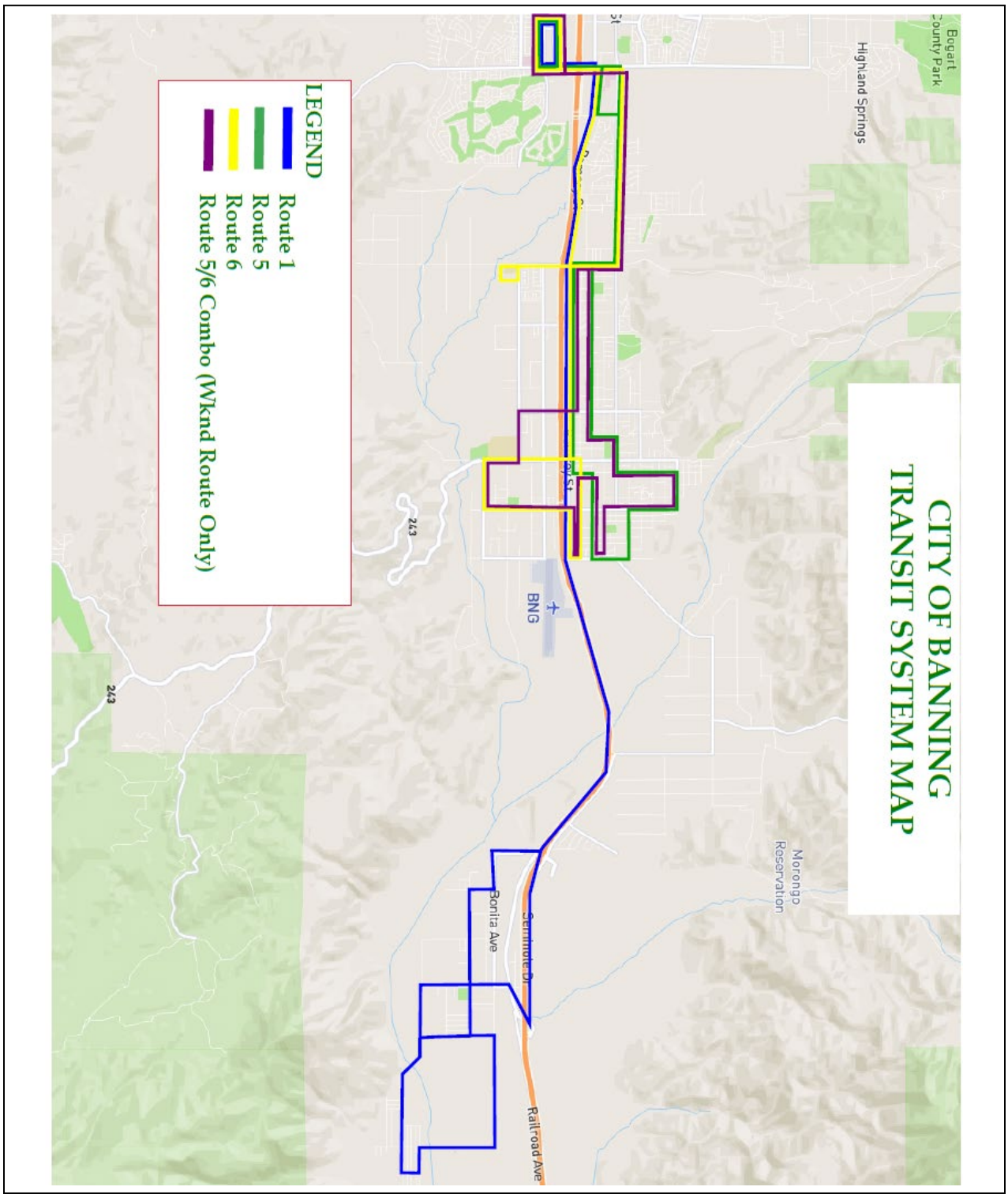
Initially Banning served as a stagecoach and railroad stop between the Arizona territories and Los Angeles. This history has contributed to the present-day spirit of pioneer resourcefulness and "can do" attitude that is so prevalent in the community.

Banning has provided public transportation service since April 1973, which expanded to two routes in September 1985. The current transit system comprises three fixed-route services and a Dial-a-Ride system that is limited to seniors (60 + years of age) and persons with disabilities, including riders certified under the Americans with Disabilities Act (ADA). The newest of the three fixed routes, the Cabazon service, which began in July 1995, extends from Banning east to the unincorporated area of Cabazon. This route was extended in January 2000 to provide a route deviation to serve a remote residential area in eastern Cabazon.

The Banning transit system serves several areas, including the commercial and residential areas of Banning and Cabazon, as well as the commercial areas of the Morongo Indian Reservation and limited commercial areas in the City of Beaumont ("Beaumont"). Banning transit services cover approximately 35 square miles in the pass area with routes connecting to regional services.

Within the service area, population is mixed with areas of both high and low densities. The current routes have been planned by taking advantage of this knowledge, allowing the system to operate more efficiently.

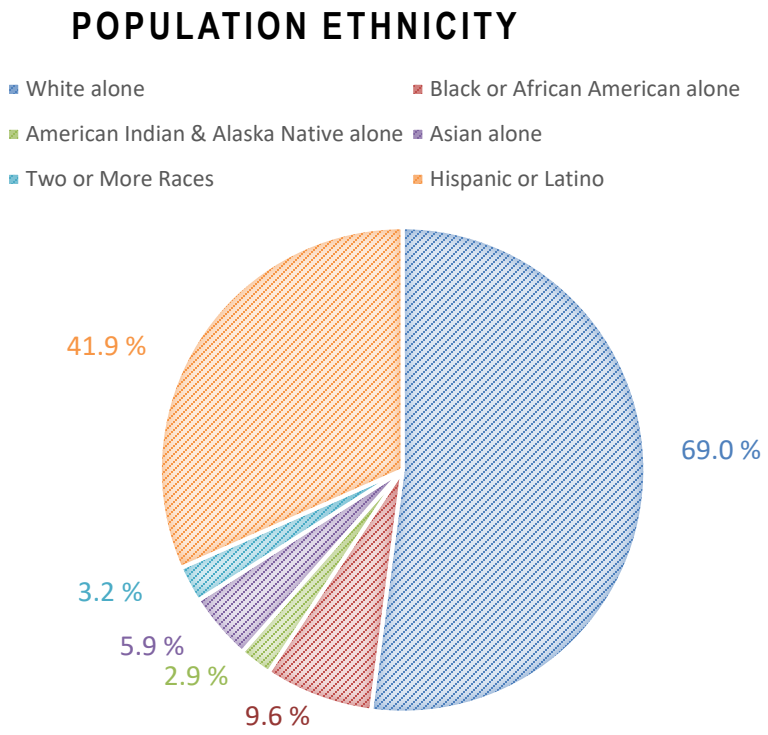
Service Area Map



1.2 – Population Profile and Area Demographics

Riverside County covers 7,208 square miles with a population of over 2.4 million people in 2010, per the U.S. Census. The population density for Riverside County is 303.8 people per square mile, largely due to the vast desert areas that are not populated.

The City of Banning ("Banning") covers 23 square miles with a population of 31,044 people in 2019, per the Department of Finance E1: City/ County Population Estimates, a growth rate of .3% compared to the population in 2018. The population density for Banning is 1,300 per square mile. The racial makeup of the City is as follows:



The six percentages add to more than 100 percent because individuals may report more than one race

The average age of the population is the following:

- 55+ Years 36.6 %
- 40-54 Years 15.5 %
- 20-39 Years 22.1 %
- Under 19 Years 25.8 %

The average age of the population is 45.1 years old.

1.3 Description of Services by Mode/Route

Table 1

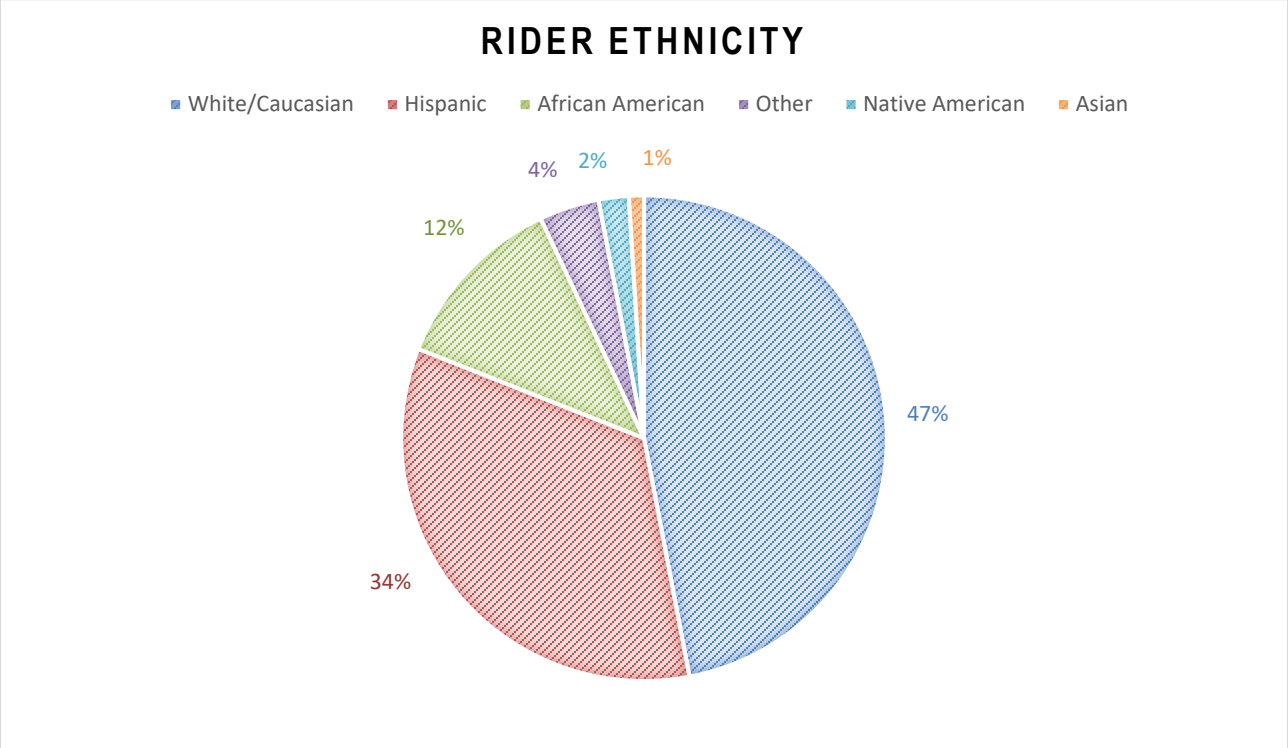
Fixed Route	Description	Area/Service Site
Route 1	Service from Beaumont to Cabazon via the Banning commercial corridor along Ramsey Street.	Walmart Shopping Center, Sun Lakes Village, Banning Police Department, Casino Morongo, Cabazon Outlets, Cabazon Community Center, Mid-County Courthouse, Mt San Jacinto College Pass Campus and the San Gorgonio Memorial Hospital.
Route 5	Residential areas of Northern Banning, Indian School, Alessandro, Nicolet and Wilson Street to Walmart Shopping Center in Beaumont via downtown Banning	Banning Library, Banning High School, Hemmerling Elementary School, Beaver Medical, Walmart, Sun Lakes Village, San Gorgonio Memorial Hospital, DMV and Banning Police Department.
Route 6	Residential areas of Southern Banning, Hathaway and Williams Street to Walmart Shopping Center in Beaumont via downtown Banning	Mt San Jacinto College Pass Campus, Banning High School, Smith Correctional Facility, DMV, Banning Health Care, Sun Lakes Village, Rio Ranch
Dial-A-Ride	**Description**	**Area/Service Site**
City-Wide	Demand Response and Origin-to-Destination shared ride transportation service for seniors age 60 and older and persons who are, due to their functional limitation(s), unable to use accessible fixed route bus service	All areas of Banning and limited areas in Beaumont

1.4 – Description of Ridership, Revenue Miles, Revenue Hours

Ridership

In 2013, a survey was conducted showing the demographics of the Pass Transit riders. The information gathered helped create a visual indication of the use of the system.

The racial makeup of the ridership is as follows:



Furthermore, 86% of respondents stated that they used the system's fixed routes at least three times a week. 59% of the ridership used the bus service for local trips within the Banning/Beaumont/Cabazon area, and 49% use transit to travel outside of the City's service area. For 91% of ridership, the bus system is their only means of transportation. An unspecified amount of respondents stated that the transit service is readily available in their area, with a majority of riders living within a two-block radius of a bus stop.

A substantial amount of users of the system share the commonality of being either underemployed or unemployed, with 88% of riders reporting an annual household income of $20,000 or less and 81% of respondents reporting a family of two or more. 87% of those completing the survey report English as their primary language while 13% speak Spanish.

Revenue Miles/Hours

In FY 2019/2020, the City of Banning budgeted 28,471 revenue hours for the operation of 344,005 revenue miles system-wide:

- 26,086 revenue hours and 309,615 revenue miles projected for fixed route operations of three fixed routes. A majority of revenue miles/hours (approximately 70%) expected from Route 1.

- 2,385 revenue hours and 34,390 revenue miles projected for DAR services.

1.5 – Current Fare Structure

The City of Banning transit system fare structure, which have remained unchanged for several years, is as follows:

Fixed Route

Fare Categories	Base Fare	Day Pass	10-Trip Punch Pass	10-Ticket Book	Monthly Pass
General	$1.15	$3.00	N/A	$10.35	$36.00
Youth (grades K-12)	$1.00	$3.00	$10.00	N/A	$25.00
Senior (60+)	$.65	$1.80	N/A	$5.85	$21.50
Disabled	$.65	$1.80	N/A	$5.85	$21.50
Military Veterans	$.65	$1.80	N/A	$5.85	$21.50
Child (46" tall or under. Must be accompanied by full fare paying passenger.)	$.25	N/A	N/A	N/A	N/A
Zone Fare (Cabazon Residential Area)	$.25	$.25	$.25	$.25	N/A
Deviations (Routes 3 & 4)	$.25	$.25	$.25	$.25	$.25
Active Military	FREE	N/A	N/A	N/A	N/A
GoPass (During school session only)	FREE	N/A	N/A	N/A	N/A

Dial-A-Ride Fares

Fare Categories	Base Fare	10-Ride Punch Card
One-Way	$2.00	$18.00
Companion	$3.00	N/A
PCA (w/ I.D.)*	FREE	FREE
No Show	$2.00	N/A

*Personal Care Attendant must show proper ID each time they board.

Riders have a few ways of paying for fares including purchasing passes at the Community Center and paying for fares on the buses. In FY 2019/2020 the City has began offering fare purchases through Token Transit, which offers fares via the web and a mobile application.

1.6 – Revenue Fleet

The City of Banning transit system operates six fixed route vehicles all of which are powered by compressed natural gas (CNG). The vehicles are equipped with racks for two bicycles and are in compliance with the ADA with mobility device lifts and two tie-down stations per bus. Fixed route vehicles range from 3 years to 10 years in age (6.2 years average age). The transit system has five vehicles that are classified as Dial-A-Ride (two in revenue service and two as spares). The one remaining is utilized as an alternate for the fixed-route, when needed. Dial-A-Ride vehicles range from 2 years to 17 years in age (approximately 10 years average age). The City also has four support vehicles which are used for driver relief or administrative errands. Table 1.1 shows the list of the City Fleet inventory.

Table 1.1 - Fleet Inventory

FY 2020/21 Short Range Transit Plan
City of Banning

Bus (Motorbus) / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2019/20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20
2015	EBC	EDN	30	1	32	CN	1	0		143,606	143,606
2015	EDN	AeroElite	30	1	32	CN	1	0	213,073	128,408	128,408
2016	EDN	Easy Rider	25	1	32	CN	1	0		154,706	154,706
2017	EDN	Easy Rider	25	1	32	CN	1	0	89,424	117,089	117,089
2010	EDN	XHF	31	1	34	CN	1	0		344,077	344,077
2010	EDN	XHF	31	1	34	CN	1	0	642,431	335,810	335,810
		Totals:	172	6			6	0	944,928	1,223,696	203,949

Demand Response / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2019/20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20
2010	EBC	Aerotech	16	1	25	GA	1	0	124,148	144,212	144,212
2003	EDN	Aerotech	12	1	25	GA	1	0	339,579	340,169	340,169
2013	GLV	Universal	18	1	26	CN	1	0	77,463	96,703	96,703
2018	STR	Allstar	16	1	25	GA	1	0	16,262	32,608	32,608
2008	ZZZ	Ford	14	1	26	GA	1	0	250,252	259,533	259,533
		Totals:	76	5			5	0	807,704	873,225	174,645

1.7 – Existing Facilities

The Banning transit system functions as a division within the Department of Public Works of the City and utilizes existing facilities. Customer service aspects of the transit division are available at the City's Community Center located at 789 North San Gorgonio Avenue, where bus passes are sold, schedules are available and ADA applications can be picked up and returned. Phone calls for general information and questions regarding scheduling are received Monday – Friday from 8:00am to 6:00pm at the Community Center.

Administrative offices for the transit division, as well as the maintenance, parking, fueling of the buses, and storage of bus stop amenities, are located at the City's Corporation Yard located at 176 East Lincoln Street. The facility is equipped with five service bays, an outside vehicle wash bay, and a CNG station with both fast and slow fill pumps Maintenance of transit's fleet is performed by the Public Works Department, Fleet Maintenance Division. All dispatch and scheduling for paratransit services are handled at the Corporation Yard location as well.

1.8 – Existing Coordination between Transit Agencies

In 2019, the cities of Banning and Beaumont executed a new interagency service agreement, outlined the relationship between each agency's operations and the manner in which the transit systems would operate within each City's service areas including, but not limited to route planning, scheduling, stops, transfers and the dissemination of information.

In addition, a Memorandum of Understanding is held with the Morongo Band of Mission Indians allowing stops on their property. The ability to provide a stop at Casino Morongo allowed passengers to make connections with Sunline Commuter Link 220 (which ended on May 1, 2020), providing service to and from Palm Desert and Riverside. Also, services are also coordinated with Riverside Transit Agency (RTA) by providing timed stops that meet with routes that provide travel to and from the areas of Hemet and Moreno Valley (i.e. Route 31 at either Sun Lakes Boulevard just east of Highland Springs or the Walmart stop along 2nd Street). Riders also have the opportunity to connect with the Amtrak Thruway Bus Service at Casino Morongo.

1.9 – Reference List of Prior or Existing Studies and Plans

Although there are no existing studies to list (e.g. COAs, BRT studies, Safety Plans, etc.) in the FY 2020/2021 SRTP, the City plans to develop a Comprehensive Operations Analysis in the upcoming fiscal year.

Chapter 2: Existing Service and Route Performance

2.1 – Key Performance Indicators

Key Performance Indicators (KPIs) as required by Riverside County Transportation Commission (RCTC) are shown in Table 2 below. In addition to RCTC's KPIs, the City is implementing data collection procedures to more accurately collect data related to on-time performance, ridership growth, road calls, complaints, preventable accidents and rider injuries. A future goal of the City transit system is to have City Council approved operating standards and performance metrics.

Table 2.0 -- Service Provider Performance Targets Report

FY 2019/20 Short Range Transit Plan Review
City of Banning

Data Elements	FY 2019/20 Plan	FY 2019/20 Target	FY 2019/20 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	196,730			
Passenger Miles	630,252			
Total Actual Vehicle Revenue Hours	28,471.0			
Total Actual Vehicle Revenue Miles	344,005.0			
Total Actual Vehicle Miles	374,006.0			
Total Operating Expenses	$1,688,836			
Total Passenger Fare Revenue	$178,553			
Net Operating Expenses	$1,510,283			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	10.57%	>= 10.00%	14.49%	Meets Target
Discretionary:				
1. Operating Cost Per Revenue Hour	$59.32	<= $57.03	$41.43	Meets Target
2. Subsidy Per Passenger	$7.68	>= $7.18 and <= $9.72	$5.34	Fails to Meet Target
3. Subsidy Per Passenger Mile	$2.40	>= $1.35 and <= $1.83	$2.10	Better Than Target
4. Subsidy Per Hour	$53.05	>= $41.78 and <= $56.52	$35.42	Fails to Meet Target
5. Subsidy Per Mile	$4.39	>= $0.95 and <= $1.29	$1.53	Better Than Target
6. Passengers Per Revenue Hour	6.91	>= 4.93 and <= 6.67	6.63	Meets Target
7. Passengers Per Revenue Mile	0.57	>= 0.11 and <= 0.15	0.29	Better Than Target

Note: Must meet at least 4 out of 7 Discretionary Performance Indicators

2.2 – SRTP Performance Report

The Banning transit system has not seen noteworthy growth in ridership from FY 2017/2018 to FY 2018/2019. An increase in ridership was realized in part of FY 2019/2020 related to the new Interagency Services Agreement with City of Beaumont, but drastically dropped due to COVID-19. Final numbers are projected to be lower, by about 20% as compared in FY2018/2019 due to the pandemic.

Operating costs increased from FY 2017/2018 to FY 2018/2019 and are expected to be lower in FY 2019/2020 mostly related to staff changes and reorganization with the City (e.g. salary savings).

In the FY2019/2020 plan most primary targets range from “meets target” to “better than target” with the exception of one “fails to meet target” for “operating costs per revenue hour”. See Table 2.1 for more information.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

FY 2020/21 - Table 2.1 -- SRTP Performance Report

Service Provider: City of Banning

All Routes

Performance Indicators	FY 2018/19 End of Year Actual	FY 2019/20 4th Quarter Year-to-Date	FY 2020/21 Plan	FY 2020/21 Target	Plan Performance Scorecard (a)
Passengers	116,748	96,526	199,010	None	
Passenger Miles	622,962	245,793	788,899	None	
Revenue Hours	14,189.8	14,563.7	27,394.0	None	
Total Hours	16,289.1	15,788.1	29,474.0	None	
Revenue Miles	393,142.6	337,411.9	779,037.0	None	
Total Miles	401,789.6	343,119.5	782,418.0	None	
Operating Costs	$1,518,728	$603,303	$1,948,627	None	
Passenger Revenue	$100,047	$87,415	$216,470	None	
Measure-A Revenue				None	
LCTOP Revenue				None	
Operating Subsidy	$1,418,681	$515,888	$1,732,157	None	
Operating Costs Per Revenue Hour	$107.03	$41.43	$71.13	<= $42.80	Fails to Meet Target
Operating Cost Per Revenue Mile	$3.86	$1.79	$2.50	None	
Operating Costs Per Passenger	$13.01	$6.25	$9.79	None	
Farebox Recovery Ratio	6.59%	14.49%	11.10%	>= 0.1	Meets Target
Subsidy Per Passenger	$12.15	$5.34	$8.70	>= $4.54 and <= $6.14	Better Than Target
Subsidy Per Passenger Mile	$2.28	$2.10	$2.20	>= $7.79 and <= $2.42	
Subsidy Per Revenue Hour	$99.98	$35.42	$63.23	>= $30.11 and <= $40.73	Better Than Target
Subsidy Per Revenue Mile	$3.61	$1.53	$2.22	>= $1.30 and <= $1.76	Better Than Target
Passengers Per Revenue Hour	8.23	6.63	7.26	>= 5.64 and <= 7.62	Meets Target
Passengers Per Revenue Mile	0.30	0.29	0.26	>= 0.25 and <= 0.33	Meets Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2020/21 Plan to the FY 2020/21 Primary Target.

2.3 – SRTP Service Summary

All Routes

System wide, the Banning Transit System was expected to improve it's service performance due to a reduction in operating expenses related to a reduction in administrative costs (e.g. salaries, etc.) and a projected slight increase in farebox revenue. Unfortunately, the COVID-19 pandemic has drastically reduced ridership and farebox recovery to much lower than original projections. It is anticipated that the reduction in ridership activity will carry into the beginning of FY 2020/2021, but at this time the overall impact is difficult to predict. Table 2.2 below identifies the 3rd quarter totals for FY 2019/2020 and projections for FY 2020/2021.

It should be noted that the City does not have any excluded routes to report in this SRTP.

Table 2.2 -- City of Banning -- SRTP Service Summary

FY 2020/21 Short Range Transit Plan

All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	5	3	8	4	6
Financial Data					
Total Operating Expenses	$1,537,859	$1,518,728	$1,688,836	$603,303	$1,948,627
Total Passenger Fare Revenue	$112,866	$100,047	$178,553	$87,415	$216,470
Net Operating Expenses (Subsidies)	$1,424,993	$1,418,681	$1,510,283	$515,888	$1,732,157
Operating Characteristics					
Unlinked Passenger Trips	126,793	116,748	196,730	96,526	199,010
Passenger Miles	326,390	622,962	630,252	245,793	788,899
Total Actual Vehicle Revenue Hours (a)	22,018.4	14,189.8	28,471.0	14,563.7	27,394.0
Total Actual Vehicle Revenue Miles (b)	798,183.0	393,142.6	344,005.0	337,411.9	779,037.0
Total Actual Vehicle Miles	808,419.9	401,789.6	374,006.0	343,119.5	782,418.0
Performance Characteristics					
Operating Cost per Revenue Hour	$69.84	$107.03	$59.32	$41.43	$71.13
Farebox Recovery Ratio	7.34%	6.59%	10.57%	14.49%	11.10%
Subsidy per Passenger	$11.24	$12.15	$7.68	$5.34	$8.70
Subsidy per Passenger Mile	$4.37	$2.28	$2.40	$2.10	$2.20
Subsidy per Revenue Hour (a)	$64.72	$99.98	$53.05	$35.42	$63.23
Subsidy per Revenue Mile (b)	$1.79	$3.61	$4.39	$1.53	$2.22
Passenger per Revenue Hour (a)	5.8	8.2	6.9	6.6	7.3
Passenger per Revenue Mile (b)	0.16	0.30	0.57	0.29	0.26

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

Fixed Route Service

The Banning Transit System currently has three fixed route services (Route 1, Route 5 and Route 6) which serve downtown and neighborhood areas of Banning, both the residential and business areas of Cabazon, and the main commercial area of Beaumont (Walmart). Fixed route operations run from 4:30am to 10:00pm (Route 1), 5:30am to 7pm (Route 5) and 6:30am to 6:00pm (Route 6) during the week and are adjusted to 8:00am and 6:00pm on the weekends.

Previously, ridership and fare revenues were split along Ramsey Street by Beaumont's Route 2 and Banning's Route 1, but that is no longer the case. The cities of Banning and Beaumont have entered into a new Interagency Services Agreement (ISA; see Attachment No. 1), which prohibits either agency from operating a fixed route within each other's City limits. Transfers between the Banning and Beaumont transit systems occur at the Beaumont Walmart and San Gorgonio Memorial Hospital stops only. Current route maps are provided at the end of this section.

Banning's fixed route service is expected to have a lower operating expenditure in FY 2019/2020 than in FY 2018/2019 related to savings in administrative costs associated with a reorganization within the City, which in turn reduced salary expenditures. In addition, farebox revenue are project to be higher than in FY 2018/2019, which will assist the City in meeting its farebox recovery ratio of 10% for its fixed route operations. Unfortunately, the COVID-19 pandemic has drastically impacted ridership numbers and farebox revenue in the end of 2019/2020 fiscal year and may impact the first quarter ridership numbers in FY 2020/2021.

Table 2.2 -- Banning-BUS -- SRTP Service Summary

FY 2020/21 Short Range Transit Plan

All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	4	2	6	3	5
Financial Data					
Total Operating Expenses	$1,333,081	$1,472,383	$1,498,732	$559,097	$1,728,770
Total Passenger Fare Revenue	$89,985	$80,421	$156,553	$77,444	$191,470
Net Operating Expenses (Subsidies)	$1,243,096	$1,391,963	$1,342,179	$481,654	$1,537,300
Operating Characteristics					
Unlinked Passenger Trips	116,129	106,668	184,180	90,804	186,460
Passenger Miles	288,000	586,674	567,502	225,194	740,155
Total Actual Vehicle Revenue Hours (a)	20,590.7	12,749.5	26,086.0	13,467.4	25,494.0
Total Actual Vehicle Revenue Miles (b)	771,908.0	364,945.6	309,615.0	317,583.9	746,537.0
Total Actual Vehicle Miles	778,898.9	370,130.6	322,754.0	321,055.5	747,418.0
Performance Characteristics					
Operating Cost per Revenue Hour	$64.74	$115.49	$57.45	$41.51	$67.81
Farebox Recovery Ratio	6.75%	5.46%	10.44%	13.85%	11.07%
Subsidy per Passenger	$10.70	$13.05	$7.29	$5.30	$8.24
Subsidy per Passenger Mile	$4.32	$2.37	$2.37	$2.14	$2.08
Subsidy per Revenue Hour (a)	$60.37	$109.18	$51.45	$35.76	$60.30
Subsidy per Revenue Mile (b)	$1.61	$3.81	$4.33	$1.52	$2.06
Passenger per Revenue Hour (a)	5.6	8.4	7.1	6.7	7.3
Passenger per Revenue Mile (b)	0.15	0.29	0.59	0.29	0.25

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

Dial-A-Ride (DAR)

The Banning transit system Dial-A-Ride is a service offered to seniors, aged 60 and older, persons with disabilities and passengers eligible under the Americans with Disabilities Act (ADA). DAR operates from 6:00am to 6:45pm on weekdays and 8:00am to 4:45pm on the weekends. Limited service hours are available for non-ADA passengers. This category of passenger is also required to fill out a certification application to determine eligibility. If terms are met, the applicant receives a card certifying their eligibility to ride.

The primary uses for the Dial-A-Ride system are transportation to medical appointments, workshop programs for persons with disabilities, shopping areas, employment. Dial-a-Ride services also provide connections to the RTA and Banning and Beaumont fixed routes. Additionally, demand for paratransit is expected to grow. This is a universal transit/paratransit theme nationwide and Banning is anticipated to continue to see growth in the paratransit program.

The savings in administrative costs mentioned above in the fixed route section also applies to DAR and like fixed route the COVID-19 pandemic has drastically impacted ridership numbers and farebox revenue in the end of 2019/2020 fiscal year and may impact the first quarter ridership numbers in FY 2020/2021.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- Banning-DAR -- SRTP Service Summary

FY 2020/21 Short Range Transit Plan

All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	1	1	2	1	1
Financial Data					
Total Operating Expenses	$204,778	$46,345	$190,104	$44,205	$219,857
Total Passenger Fare Revenue	$22,881	$19,626	$22,000	$9,971	$25,000
Net Operating Expenses (Subsidies)	$181,897	$26,719	$168,104	$34,234	$194,857
Operating Characteristics					
Unlinked Passenger Trips	10,664	10,080	12,550	5,722	12,550
Passenger Miles	38,390	36,288	62,750	20,599	48,744
Total Actual Vehicle Revenue Hours (a)	1,427.7	1,440.4	2,385.0	1,096.3	1,900.0
Total Actual Vehicle Revenue Miles (b)	26,275.0	28,197.0	34,390.0	19,828.0	32,500.0
Total Actual Vehicle Miles	29,521.0	31,659.0	51,252.0	22,064.0	35,000.0
Performance Characteristics					
Operating Cost per Revenue Hour	$143.43	$32.18	$79.71	$40.32	$115.71
Farebox Recovery Ratio	11.17%	42.35%	11.57%	22.56%	11.37%
Subsidy per Passenger	$17.06	$2.65	$13.39	$5.98	$15.53
Subsidy per Passenger Mile	$4.74	$0.74	$2.68	$1.66	$4.00
Subsidy per Revenue Hour (a)	$127.41	$18.55	$70.48	$31.23	$102.56
Subsidy per Revenue Mile (b)	$6.92	$0.95	$4.89	$1.73	$6.00
Passenger per Revenue Hour (a)	7.5	7.0	5.3	5.2	6.6
Passenger per Revenue Mile (b)	0.41	0.36	0.36	0.29	0.39

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

2.4 – Service Performance

Route 1 – Beaumont/Banning/Cabazon

Route 1 is among the most used route in the system, operating along Ramsey Street and serving the commercial area Beaumont (Walmart), residential areas of Cabazon and Casino Morongo the outlet malls in Cabazon. Ridership on Route 1 accounts for approximately 72% of the total use of the system.

While the longest in distance, this route operates on an one-hour headway from Beaumont to Casino Morongo. The major stops on this line include Albertsons, Wal-Mart, Banning City Hall, Mid-County Justice Center, Social Services offices in Banning, San Gorgonio Memorial Hospital, Casino Morongo and the Desert Hills Outlets in Cabazon.

The second loop of Route 1 also runs on an hour headway departing from Casino Morongo and servicing the Cabazon Community Center and the residential areas of Cabazon. Two buses are operated on this route which allows for hourly service to the two respective areas.

Route 5 – Northern Banning

Route 5 accounts for 17 percent of Banning's Transit System use, providing service to the areas that lie north of the I-10 Freeway in the City of Banning. Major stops on this route are the Mid-County Justice Center, Banning City Hall, the Banning Community Center, Library, Medical Facilities, San Gorgonio Memorial Hospital and the commercial area of Beaumont (Walmart).

Route 6 – Southern Banning

Accounting for 11% of Banning's transit system's use, Route 6 provides service to the southern area of Banning. Major stops on this route are the Mid-County Justice Center, Banning City Hall, the Mt. San Jacinto Pass Campus, Banning High School, Smith Correctional Facility, Medical Facilities, San Gorgonio Memorial Hospital and the commercial area of Beaumont (Walmart).

Route 5/6 Combo – Northern/Southern Banning

This route which generally combines both Route 5 and Route 6 operates only on the weekends, with the exceptions that it does not travel into Cabazon.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

City of Banning -- 1

FY 2020/21

All Routes

Data Elements

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
BAN-1	All Days	2	127,500	707,850	16,550	16,740	616,737	605,568	$1,034,833	$128,700		
BAN-5	All Days	1	30,600	11,700	3,972	4,017	62,500	68,500	$329,000	$31,000		
BAN-5/6	Weekday	1	8,560	13,000	1,000	1,100	11,050	12,100	$56,950	$5,270		
BAN-6	Weekday	1	19,800	7,605	3,972	4,017	56,250	61,250	$307,987	$26,500		
BAN-DAR	Weekday	1	12,550	48,744	1,900	3,600	32,500	35,000	$219,857	$25,000		
		6	199,010	788,899	27,394	29,474	779,037	782,418	$1,948,627	$216,470		

Performance Indicators

Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Mile	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
BAN-1	All Days	$906,133	$62.53	$1.68	$8.12	12.43%	$7.11	$1.28	$54.75	$1.47	7.70	0.21
BAN-5	All Days	$298,000	$82.83	$5.26	$10.75	9.42%	$9.74	$25.47	$75.03	$4.77	7.70	0.49
BAN-5/6	Weekday	$51,680	$56.95	$5.15	$6.65	9.25%	$6.04	$3.98	$51.68	$4.68	8.56	0.77
BAN-6	Weekday	$281,487	$77.54	$5.48	$15.55	8.60%	$14.22	$37.01	$70.87	$5.00	4.98	0.35
BAN-DAR	Weekday	$194,857	$115.71	$6.76	$17.52	11.37%	$15.53	$4.00	$102.56	$6.00	6.61	0.39
		$1,732,157	$71.13	$2.50	$9.79	11.10%	$8.70	$2.20	$63.23	$2.22	7.26	0.26

ROUTE 1

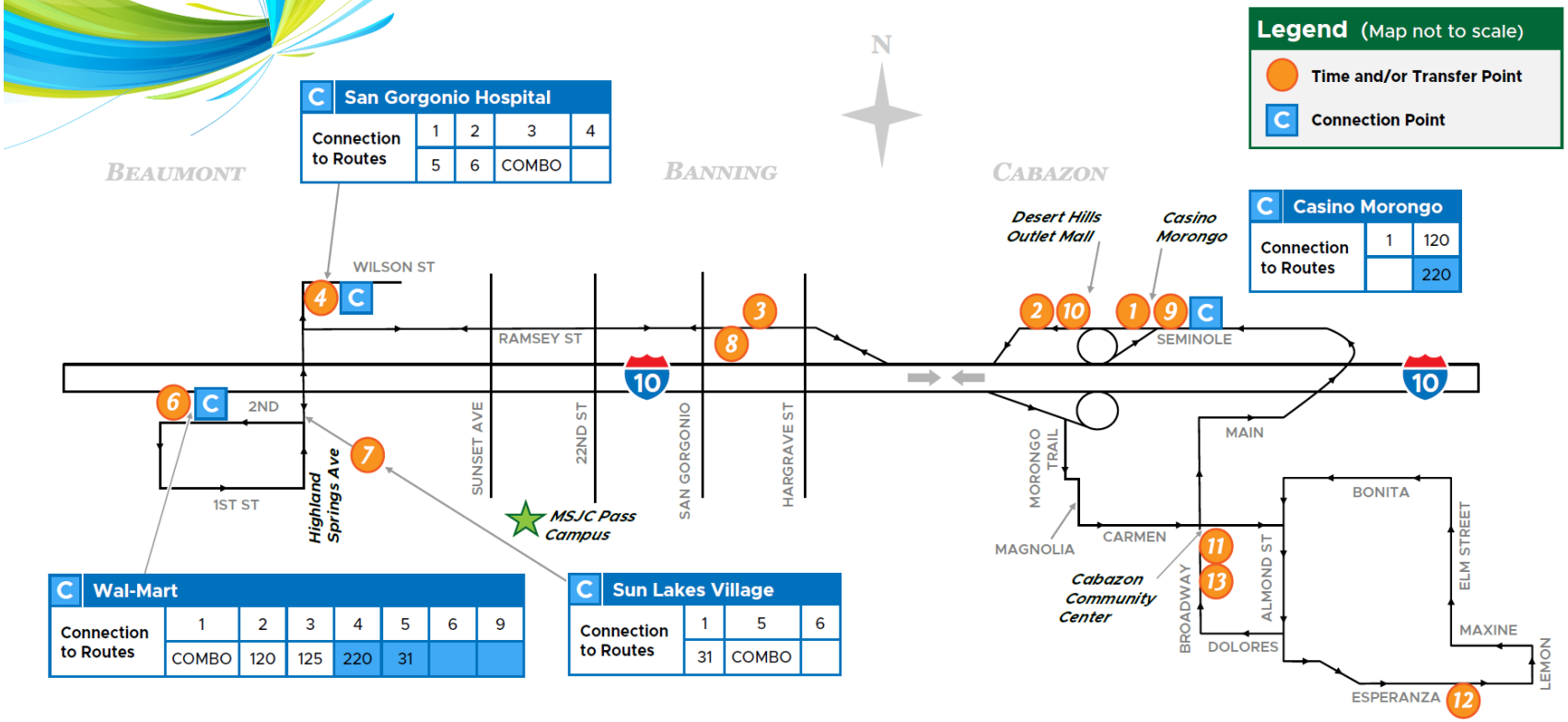
EFFECTIVE 06/10/2019

(951) 922-3243

www.banningca.gov

BANNING CONNECT

TRANSIT SYSTEM



ROUTE 5

EFFECTIVE 07/31/2019

(951) 922-3243

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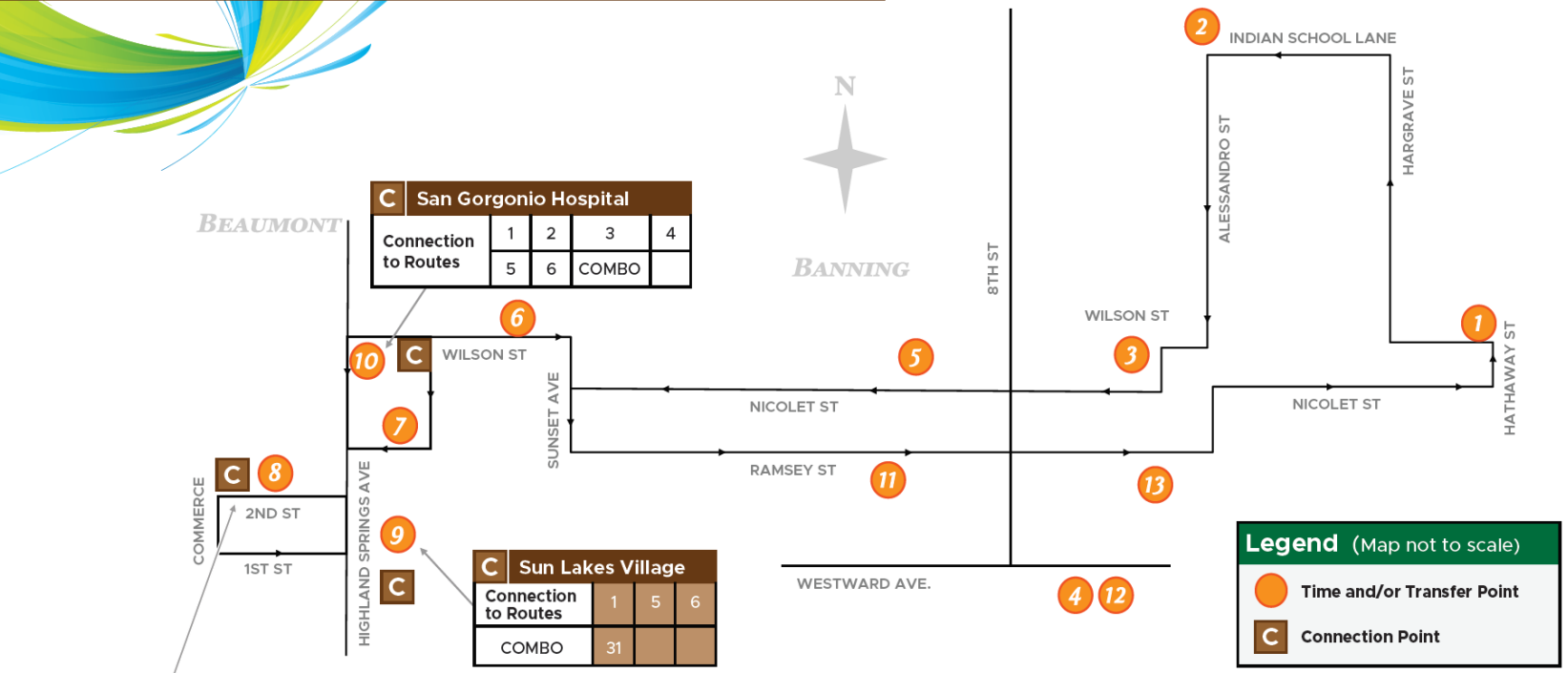
BANNING CONNECT

TRANSIT SYSTEM



ROUTE 6

EFFECTIVE 06/10/2019
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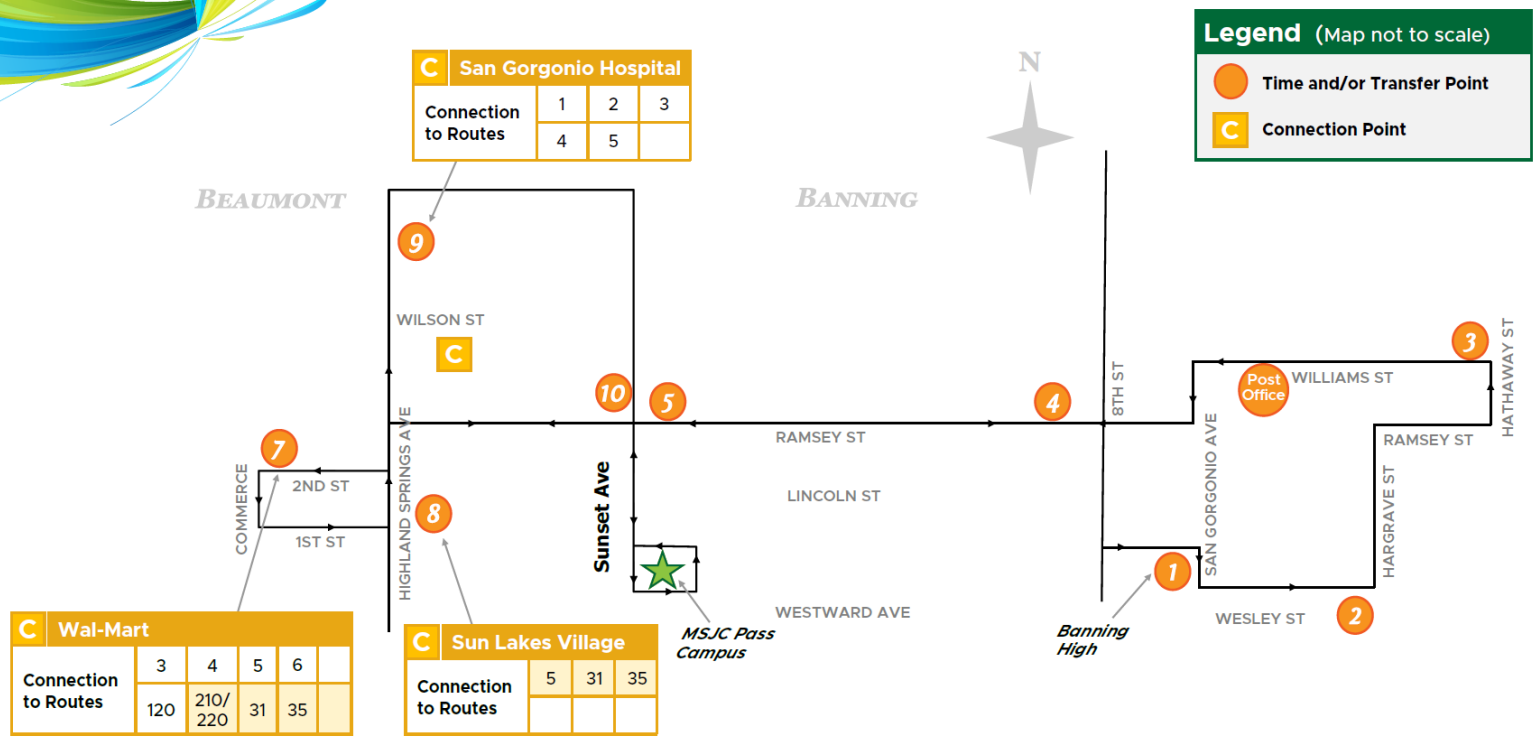
BANNING CONNECT
TRANSIT SYSTEM



ROUTE 5/6

EFFECTIVE 06/10/2019
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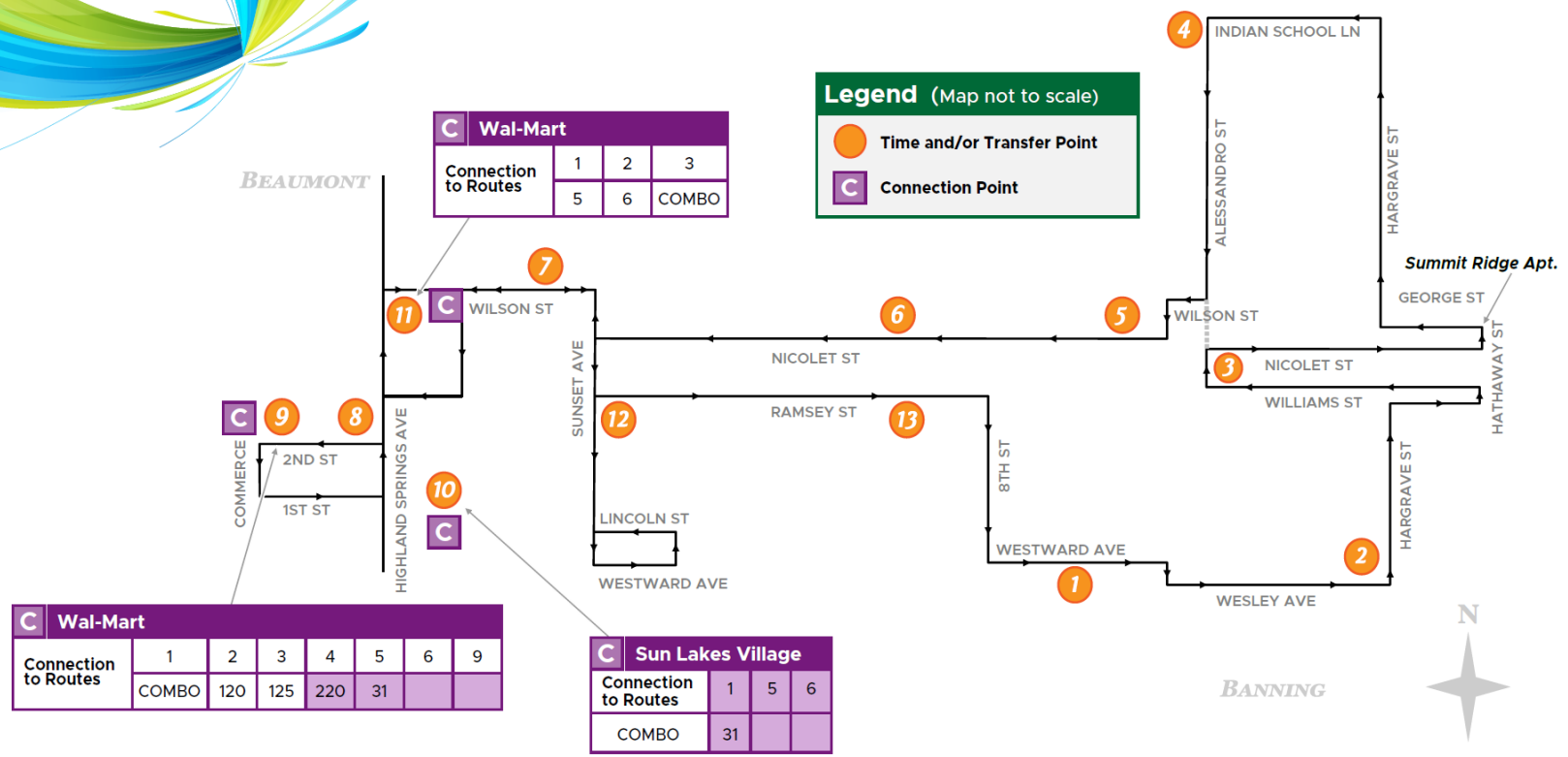
BANNING CONNECT
TRANSIT SYSTEM



2.5 – Productivity Improvements Efforts

City staff will continue to monitor key performance metrics throughout the year in order to identify underperforming routes and trips and make adjustments as necessary. Additionally staff plans to have developed a Comprehensive Operational Analysis in FY 2020/2021 with the goal of a detailed look at the city's existing bus services and provided recommendations for improving service to meet the needs of the City's riders.

In order to enhance the customer experience by improving the City's fare program through the use of technology, the City has launched mobile ticketing through Token Transit and is available to all fixed route riders.

The City is also working to further leverage technology and to deploy a data platform that will assist in improving system performance, service reliability and real-time passenger information. The City hopes to have the new platform available to City staff and the public in FY 2020/2021.

2.6 – Major Trip Generators

Major passenger trip destinations that the Banning transit system services are the Sun Lakes Plaza Shopping Center, the Walmart Supercenter in Beaumont, the Banning Justice Center, San Gorgonio Pass Hospital, Beaver and Loma Linda Medical Plazas, the Cabazon Outlet Stores, Desert Hills Premium Outlets and Casino Morongo and the Mt. San Jacinto College Pass Campus. There is a high demand for service to these destinations whether for employment, necessities or pleasure.

2.7 – Recent Service Changes

All of the City's recent service changes have been related to the COVID-19 pandemic which has resulted in a drastic decrease in ridership. Changes include slightly reducing operating hours and minor revision to Route 6 (see below), which includes the elimination of the furthest east stop in Cabazon during the later hours. Additionally, the City has limited the amount of passengers on buses in order to adhere to social distancing guidelines

Route	Operating Hours	Revised Operating Hours
Route 1	4:30am – 10:11pm	5:00am – 10:11pm
Route 5	5:30am – 6:49pm	5:30am – 6:49pm
Route 6	6:00am – 6:32pm	7:40am – 5:44pm

Chapter 3: Future Service Plans, Fare Changes, Capital Planning and Marketing

3.1 – Planned Service Changes FY 2020/2021 – FY 2022/2023

The City currently does not have any formalized service changes planned for the immediate future. The City will continue to monitor ridership levels as they are projected to increase due to implemented changes related to the Banning/Beaumont agreement as well as planned commercial and residential development within the City. The City hopes to learn more about possibilities for improving it's services through the development of a Comprehensive Operational Analysis planned for FY 2020/2021. One such possibility that the City plans to research is the opportunity, if any, for a desert link route.

3.2 – Marketing Plans and Promotions

Efforts have been made to market the Banning transit system over the past year and will continue in the coming years. These efforts include purchasing advertising on a map of the San Gorgonio Pass Area, distribution of route maps by delivery to the library, Chamber of Commerce, San Gorgonio Memorial Hospital, Mt. San Jacinto Pass Campus, local hotels, businesses and social media outlets.

Additionally, the City has developed a new brand for the transit system called "Banning Connect":

BANNING CONNECT
TRANSIT SYSTEM

As part of these rebranding efforts the City is currently redesigning route maps, bus stop signs, fliers and exterior/interior bus graphics.

The City's efforts to promote ridership will include the following in this upcoming fiscal year:

1. Outreach programs to schools and at community events.

2. Attend senior community meetings to provide information.

3. Continue participation in the MSJC GO-PASS Program to encourage ridership of college students.

4. Articles in local papers highlighting new transportation routes.

5. Incorporate and coordinate travel training opportunities for Pass Passengers with regional providers including SunLine, RTA and Beaumont.

6. Offer “Rider Appreciation Day” to raise awareness of benefits of public transportation.

7. Continue to participate with Transportation Now, Senior Transportation Assistance Group, Pass Area Senior Connections, Pass Area Veterans Assistance, Cabazon Community Resources and other efforts.

8. Develop an advertising campaign that will promote Banning Pass Transit by increasing visibility and awareness of the services provided.

The Banning transit system strives to operate service in a manner that will maximize system productivity, efficiency, as well as the use of subsidies. General goals include:

- Develop an ongoing planning process with key agencies and organizations within the region.
- Ensure that services are operated in a manner to maximize safety, to the riders, the public and the operators.
- Develop a core group of services that connect key activity points and commit to providing service along those corridors.
- Continually review all services to evaluate the efficiency and needs of the transit system.

3.3 – Project Ridership Growth

For the past decade the City of Banning has observed very little private development projects that would have a noticeable impact to ridership. Over the past several months the City has seen much more development activity including entitlements of various commercial developments that could potentially act as ridership generators. There are also two large specific plan developments that amount to approximately 7,700 residential units, multiple schools, commercial/retail phases and parks.

Additionally, and as previously mentioned in the report, the new agreement with the City of Beaumont resulted in a noticeable increase in ridership. This increase was short lived due to the COVID-19 pandemic, which drastically impacted ridership because of the ‘”shelter in

place" orders and the closure of many business. It is unknown how long the recovery period will last.

3.4 – Proposed Fare Structure Changes

There are no fare structure changes at this time.

3.5 – Capital Planning

Rolling stock

In an effort to accomplish our SRTP goals, the City will continue to keep an efficient and reliabile rolling stock. As part of this task, the replacement of buses is essential. The City currently plans to replace one bus in FY 2020/2021 further described in Chapter 4.

Fixed route vehicles range from 3 years to 10 years in age (6.2 years average age) and Dial-A-Ride vehicles range from 2 years to 17 years in age (approximately 10 years average age). The City plans to replace vehicles at or near the 12 year age.

Fueling Station

The City currently owns and operates a Compressed Natural Gas (CNG) fueling facility used to fuel the City's CNG fleet. The facility is well beyond it's useful life and is currently planned and fully funded for replacement. The City has tentatively slowed the progression of this project to consider the feasibility of electrifying the City's transit fleet; see table 4.4. for more information.

Garage Improvements

The City's transit fleet is currently maintained in the City's fleet garage located at the City's corporate yard. The garage is shared by all City departments (e.g. police, water, wastewater, streets, etc.) and nearing full capacity. The City will soon enter the planning stage of expanding the City's fleet operations including the expansion of the garage. This improvement would be funded by all City departments as it moves forward.

Bus Shelters

The City plans to provide for a good experience when utilizing the transit system by providing for attractive, comfortable and safe bus shelters while waiting for their bus. The City maintains it's bus shelters weekly (e.g. emptying trash, washing, etc.). There is a current need for the addition/replacement of bus shelters throughout the City. The City currently has nine bus shelters. The City plans to replace it's existing bus shelters beginning in fiscal year 21/22. At an estimated improvement cost of $13,500, the replacement of bus shelters would occur over a 5 year period.

Table 3 FY 2020/2021 SRTP Highlights

Highlights planned for the upcoming fiscal year include:

- Process annual renewal of Interagency Services Agreement with the City of Beaumont
- Complete rebranding of the City's transit system including posting new bus stop signs and placing new logos on the exterior/interior of transit fleet
- Continue with marketing the City's transit system to improve ridership
- Fill the newly funded Transit Manager position
- Deploy a new data platform that will assist in improving system performance, service reliability and real-time passenger information
- CNG Station Improvements
- Purchase of new fixed route bus

Table 3 - Operating and Capital Data					
Banning Transit System	**FY 16/17**	**FY 17/18**	**FY 18/19**	**FY 19/20 (Est. Based on 3rd Quarter Actuals)**	**FY 20/21 Planned**
System Wide Ridership	133,185	126,793	116,748	96,526	199,010
Operating Cost Per Revenue Hours	$71.11	$73.08	$74.27	$41.43	$71.13

Chapter 4: Financial Planning

4.1 – Operating and Capital Budget

For FY 2020/2021, operating funds needed to operate the Banning Transit System are $1,537,300 for the Fixed Route. The operating funds consist of $1,375,754 in local transportation funds (LTF), projected farebox revenue of $160,446, and additional miscellaneous funding in the amount of $1,100. Operating expenses also includes $135,000 for the preparation of a Comprehensive Operational Analysis. See Table 4 at the end of this section.

The replacement of one bus is also included in this SRTP along with a request for funding in the amount of $550,000 of STA PUC 99313 funds, as shown in Table 4A below.

The City's farebox revenue actuals were less that originally projected in FY2018/2019 resulting in a below ten percent farebox recovery ratio (9.61%). As of the third quarter in FY 2019/2020 the City's transit operations seem to be doing well with an estimated farebox recovery ratio of 13.39%. At this time the City does not fully understand the resulting impacts of COVID-19 and related operational changes which have severely affected farebox revenue leading into the fourth quarter and expected to run through the beginning of FY 2020/2021.

As identified in Table 4B, the City projects a farebox recovery ratio of 11.11% in FY 2020/2021.

Table 4.0 - Summary of Funding Requests - FY 2020/21

City of Banning

Operating

Project	Total Amount of Funds	FARE	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	SGR-OB	STA PUC99313	STA PUC99314							
Comprehensive Operation Analysis	$135,000		$135,000													
Operating Assistance (BUS)	$1,537,300	$160,446	$1,375,754	$1,100												
Operating Assistance (DAR)	$194,857	$22,550	$172,307													
Sub-total Operating	$1,867,157	$182,996	$1,683,061	$1,100	$0	$0	$0	$0	$0							

Capital

Project	Total Amount of Funds	FARE	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	SGR-OB	STA PUC99313	STA PUC99314							
Bus Replacement - 21-01	$550,000				$38,436	$2,286		$494,987	$14,291							
Capitalized Fleet Preventative Maintenance - 21-02	$39,878						$39,878									
Sub-total Capital	$589,878	$0	$0	$0	$38,436	$2,286	$39,878	$494,987	$14,291							
Total Operating & Capital	$2,457,035	$182,996	$1,683,061	$1,100	$38,436	$2,286	$39,878	$494,987	$14,291							

FY 2020/21 Projected Funding Details

FARE	$182,996
LTF	$1,683,061
OTHR LCL	$1,100
Total Estimated Operating Funding Request	$1,867,157
SGR PUC99313	$38,436
SGR PUC99314	$2,286
SGR-OB	$39,878
STA PUC99313	$494,987
STA PUC99314	$14,291
Total Estimated Capital Funding Request	$589,878
Total Funding Request	**$2,457,035**

FY 2020/21 SRTP

City of Banning

Table 4.0 A - Capital Project Justification

Project Number: 21-01

FTIP No: Not Assigned - New Project

Project Name: Bus Replacement

Category: Bus

Sub-Category: Replacement

Fuel Type: CNG

Project Description: Bus Replacement

Project Justification: Funding for a new bus is needed to replace an older bus that is beyond its useful life. The new bus will increase reliability of our fleet and enhance the riding experience for our passengers.

Project Schedule:

Start Date	Completion Date
October 2020	March 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2020/21	$550,000
Total		$550,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2020/21 SRTP

City of Banning

Table 4.0 A - Capital Project Justification

Project Number: 21-02

FTIP No: Not Assigned - New Project

Project Name: Capitalized Fleet Preventative Maintenance

Category: Bus

Sub-Category: Rehabilitation/Improvement

Fuel Type: CNG

Project Description: Preventative maintenance of existing fleet.

Project Justification: PM activities in order to keep the transit fleet operating in an effective and reliable manner .

Project Schedule:

Start Date	Completion Date
July 2020	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
SGR-OB	FY 2020/21	$39,878
Total		$39,878

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

Table 4B - Fare Revenue Calculation (consistent with Commission Farebox Recovery Policy)			
Revenue Source Included in Farebox Calculation	**FY 18/19**	**FY 19/20 (Est. Based on 3rd Quarter Actuals)**	**FY 20/21 Planned**
1. Passenger Fares	111,068	84,363	182,996
2. Interest	1,089	-2,377	1,100
3. General Fund Supplement	78,000	23,000	32,374
4. Measure A			
5. Advertising Revenue			
6. Gain on Sale of Capital Assets			
7. CNG Revenue			
8. Lease/Other Revenue			
9. Federal Excise Tax Refund			
10. Investment Income			
11. Calpers CERBT			
12. Fare Revenues from Exempt Routes			
13. Other Revenues	$1,026	$512	
TOTAL REVENUES for Farebox Calculation	**$191,183**	**$105,498**	**$216,470**
TOTAL OPERATING EXPENSE for Farebox Calculation	$1,989,651	$787,996	$1,948,627
FAREBOX RECOVERY RATIO	**9.61%**	**13.39%**	**11.11%**

4.2 – Funding Plans to Support Proposed Operating and Capital Program

Capital projects are funded through STA funds, Public Transportation Modernization, Improvement, and Service Enhancement Account Program and Proposition 1B Security grants for Banning transit.

Operating costs will be fully funded through LTF funds, farebox revenue and interest.

The City plans to begin an advertising program to generate additional revenue as well as to pursue available grant opportunities.

TABLE 4.1: SUMMARY OF FUNDS REQUESTED FOR FY 21/22

Project Description	Total Amount of Funds	LTF	STA	State of Good Repair	LCTOP	Fare Box	Other
Fixed Route Operating Expenses	$1,575,705	$1,410,148				$164,457	$1,100
DAR Operating Expenses	$199,729	$176,615				$23,114	
Sub-Total: Operating	**$1,775,434**	**$1,586,763**	**$0**	**$0**	**$0**	**$187,571**	**$1,100**

Project Description	Capital Project Number	Total Amount of Funds	LTF	STA	State of Good Repair	LCTOP	Fare Box	Other
Fleet Maintenance Garage Upgrades	22-02	$250,000		$250,000				
Replace Paratransit Bus	22-03	$70,000		$70,000				
Bus Shelters	22-04	$27,000		$27,000				
Sub-Total: Capital		**$347,000**	**$0**	**$347,000**	**$0**	**$0**	**$0**	**$0**
Total: Operating and Capital		**$2,122,434**	**$1,586,763**	**$347,000**	**$0**	**$0**	**$187,571**	**$1,100**

TABLE 4.2: SUMMARY OF FUNDS REQUESTED FOR FY 22/23

Project Description	Total Amount of Funds	LTF	STA	State of Good Repair	LCTOP	Fare Box	Other
Fixed Route Operating Expenses	$1,647,755	$1,480,655				$166,000	$1,100
DAR Operating Expenses	$208,945	$185,445				$23,500	
Sub-Total: Operating	**$1,856,700**	**$1,666,100**	**$0**	**$0**	**$0**	**$189,500**	**$1,100**

Project Description	Capital Project Number	Total Amount of Funds	LTF	STA	State of Good Repair	LCTOP	Fare Box	Other
Bus Replacement	23-01	$550,000		$550,000				
Bus Shelters	23-01	$30,000		$30,000				
Sub-Total: Capital		**$580,000**	**$0**	**$580,000**	**$0**	**$0**	**$0**	**$0**
Total: Operating and Capital		**$2,436,700**	**$1,666,100**	**$580,000**	**$0**	**$0**	**$189,500**	**$1,100**

4.3 – Regulatory and Compliance Requirements

ADA

The City of Banning submitted an Americans with Disabilities Act Paratransit Plan to the FTA on January 26, 1992. Fixed route buses are equipped with ADA compliant mobility device lifts and are accessible to persons with disabilities. A procedure is in place to provide service to a customer in a mobility device should a fixed route bus lift fail.

Dial-A-Ride services provide ADA complementary paratransit service for the fixed route services operated by Banning transit system. The system uses a self-certification process with professional verification.

Title VI

Banning transit system does not utilize federal funds for operating expenses. As such, Title VI requirements do not currently apply to the transit system.

Alternatively Fueled Vehicles (RCTC Policy)

Fixed-route buses are CNG powered and currently fueled at a City owned and operated CNG fueling station. Dial-A-Ride vehicles (which are less than 33,000 lbs. GVW and 15-passenger capacity), administrative and driver relief vehicles are gasoline-powered.

Future vehicle purchases will be in compliance with the RCTC and South Coast Air Quality Management District (AQMD) policies regarding alternative fuel transit vehicles. The City is commencing the assessment of moving towards an electrified fleet as well.

TDA Triennial Audit

California's Transportation Development Act (TDA) requires that a triennial performance audit be conducted of public transit entities that receive TDA revenues. The performance audit serves to ensure accountability in the use of public transportation revenue.

The most recent TDA was completed in FY 2019/2020 (Y2016 – 2018).

Audit Recommendations (FY 2016-2018)	Action(s) and Result
Ensure timely completion and submittal of external TDA financial reports.	The City's Financial Department will reach out to the TDA fiscal auditor and RCTC to coordinate the timing of financial close-out by the City and completion of the external TDA financial reports
Continue to pursue a reimbursement agreement from RTA and Mt. San Jacinto College (MSJC) for Go-Pass riders	The City will continue to reach out to MSJC and RTA to work on a reimbursement agreement.
Include a link to Beaumont Transit on the Banning Transit Web Page	This item has been completed. The City has added a list of regional agencies (Beaumont, RTA, SunLine and OmniTrans, Metrolink)

4.4 – Open Projects

Project Name	SRTP Capital Project No's	Project Element	Funding Category	Project Timeline (Months)*	Total Project Cost	Unfunded Balance
ADA Accessible Van	09-6	2	1	18	$37,997	
Schedule Holders for Bus Stops	09-8	6	1	12	$5,000	
GPS System for Dial-A-Ride	09-9	6	1	12	$25,000	
Paratransit Scheduling Software	09-10	6	2	24	$25,000	$10,000
Computer Equipment	09-11	6	1	12	$53,247	
Security Cameras on Buses	09-13	5	2	18	$44,255	$15,000
Automated Enunciator & Display Equipment	09-16	5		6	$966	
Replacement Coach - Prop 1B FY 14/15	15-01	1		-		
Wireless Communication Download System Prop 1 B - Security FY 14/15	15-02	6	2	24	$19,189	$15,000
Heavy Duty Hydraulic Lift	17-01	4	1	24	$50,000	
Transit Office Building Security Project	17-02	4	1	12	$19,199	
ADA Accessible Van	18-01	1	1	18	$47,997	
Schedule Holders for Bus Stops	18-02	4	1	12	$50,000	
GPS System for Dial-A-Ride	18-03	7	2	12	$15,362	$10,000
CNG Facility	19-01	4	1	24	$400,000	
ADA Paratransit Mini-Bus Replacement	19-02	1	1	12	$75,000	
State of Good Repair FY17/18	19-03	7	1	12	$38,307	
Heavy Duty Hydraulic Lift	20-01	4	1	24	$75,000	
CNG Facility	20-02	4	1	24	$325,000	
SGR FY18/19		7	1	18	37,740	
					$1,344,259	**$50,000**

Project Elements:	
1	Revenue Vehicle Purchase
2	Non-Revenue Vehicle Purchase
3	Vehicle Systems Equipment
4	Building, Land and Facilities
5	FY
6	Debt Service
7	Maintenance

Funding Category:	
1	Fully Funded
2	Partially Funded
*	Project baseline is 7/1/2020

TABLES

1. Table 1 Individual Route Description (Chapter 1, 1.3)
2. Table 1.1 Fleet Inventory (Chapter 1, 1.6)
3. Table 2 Service Provider Performance Target Report (Chapter 2, 2.1)
4. Table 2.1 FY 2020/21 SRTP Performance Report (Chapter 2, 2.2)
5. Table 2.2 SRTP Service Summary (Chapter 2, 2.3)
6. Table 2.2A Summary of Routes (Chapter 2, 2.3)
7. Table 2.3 SRTP Route Statistics (Chapter 2, 2.4)
8. Table 3 Highlights of the FY 20/21 Short Range Transit Plan (Chapter 3)
9. Table 4 Summary of Funds Requested for FY 2020/21 (Chapter 4, 4.1)
10. Table 4A – Capital Project Justification (Chapter 4, 4.1)
11. Table 4B Fare Revenue Calculation (Chapter 4, 4.1)
12. Table 4.1 (Chapter 4, 4.2)
13. Table 4.2 (Chapter 4, 4.2)
14. Table 4.3 Recommendations/Updates of FY 2016-2018 (NEW) TDA Triennial Performance Audit Report (Chapter 4, 4.3)

ATTACHMENT NO. 1
INTERAGENCY SERVICES AGREEMENT

INTERAGENCY SERVICE AGREEMENT
BETWEEN
THE CITY OF BANNING
AND
THE CITY OF BEAUMONT

THIS AGREEMENT is made and entered into the latter of the 1st day of July, 2019 or the date upon execution by both parties by and between the City of Banning, a municipal corporation, 99 E Ramsey Street, Banning, California 92220 (hereinafter referred to as "BANNING"); and the City of Beaumont, a municipal corporation, 550 East 6th Street, Beaumont, California 92223 (hereinafter referred to as "BEAUMONT"). The annual term of this agreement shall coincide with the fiscal year of July 1st to June 30th.

RECITALS:

WHEREAS, BANNING and BEAUMONT are empowered by law to provide the public with convenient, safe, and accessible transportation within their respective jurisdictions; and

WHEREAS, BANNING and BEAUMONT each operate a public bus transit system; and

WHEREAS, BANNING and BEAUMONT desire to cooperate and coordinate in bus route planning, scheduling, stops, transfers, fares and information dissemination; and

WHEREAS, both parties agree that this Agreement shall be non-financial in nature; and

WHEREAS, this Agreement shall supersede any and all previous service agreements concerning public transit between BANNING and BEAUMONT.

NOW, THEREFORE, it is mutually understood and agreed by BANNING and BEAUMONT as follows:

ARTICLE 1. GENERAL AUTHORITY

The City Managers ("City Manager"), or their designees, of BANNING and BEAUMONT, are hereby made the authorized representative, respectively, of BANNING and BEAUMONT to grant such authorizations and take such further actions as may be necessary to effectuate this Agreement

ARTICLE 2. PUBLIC INFORMATION

BANNING and BEAUMONT agree to cooperate in providing the public with specific bus transit information, advertising the operations of both agencies and promoting the general use of public transit.

ARTICLE 3. STOPS

A. BANNING and BEAUMONT agree to cooperate in the location, installation and maintenance of the following jointly used bus stops, including the use of the other's posts:

(1) Walmart Transfer Station – 1540 East 2nd Street, Beaumont, CA 92223; and
(2) San Gorgonio Memorial Hospital – 600 North Highland Springs Avenue, Banning, CA 92220

B. Each party shall be solely responsible for claims for damages arising out of its installation of its bus stop signs or passenger amenities and its transportation and related services.

C. Each party shall implement the following boarding restrictions within its respective service area where duplication of service or potential revenue loss may occur, including:

BEAUMONT will limit BANNING to no more than three buses per hour at the Walmart Transfer Station; and

BANNING will limit BEAUMONT to no more than three buses per hour at the San Gorgonio Memorial Hospital bus stop.

Neither party will board passengers at any other bus stop within the other party's jurisdiction.

D. Each party shall be responsible for obtaining any required licenses or permits and paying any necessary fees in order to establish bus stops, install amenities or operate service in either service area.

ARTICLE 4. FARES

Fares may vary in accordance with adopted policies of each party. Each party shall retain all fares collected in the operation of their service.

ARTICLE 5. TRANSFER CONNECTIONS

BANNING and BEAUMONT agree to facilitate minimization of passenger waiting time, and both parties shall coordinate schedules whenever practical.

ARTICLE 6. TRANSFER

A. BANNING shall accept BEAUMONT'S transfer tickets or media valued at BANNING's base fare for that service toward BANNING's regular fixed route service at the Walmart Transfer Station and San Gorgonio Hospital bus stop. In the event that BEAUMONT'S base fare is valued at more than BANNING'S base fare, no change or credit will be due to the passenger. Passengers are not required to top-up their fare to cover any shortfall between the BEAUMONT'S and BANNING'S base fares. Transfer media includes a one-time transfer ticket issued by BEAUMONT.

B. BEAUMONT shall accept BANNING'S transfer tickets or media valued at BEAUMONT'S base fare for that service toward BEAUMONT'S regular fixed route service at the Walmart Transfer Station and San Gorgonio Hospital bus stop. In the event that BANNING'S base fare is valued at more than BEAUMONT'S base fare, no change or credit will be due to the passenger. Passengers are not required to top-up their fare to cover any shortfall between the BANNING'S and BEAUMONT'S base fares. Transfer media includes a one-time transfer ticket issued by BANNING.

C. BANNING shall accept BEAUMONT'S Commuter plus Local Day or Monthly Passes as transfer media for a one-dollar ($1) discount on BANNING'S Commuterlink buses with their applicable premium fare.

D. BEAUMONT shall accept BANNING'S Commuter plus Local Day or Monthly Passes as transfer media for a one-dollar ($1) discount on BEAUMONT'S Commuterlink buses with their applicable premium fare.

E. The transfer ticket or media shall not be issued on or valid on Dial-A-Ride or other curb-to-curb service.

F. Until such time as both agencies use electronic fare media (e.g. phone applications), such as Token Transit, electronic fare media is excluded from this agreement.

G. Each party shall accept the other party's valid employee identification, on all fixed route and commuter services in lieu of payment of fare.

H. BANNING shall accept BEAUMONT'S Military Veteran Identification for purchase of BANNING'S reduced Veterans Fares.

I. BEAUMONT shall accept BANNING'S Military Veteran Identification for purchase of BEAUMONT'S reduced Veterans fares.

ARTICLE 7. OPERATIONAL INFORMATION

Each party shall formally inform the designated representative of each City of

future plans for route and schedule changes, exclusive of temporary demand and emergency situations, no later than 30 days before the changes are scheduled to be implemented.

ARTICLE 8. CONTROL AND RESPONSIBILITY

A. Each party to this Agreement, in its operations pursuant hereto, is acting as an independent contractor and agrees to defend, indemnify and hold the other party, including its officers, directors, employees, agents, subcontractors and suppliers, harmless from and against all claims, losses, damages and expenses, including attorney's fees, on account of any loss, damage or claim, including bodily injury to or death of any person, or for property damage arising out of such party's performance of services described in this Agreement, unless, and to the extent, caused by the negligence, gross negligence or intentional conduct of the other party.

B. Each party to this agreement shall indemnify, defend and hold harmless the other party, including its officers, directors, employees, agents, subcontractors and suppliers, from and against any and all liability or expense including any claim of liability and any and all losses or costs, including legal expenses and costs of expert witnesses and consultants, that may be imposed by the other party solely by virtue of the provisions of Section 895.2 of the California Government Code.

ARTICLE 9. SERVICE TO BE OPERATED

Neither party may operate duplicating services in the other's jurisdiction without the written approval of the other party's elected city council. Every attempt shall be made to coordinate alignments, schedules, stops, fare policies, and route planning for the safety and convenience of the public and in accordance with Article 5 – Relationships Between Operators – of the Transportation Development Act.

ARTICLE 10. COMPLIANCE WITH AMERICANS WITH DISABILITIES ACT (ADA)

Each party shall be solely responsible for complying with the Americans with Disabilities Act of 1991 (ADA) as amended, including the provision of parallel ADA demand response service along each party's fixed routes operated in the other party's service area.

ARTICLE 11. NO MONETARY CLAIMS

Neither party shall have any claims against or liabilities to the other party on account of expenses incurred or revenues received or lost as a result of this Agreement except as otherwise provided to the contrary herein.

ARTICLE 12. TERMS OF THE AGREEMENT

This Agreement shall be effective on July 1, 2019, or the date of full execution by both parties, whichever date is later, and will remain in effect for a term of one year. Prior to December 15th of the existing year, both parties will meet at least once to discuss coordination of services for the following fiscal year, as well as to discuss an extension of this agreement by an additional subsequent term for one year. Notwithstanding the forgoing sentence, either party may terminate this agreement by giving 60 days written notice to the other party.

ARTICLE 13. GOVERNING LAW; SEVERABILITY.

This Agreement is in all respects governed by California law and venue for any dispute shall be in Riverside County. If any article, section, part or sentence of this Agreement or the application thereof is declared invalid for any reason, such invalidity shall not affect the other provisions of this Agreement which can be given effect without the invalid provision or application, and to this end the provisions of this Agreement are declared to be severable.

ARTICLE 14. INSURANCE.

The parties each verify that they are a self-insured entity or maintain insurance coverage through a Joint Powers Authority in reasonable and customary amounts for their respective operations.

ARTICLE 15. COMPLIANCE WITH LAWS.

Each party shall observe and comply with the Transportation Development Act of 1971, all other applicable laws, ordinances, codes and regulations of governmental agencies, including federal, state, municipal and local governing bodies having jurisdiction over any or all of the services, including all provisions of the Occupational Safety and Health Act of 1979 as amended, all California Occupational Safety and Health Regulations, and all other applicable federal, state, municipal and local safety regulations. All services performed by either party must be in accordance with these laws, ordinances, codes and regulations.

ARTICLE 16. NOTIFICATION AND MAILING ADDRESSES

Any requests and demands made between the parties pursuant to this Agreement are to be directed as follows:

CITY OF BEAUMONT:
550 East 6th Street
Beaumont, CA 92223
Attn: Todd Parton
City Manager
(951) 769-8520

CITY OF BANNING:
99 East Ramsey Street
Banning, CA 92220
Attn: Doug Schulze
City Manager
(951) 922-3104

Any notices of service and schedule changes are to be directed as follows:

CITY OF BEAUMONT:
550 East 6th Street
Beaumont, CA 92223
Attn: Elizabeth Gibbs
Community Services Director
(951) 769-8521

CITY OF BANNING:
99 East Ramsey Street
Banning, CA 92220
Attn: Art Vela
Public Works Director
(951)922-3130

ARTICLE 17. ENTIRE AGREEMENT.

The terms and conditions of this Agreement represents the entire agreement between the parties with respect to its subject matter. This Agreement shall supersede any and all prior contracts between the parties, regarding the subject matter of this Agreement. The terms and conditions of this Agreement shall not be altered or otherwise modified except by a written amendment executed by both parties.

ARTICLE 18. NO THIRD PARTY BENEFICIARIES.

This Agreement is not intended to, and shall not be interpreted to, create any rights or establish any standard of care with regards to any third party who is not a signatory and party to this Agreement.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed on the date first above written.

CITY OF BEAUMONT

By_____
Julio Martinez, Mayor

APPROVED AS TO FORM:

By_____
John O. Pinkney, City Attorney

CITY OF BANNING

By_____
Art Welch, Mayor

APPROVED AS TO FORM:

By_____
Kevin G. Ennis, City Attorney

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By_____
Julio Martinez, Mayor

CITY OF BANNING

By_____
Art Welch, Mayor

APPROVED AS TO FORM:

By_____
John O. Pinkney, City Attorney

APPROVED AS TO FORM:

By_____
Kevin G. Ennis, City Attorney
Serita Young, Asst. City Attorney

RESOLUTION 2019-81

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BANNING, CALIFORNIA, APPROVING AN INTERAGENCY SERVICES AGREEMENT BETWEEN THE CITY OF BANNING AND THE CITY OF BEAUMONT FOR THE PURPOSE OF PROVIDING COORDINATED TRANSIT SERVICES

WHEREAS, on October 22, 2002 the City Council of the City of Banning approved Resolution 2002-76, "Resolution of the City Council of the City of Banning Authorizing the Execution of an Agreement with the City of Beaumont to Provide Coordinated Transit Services"; and

WHEREAS, the City of Beaumont recently approved their Short Range Transit Plan for fiscal year 2019-2020, which included a plan to remove the City of Beaumont's Route 2, which is the route that currently operates along the Ramsey Street corridor; and

WHEREAS, with the removal of Route 2 from the City of Beaumont's transit operation, there remains a need to coordinate services for Beaumont and Banning transit dependent citizens during transfers from one agency's transit system to the other; and

WHEREAS, City of Banning and City of Beaumont met to discuss terms and condition contained in the Interagency Services Agreement for each respective transit operation.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Banning as follows:

SECTION 1. The Banning City Council adopts Resolution 2019-81, approving the Interagency Services Agreement between the City of Banning and the City of Beaumont for the purpose of providing coordinated transit services.

SECTION 2. The City Clerk shall certify to the adoption of this Resolution and shall cause a certified resolution to be filed in the book of original resolutions.

PASSED, APPROVED AND ADOPTED this 25th day of June 2019.

Arthur L. Welch, Mayor
City of Banning

ATTEST:

Daryl Betancur, Deputy City Clerk
City of Banning

APPROVED AS TO FORM AND LEGAL CONTENT:

Kevin G. Ennis, City Attorney
Richards, Watson & Gershon

[THIS SPACE INTENTIONALLY LEFT BLANK]

CERTIFICATION:

I, Daryl Betancur, Deputy City Clerk of the City of Banning, California, do hereby certify that the foregoing Resolution 2019-81, was duly adopted by the City Council of the City of Banning, California, at a regular meeting thereof held on the 25th day of June, 2019, by the following vote, to wit:

AYES: Happe, Wallace, & Welch

NOES: None

ABSTAIN: None

ABSENT: Peterson & Andrade

Daryl Betancur, Deputy City Clerk
City of Banning, California

CERTIFIED TO BE A TRUE AND CORRECT
COPY OF THE ORIGINAL DOCUMENT ON
FILE IN THE OFFICE OF THE CITY CLERK.

BY Laurie Sampson
TITLE Acting Deputy City Clerk
DATE September 26, 2019

ATTACHMENT 2

City of Beaumont

SHORT RANGE TRANSIT PLAN
FY 2020/21 – 2022/23

BEAUMONT
CALIFORNIA

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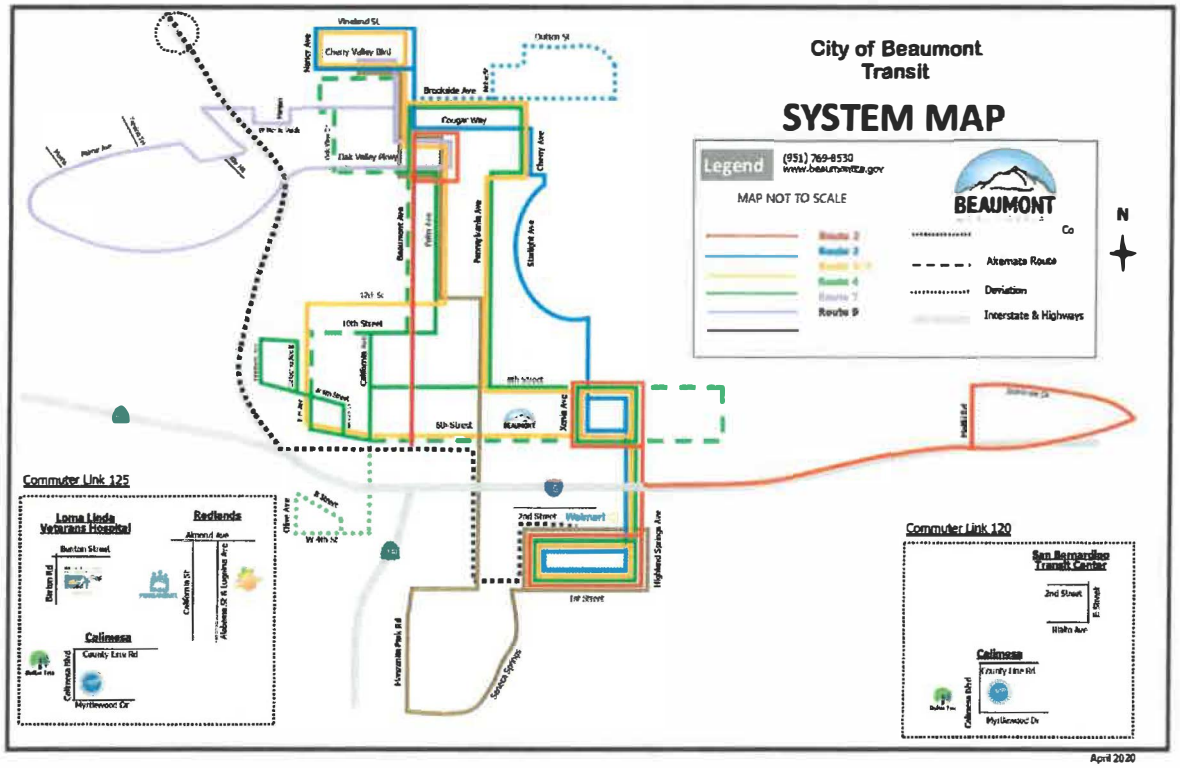
CHAPTER 1 – SYSTEM OVERVIEW AND SERVICE PROFILE

1.1 Description of Service Area

The City of Beaumont's public transit system services approximately 50 square miles and includes the city of Beaumont and parts of unincorporated Riverside County area known as Cherry Valley. Additionally, Beaumont transports passengers to the commercial areas of Cabazon, including Casino Morongo and the Desert Hills Premium Outlet Malls.

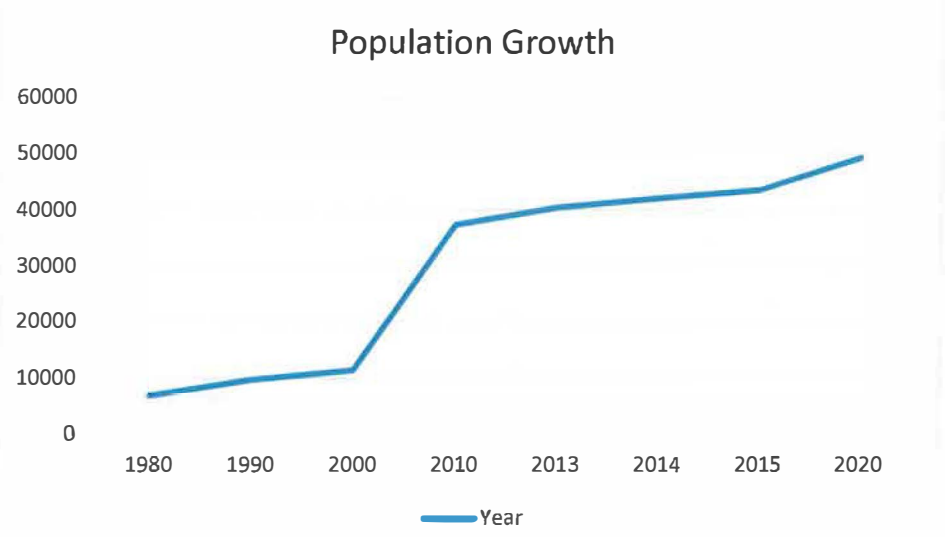
At the center of three major thoroughfares, including Interstate 10, Highway 60 and Highway 79, Beaumont offers fixed route, commuter link, and paratransit service. Passengers can connect easily with other Beaumont routes, as well as with regional transit providers such as Banning, Riverside Transit Agency (RTA) and Sunline Transit Agency at one central location, the Beaumont Walmart transit center.

Beaumont operates two commuter link routes that connect San Gorgonio Pass area residents with San Bernardino County. This express service from Beaumont stops in Calimesa, the San Bernardino Transit Center (SBTC), Kaiser Permanente Redlands medical offices, and the Jerry L. Pettis Memorial Veterans Administration Medical Center (VA). The SBTC is centrally located within downtown San Bernardino and offers extensive connection possibilities for passengers, including the Metrolink train system, OmniTrans, Victor Valley Transit Agency (VVTA), RTA and Mountain Transit.



1.2 Population Profile and Demographics

According to the most recent report published by California Department of Finance in May 2019, Beaumont is the fastest growing city in Riverside County. Beaumont has experienced a 3.99% population increase from January 2018 to January 2019, with a total population of 48,401. Since the 1980s, Beaumont population has increased exponentially, with the largest increase in the late 2000s.



Beaumont has twelve (12) schools located within Beaumont Unified School District consisting of seven (7) elementary schools, two (2) middle schools, two (2) senior high schools, and one (1) charter school. Transportation provided by Beaumont Unified School District was eliminated in 2008 and many families rely on Beaumont's public transportation system to transport youth passengers to and from school. Beaumont's youth population (age 18 and under) equals 36%[1]; however, ridership reports taken throughout the year show youth passengers make up 56% of the total passenger base in Beaumont.

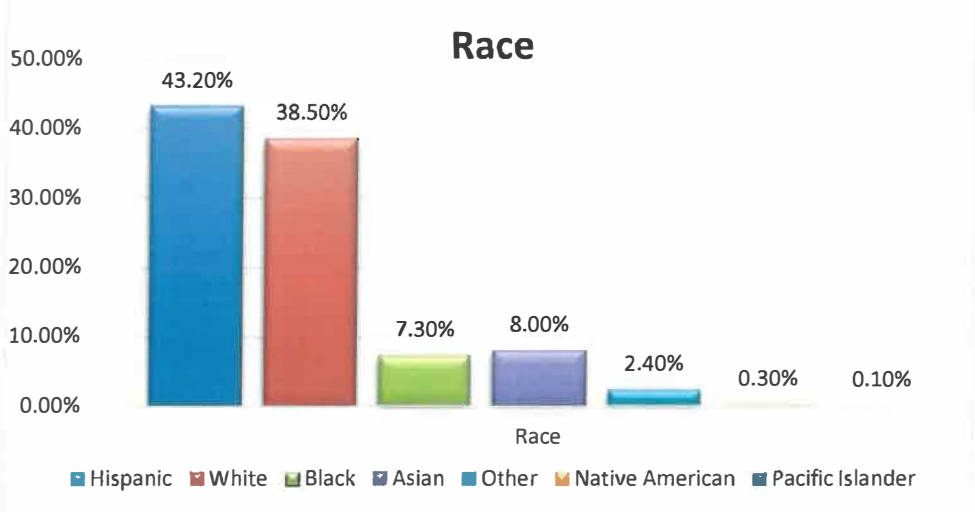
Beaumont has three large active adult communities, with another two located in Cherry Valley. Although the median age of residents in Beaumont is 35 years, persons over the age of 65 make up 13.6% of the population, not including those living in Cherry Valley[2]. The growing active adult communities and the corresponding increase in population for this age group may impact paratransit and fixed route needs.

The mean household income in Beaumont is $88,701, slightly below California's statewide mean household income of $101,493[3]. However, the percentage of families in Beaumont whose income is below poverty level is 7.6%, while across the state the poverty level is higher at 10.4%.

[1] 2014-2018 American Community Survey 5-year Estimates U.S. Census Bureau
[2] Ibid
[3] Ibid

For California residents over the age of 16 years, 63.5% participate in the labor force, where Beaumont shows almost equal to the state at 61.1%.

Beaumont residents make up two predominant races with Hispanic or Latino at 43.2%, while another 38.5% are White (not Hispanic or Latino). Asian, Native American, and Pacific Islander make most of the other races, as shown below[4]:



Almost 89% of residents over 25 years have at least a high school diploma (or equivalent) with 16.6% earning a bachelor's degree and 8.7% a graduate or professional degree[5].

Finally, of the total population in Beaumont, civilian veterans equal 7.7%, while another 10% report being disabled[6].

Ridership Demographics

Ridership surveys were conducted in December and January of this fiscal year as part of the Comprehensive Operations Analysis currently underway. There were 427 responses.

General passengers surveyed indicate that almost 68% live in a household with an annual income of less than $30,000. Approximately half of the passengers ride the service five or more days per week, with 70.5% indicating that they lack access to a personal vehicle. Additionally, almost 54% state that they use the service to travel either to work or school.

Of the passengers surveyed, 36.4% state that they are Hispanic or Latino and 70.3% are 25 years or age and over.

[4] 2014-2018 American Community Survey 5-year Estimates U.S. Census Bureau
[5] Ibid
[6] Ibid

1.3 Services - Fixed Route Transit Services and Paratransit Service, Regional Express Bus Service

As shown in Table 1, Beaumont operates seven days a week, as follows:

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	Route 2	Route 2	Route 2	Route 2	Route 2	
	Route 3	Route 3	Route 3	Route 3	Route 3	
	Route 4	Route 4	Route 4	Route 4	Route 4	
Route 3/4						Route 3/4
	Route 7*	Route 7*	Route 7*	Route 7*	Route 7*	
	Route 9*	Route 9*	Route 9*	Route 9*	Route 9*	
	Commuter 120	Commuter 120	Commuter 120	Commuter 120	Commuter 120	Commuter 120
	Commuter 125	Commuter 125	Commuter 125	Commuter 125	Commuter 125	

* Peak Service

Table 1
Description of Routes

Route		Description	Major Destinations
2	Weekday	Downtown to Walmart with Express Service to Cabazon	Second Street Marketplace and restaurants, Walmart Regional Connection Stop, San Gorgonio Hospital, 6th Street Downtown area, Civic Center, Chamber of Commerce, Library, Oak Valley Parkway Plaza, Mountain View Middle School, San Gorgonio Middle School and Beaumont High School
3	Weekday	Walmart to Cherry Valley via Sundance	Second Street Marketplace and restaurants, Walmart Regional Connection Stop, San Gorgonio Hospital, Sundance Community, Mountain View Middle School, San Gorgonio Middle School, Albert Chatigny Community Recreation Center, Sports Park, Cherry Valley commercial, Cherry Valley Deviations and Beaumont High School
4	Weekday	Walmart to Downtown via 3 Rings Ranch	Second Street Marketplace and restaurants, Walmart Regional Connection Stop, San Gorgonio Hospital, downtown residential areas, Glen View High School, library, 3 Rings Ranch Community, Palm Ave, Mountain View Middle School, San Gorgonio Middle School, Sports Park, Beaumont High School, north residential area, Albert Chatigny Community Recreation Center, Pennsylvania Ave
7	Weekday (Peak Service)	Tournament Hills and Fairway Canyon to Middle Schools and Beaumont High School	Following the Beaumont School District calendar: Western masterplan communities of Tournament Hills, Fairway Canyon to Beaumont High School, Mountain View Middle School, San Gorgonio Middle School, Oak Valley Shopping Center
9	Weekday (Peak Service)	Seneca Springs to Middle Schools and Beaumont High School	Following the Beaumont School District calendar: Southern masterplan communitiy of Seneca Springs, Beaumont High School, Mountain View Middle School, and San Gorgonio Middle School
3/4	Weekend	Walmart to Cherry Valley via Downtown	Second Street Marketplace and restaurants, Walmart Regional Connection Stop, San Gorgonio Hospital, downtown residential areas, Glen View High School, library, 3 Rings Ranch Community, Palm Ave, Mountain View Middle School, San Gorgonio Middle School, Sports Park, Beaumont High School, Cherry Valley Commercial, north residential area, Albert Chatigny Community Recreation Center, Pennsylvania Ave
CL 120	Weekday and Saturday	Walmart to San Bernardino Transit Center	Walmart, Beaumont Civic Center, Calimesa downtown shopping centers, Calimesa Library, San Bernardino Transit Center
CL 125	Weekday	Walmart to Loma Linda Veterans Hospital	Walmart, Beaumont Civic Center, Calimesa downtown shopping centers, Calimesa Library, Redlands Commercial area including Mountain Grove Plaza, Redlands Amazon Distribution Centers, Kaiser Redlands Medical Office, Pharoh's Kingdom, Loma Linda Veteran's Affairs Hospital and Loma Linda Medical Center
City Wide DAR	Weekday	Demand Response/Reservation Based	Service for Seniors 65+, and persons certified under American Disability Act (ADA) that live in the City of Beaumont and parts of Cherry Valley who are going to places in Beaumont or certain areas within Cherry Valley. Additionally, service is provided to persons who live withing 3/4 of a mile from a FR stop and going to a destination also within an area of 3/4 of a mile from a FR stop

Fixed Route

Beaumont operates five weekday fixed routes, two in peak service only, and one weekend fixed route.

Fixed Route service hours are:

Monday through Friday	6:30 a.m. to 7:26 p.m.
Saturday and Sunday	8:00 a.m. to 6:00 p.m.

During the holidays of Martin Luther King Jr. Day, Presidents' Day, Columbus Day, Veterans Day, and Day after Thanksgiving, Beaumont operates limited service and follows a Saturday schedule.

Beaumont does not operate on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, or Christmas Day.

Paratransit Services

Paratransit service, otherwise known as Dial-A-Ride (DAR), is a reservation-based curb to curb service for residents of Beaumont and parts of unincorporated Cherry Valley. Qualified passengers include those who reside 3/4 of a mile from a fixed bus route and are either certified under the American with Disabilities Act (ADA) or 65 years of age or over, living in the Beaumont area.

DAR service hours are:

Persons with ADA certification

Monday through Friday	6:30 a.m. to 7:30 p.m.
Saturday and Sunday	8:00 a.m. to 6:00 p.m.

Seniors *without* ADA certification

Monday through Friday	8:00 a.m. to 4:00 p.m.

DAR observes the same holiday schedule as the fixed route system. Limited Service is provided on Martin Luther King Jr. Day, Presidents' Day, Columbus Day, Veterans Day, and Day after Thanksgiving. No service is provided on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, or Christmas Day.

Regional Express Bus Service

Beaumont operates two regional express routes, including Commuter Link 120 and Commuter Link 125. The CL 120 originates at Beaumont's Walmart transit center and provides service to and from the Beaumont Civic Center, Casino Morongo, Desert Outlet Mall, Calimesa and SBTC. The CL 125 also originates at Beaumont's Walmart transit center and provides service to and from Calimesa, Kaiser Redlands, Redlands Citrus Grove shopping center, and the VA Hospital in Loma Linda.

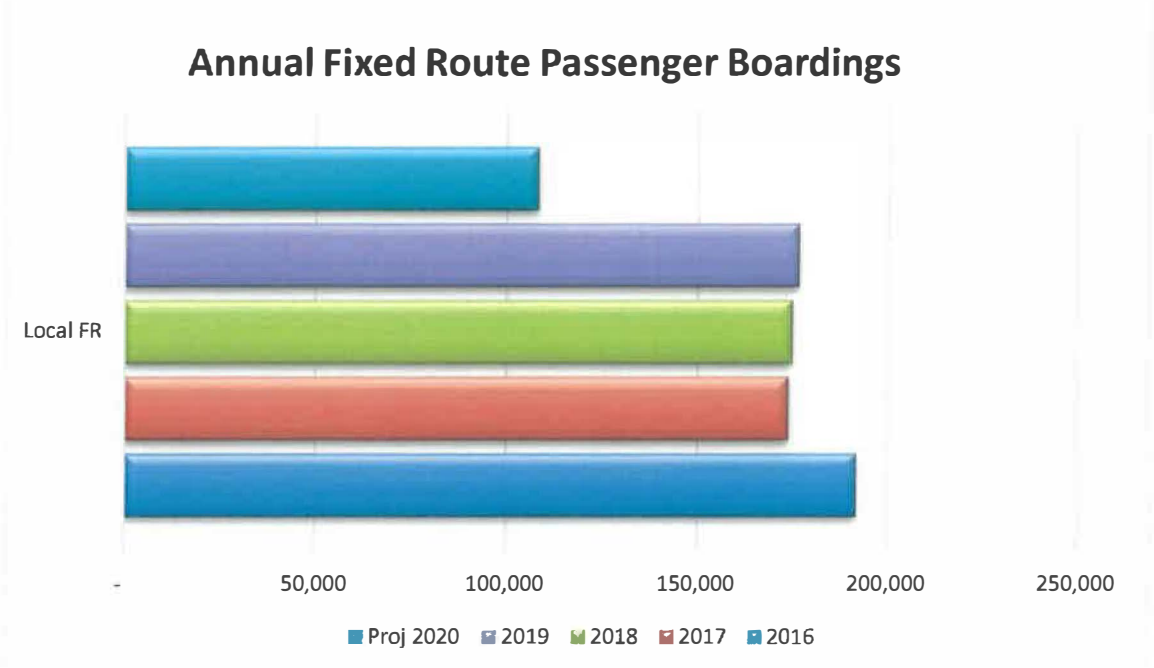
Commuter Link service hours are:

Monday through Friday	4:30 a.m. to 8:15 p.m.
Saturday	7:50 a.m. to 6:30 p.m.

1.4 Ridership, Revenue Miles, Revenue Hours

Fixed Route

Since 2016, passenger boarding's across most fixed routes have steadily declined. In FY19, the overall fixed route system had 176,794 passenger boarding's, operated 219,639 revenue miles and 15,256 revenue hours of service. Passenger boarding's are projected to be less in FY 20, at 108,448 which is a 38.65% decrease from FY19.

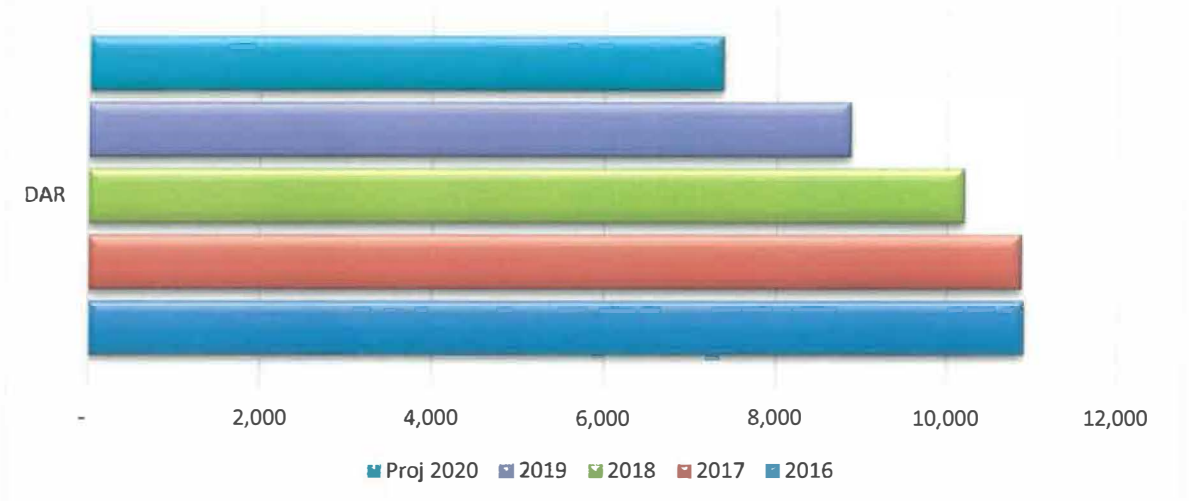


Beaumont is in the process of a Comprehensive Operations Analysis (COA) wherein each route is individually assessed and analyzed as a part of the overall system. Based on route data, surveys, and passenger data collection, the consultant conducting the COA is required to propose performance standards for adoption by Beaumont City Council. These standards will be used as an ongoing monitoring and management tool used to increase service in the coming years.

Paratransit Services

DAR has experienced a decrease in passenger trips in FY 20 compared to FY 19. In FY 19, there were 8,874 passenger trips, operated for 2,670 revenue hours and 33,680 revenue miles. Passenger trip projections for FY 20 are approximately 7,383 and equates to a 16.8% decrease.

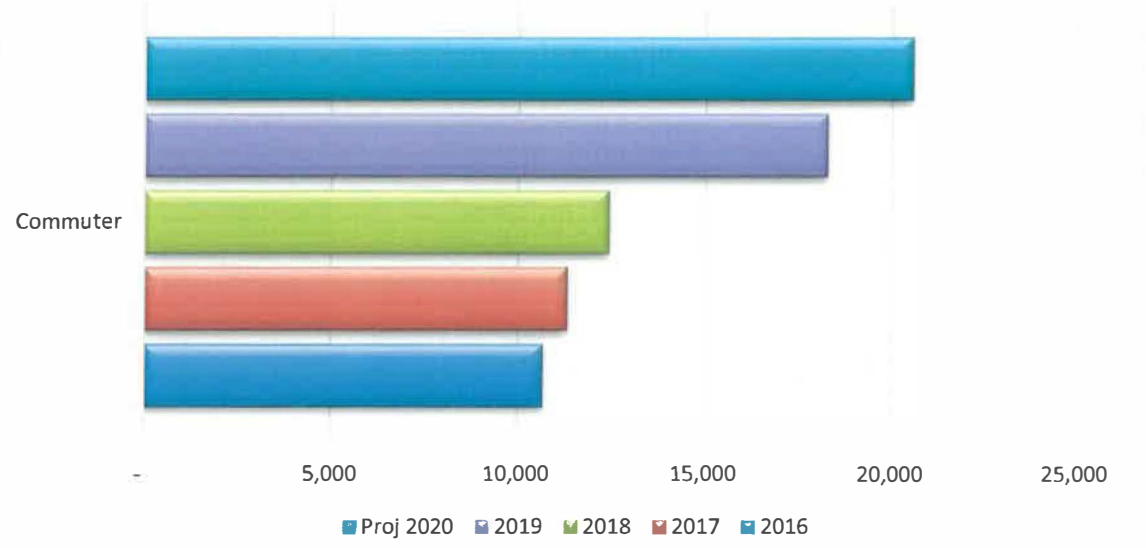
Annual Paratransit Passenger Boardings



Regional Express Bus Service

Commuter Link service has experienced increases in passenger boarding's partially attributed to added service and increased frequency. Combined commuter service saw 18,280 passenger boarding's in FY 19, operated 213,928 revenue miles and 7539.48 revenue hours of service. Together, commuter service has a projected increase of passenger boarding's of 20,565 which is a 12.5% increase over FY19.

Annual Commuter Passenger Boardings



1.5 Current Fare Structure

Fixed Route

On fixed route service, passengers pay general fare unless they qualify for a discounted fare. Discounted fares are available to seniors, persons with disabilities, veterans, or active military. Children 46" tall or under ride for $0.25 with a paying adult. At the beginning of FY 20 Beaumont increased fares for all services except paratransit. The following is the current fare structure:

Fare Category	Base Fare	Day Pass	10 Ticket Book	Monthly Pass
General	$1.25	$3.10	$12.50	$39.13
Child (46" tall or under) Accompanied by a paying adult. Limit 2	$0.25	N/A	N/A	N/A
Senior/Disabled (60+)	$0.75	$1.90	$7.50	$24.80
Military Veterans	$0.75	$1.90	$7.50	$24.80
Deviations (Route 3 and 4)	$0.50	N/A	N/A	N/A
Go Pass: MSJC Students (During valid session only)	Free	N/A	N/A	N/A
Active Military	Free	N/A	N/A	N/A

Paratransit Services

Fare Categories	Base Fare	10-Ride Punch Card
One-Way	$2.00	$18.00
Companion & Child	$3.00	N/A
PCA (with ID)	Free	Free
No Show	$2.00	N/A

Regional Express Bus Service

Fare Categories	Base Fare	10 Ride Punch Card	Day Pass	Monthly Pass
General	$3.50	$31.50	$8.00	$75.00
Child (46" tall or under) Accompanied by a paying adult. Limit 2	$2.50	$22.50	$6.00	$50.00
Senior/Disabled (60+)	$2.50	$22.50	$6.00	$50.00
Military Veterans	$2.50	$22.50	$6.00	$50.00
Active Military	Free	N/A	N/A	N/A

Fare Collection Systems

There are a variety of options available to passengers to pay fares. Passengers can purchase monthly passes at the Beaumont Civic Center where cash, check or credit cards are acceptable

forms of payment. Onboard the bus, passengers can purchase ticket books, punch cards, and day passes from the driver using cash or check.

New in FY 20 was the introduction of an electronic fare media called Token Transit as an additional fare option to our passengers. Available to all passengers on all modes of service, except Dial A Ride, Beaumont Transit passengers can purchase any fare category on their mobile phones. Beaumont Transit joined the dozens of agencies currently using the platform for seamless use of the application for connecting passengers.

Token Transit is used primarily on the peak routes; Routes 7 and 9. 28% of the passengers on Route 7 use Token Transit. 30% of the Route 9 passengers use Token Transit. Predominately, passengers use cash or prepaid tickets as their preferred fare media for transportation.

Incentive Programs and Ridership Promotion

Beaumont Transit actively participates in many community events throughout the calendar year, including the annual Cherry Festival parade, holiday light parade, Touch-A-Bus, Trunk-or-Treat, Veteran's Expo, Stuff-the-Bus, and Free Fare Friday.

The summer Travel Training program continues to be successful. Launched in 2017, Travel Training began in partnership with Metrolink to teach choice riders in the Pass area how to use public transportation to and from Los Angeles via the commuter bus and train. Once in Los Angeles, a tour of Union Station is offered to highlight the important connecting features of the regional connection hub. The endeavor continues to be a welcomed addition to the promotional efforts Beaumont Transit offers to the community.

Beaumont offers a real-time bus tracking system called Double Map for our passengers to use. This program, initially purchased in 2016, promotes the reliability of the local transit system for passengers. This real-time bus tracking is accessible on a free smart phone app or through any connection with the Internet. This program gives passengers the ability to find and track their buses to eliminate unnecessary waiting.

1.6 Revenue Fleet

Beaumont Transit's fleet consists of nineteen vehicles, ten of which are CNG fueled and the other nine by gasoline, as shown in Table 1.1. Three additional CNG vehicles are scheduled to be delivered in the next month. The CNG fueled vehicles meet the emission mitigation standards mandated by the California Air Resources Board (CARB).

Beaumont maximizes the life of vehicles in our fleet. Most of the vehicles are considered Medium Duty vehicles under Federal Transit Administration (FTA) and have a 7-year, 200,000-mile life expectancy[7]. Beaumont maintenance keeps vehicles in service longer than FTA guidelines.

[7] https://www.transitwiki.org/TransitWiki/images/6/64/Useful_Life_of_Buses.pdf

Bus (Motorbus) / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2019/20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20
2010	CMD	C 5500	28	1	32	CN	1		216,657	230,600	230,600
2015	EBC	XHF 40	43	1	40	CN	1		51,696	54,189	54,189
2011	EDN	EDN	30	1	33	GA	1		246,841	278,190	278,190
2011	EDN	EDN	30	1	33	CN	1		146,972	165,591	165,591
2015	EDN	XHF 40	43	1	40	CN	1		37,811	43,294	43,294
2015	EDN	XHF 40	43	1	40	CN	1		33,408	39,676	39,676
2009	GMC	C-5500	28	1	32	CN	1		181,558	187,418	187,418
2009	STR	C-5500	28	1	32	CN	1		202,528	219,620	219,620
		Totals:	273	8			8		1,117,471	1,218,578	152,322

Commuter Bus / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2019/20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20
2009	EBC	FORD E450	16	1	24	GA	1		256,606	257,310	257,310
2018	EDN	EZRider II	30	1	32	CN	1		13,209	52,652	52,652
2011	EDN	FORD 550	30	1	33	GA	1		286,184	318,361	318,361
2011	EDN	FORD F550	30	1	33	GA	1		308,818	338,738	338,738
2016	EDN	FORD F550	30	1	33	CN	1		47,334	94,643	94,643
2010	FRD	Ford E450	16	1	24	GA	1		339,121	344,930	344,930
2010	FRD	Ford E-450	16	1	24	GA	1		351,833	396,713	396,713
2010	FRD	Ford E-450	16	1	24	GA	1		342,813	377,929	377,929
2010	STR	C-5500	30	1	32	GA	1		311,313	340,881	340,881
		Totals:	214	9			9		2,257,231	2,522,157	280,240

Demand Response / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2019/20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20
2008	EBC	FORD E450	16	1	24	GA	1		264,564	264,564	264,564
2016	EDN	FORD E-450	20	1	24	CN	1		35,238	51,351	51,351
		Totals:	36	2			2		299,802	315,915	157,958

All vehicles meet the ADA accessibility requirements and are equipped with bike racks. Vehicle capacity ranges in size from 16 passengers to 43 passengers. The vehicle shown below is the newest member of the Beaumont Transit fleet and primarily used on the CL 120 to SBTC.

1.7 Existing Facilities and Bus Stop Amenities

Existing Transit Facilities

Administrative services for Beaumont Transit are temporarily located in the heart of downtown Beaumont at the Beaumont Civic Center, 550 E 6th Street, Building D. It is at this location where dispatch, administrative assistance, and the operations yard are located.

Customer service calls for general information, route planning, and Dial-A-Ride appointments are serviced at this location, while walk in customers, including the purchase of fare media, are serviced within the main civic center building.

The Fleet maintenance operations is located at 550 California Ave, approximately 1 mile from the administrative building.

Bus Stop Amenities

Beaumont has 23 bus shelters, 157 bus stops, and a dozen stops with benches. A request for proposal has been issued to improve the Walmart Regional Bus Stop which connects passengers with four agencies. This improvement is funded by the Low Carbon Transportation Operations Program (LCTOP) FY 18 award. Additionally, LCTOP will install bus shelters at two other locations located in the disadvantaged community of Beaumont, including the Beaumont Library.

1.8 Existing Coordination Between Transit Agencies

Because the San Gorgonio Pass area is geographically isolated from the desert, western Riverside County and the urban area of San Bernardino county, public transit coordination is vital for the movement of passengers. Passengers traverse cities to accomplish needs such as social services, employment opportunities in the urban areas, and more diverse commercial businesses.

Beaumont has entered into multiple agreements with surrounding transit operators, including Banning, OmniTrans, RTA, and Victor Valley Transit Authority (VVTA). The 2019 interagency agreement with Banning has an added feature of a paper transfer system, reminiscent of the early 2000s. This has proven to be problematic to Beaumont's transit-dependent residents needing to access social services, the courthouse, and DMV services, all located in Banning, as they are now faced with a "two-seat" ride each way.

Conversely, agreements with OmniTrans, RTA and VVTA have added value for connecting passengers.

- Passengers presenting a Beaumont multi use (day or month) pass can connect to OmniTrans, RTA or VVTA for free wherever the two agencies connect.
- Passengers presenting a multi-use (day, week, or month) pass from OmniTrans or VVTA receive a $1.00 discount on commuter service or free connection with our fixed route wherever we connect.
- Passengers presenting RTA multi use pass (day, week, or month) connect for free to Beaumont's commuter and fixed route service wherever the two agencies connect.

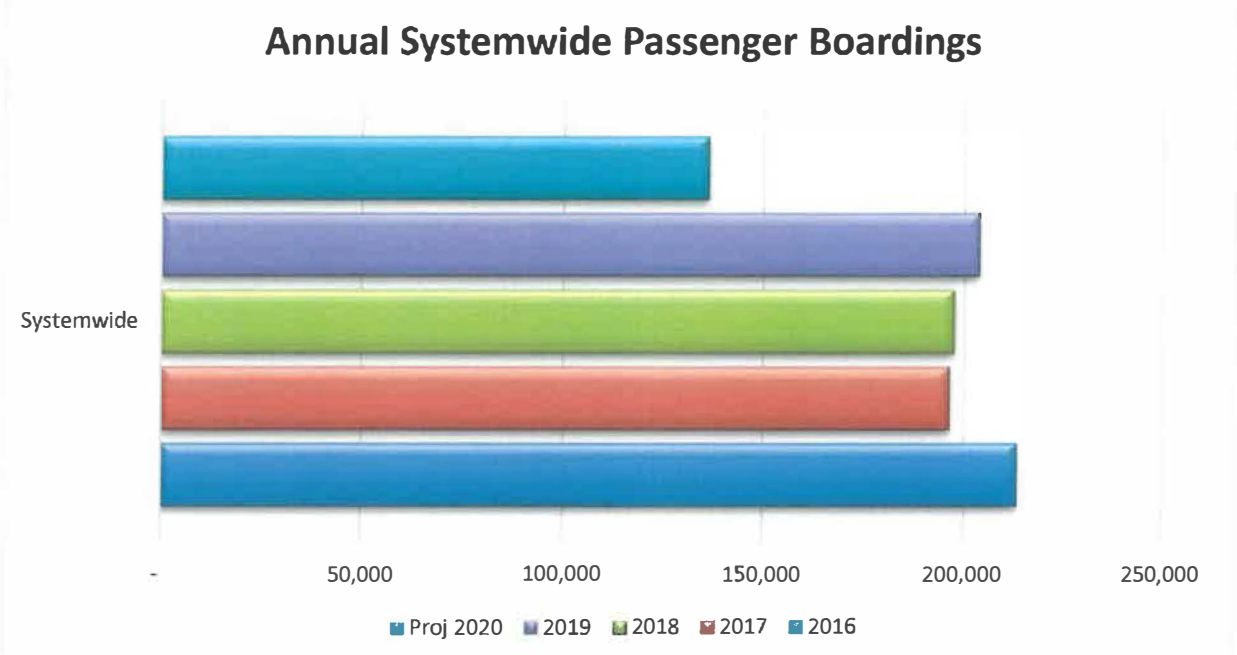
1.9 Prior or Existing Studies and Plans

Beaumont completed a Comprehensive Operations Analysis (COA) in 2014 in conjunction with the City of Banning. The results of the study were partially implemented until the new agreement with the City of Banning in July 2019, which largely eliminated crossing of city boundaries.

In early 2020, Beaumont retained the services of a consultant to complete an independent COA. Suggested in three phases, Beaumont has completed phase 1 of the project and the consultant is preparing to present to City Council. Phase 2 will consist of identifying service alternatives. Phase 3 will be preparing and implementing an action plan. The final phases of the COA are scheduled to be completed by end of FY 20 and implementation expected FY 21, pending the outcome of the COVID-19 pandemic.

CHAPTER 2 - EXISTING SERVICE AND ROUTE PERFORMANCE

Overall, Beaumont Transit systemwide passenger trips for FY 20 is projected to end lower than the passenger trips delivered in FY 19. In FY 19, systemwide passenger trips, including paratransit, totaled 203,948. FY 20 is projected to end at 136,396, resulting in a 33.12% decline from the previous year.



There are three primary reasons to explain why Beaumont is experiencing a decline in passenger boarding's. First, public transit operators nationwide have seen a reduction in passengers across all modes of transportation. Second, Beaumont reduced service on the Route 2 by 75% in FY 20. The Route 2 previously connected Beaumont passengers in the low income and downtown area to social services in Banning; however, this service was eliminated with the entering of an Interagency Agreement with City of Banning which took effect July 1, 2019. Third, Covid-19 and the mandated social distancing and effective close of the economy has led to a reduction in service because of the reduction of passengers.

2.1 Key Performance Indicators

Beaumont Transit monitors performance indicators throughout the year to ensure the system is performing productively. Customer complaints and suggestions are received, noted and implemented where appropriate. Route schedules and timepoints are reviewed for connectivity with other routes and regional connection opportunities. Department expenses are monitored for farebox recovery ratio.

RCTC also provides an ability to demonstrate performance indicators in Table 2.0. Key performance indicators include seven discretionary and one mandatory, with transit operators required to meet four of the seven discretionary indicators. Beaumont currently fails to meet the mandatory performance indicator of 10% farebox recovery ratio and meets three of the seven discretionary.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.0 -- Service Provider Performance Targets Report

FY 2019/20 Short Range Transit Plan Review
City of Beaumont

Data Elements	FY 2019/20 Plan	FY 2019/20 Target	FY 2019/20 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	165,316			
Passenger Miles	1,436,725			
Total Actual Vehicle Revenue Hours	23,653.0			
Total Actual Vehicle Revenue Miles	481,289.0			
Total Actual Vehicle Miles	504,023.0			
Total Operating Expenses	$2,610,230			
Total Passenger Fare Revenue	$281,000			
Net Operating Expenses	$2,329,230			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	10.76%	>= 10.00%	9.13%	Fails to Meet Target
Discretionary:				
1. Operating Cost Per Revenue Hour	$110.36	<= $100.60	$80.58	Meets Target
2. Subsidy Per Passenger	$14.09	>= $9.36 and <= $12.66	$11.82	Meets Target
3. Subsidy Per Passenger Mile	$1.62	>= $1.96 and <= $2.65	$2.47	Meets Target
4. Subsidy Per Hour	$98.48	>= $74.32 and <= $100.56	$73.22	Fails to Meet Target
5. Subsidy Per Mile	$4.84	>= $4.04 and <= $5.46	$3.44	Fails to Meet Target
6. Passengers Per Revenue Hour	6.99	>= 6.72 and <= 9.09	6.20	
7. Passengers Per Revenue Mile	0.34	>= 0.37 and <= 0.49	0.29	Fails to Meet Target

Note: Must meet at least 4 out of 7 Discretionary Performance Indicators

Productivity Performance Summary:

Service Provider Comments:

2.2 SRTP Performance Report

In FY 20, when the SRTP was prepared for FY 21, Beaumont set a plan for performance. RCTC in turn set targets for Beaumont to keep in mind as the year of operation. The following Table 2.1 outlines the planned performance indicators for FY 21 and compares the FY 21 plan to the FY 21 targets.

This report indicates that all seven discretionary performance indicators were planned to be met when the targets were set.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

FY 2020/21 - Table 2.1 -- SRTP Performance Report

Service Provider: City of Beaumont

All Routes

Performance Indicators	FY 2018/19 End of Year Actual	FY 2019/20 4th Quarter Year-to-Date	FY 2020/21 Plan	FY 2020/21 Target	Plan Performance Scorecard (a)
Passengers	204,274	104,093	169,846	None	
Passenger Miles	976,877	497,341	1,477,908	None	
Revenue Hours	24,456.7	16,961.8	26,560.0	None	
Total Hours	25,484.4	18,305.6	28,686.0	None	
Revenue Miles	457,808.9	359,461.0	567,924.0	None	
Total Miles	483,043.8	374,832.0	590,904.0	None	
Operating Costs	$2,796,318	$1,344,999	$2,775,646	None	
Passenger Revenue	$240,041	$122,839	$307,338	None	
Measure-A Revenue				None	
LCTOP Revenue			$93,346	None	
Operating Subsidy	$2,556,276	$1,222,159	$2,468,308	None	
Operating Costs Per Revenue Hour	$114.34	$79.30	$104.50	<= $72.21	Fails to Meet Target
Operating Cost Per Revenue Mile	$6.11	$3.74	$4.89	None	
Operating Costs Per Passenger	$13.69	$12.92	$16.34	None	
Farebox Recovery Ratio	8.58%	9.13%	14.43%	>= 0.1	Meets Target
Subsidy Per Passenger	$12.51	$11.74	$14.53	>= $15.80 and <= $21.38	Better Than Target
Subsidy Per Passenger Mile	$2.62	$2.46	$1.67	>= $3.32 and <= $4.50	Better than Target
Subsidy Per Revenue Hour	$104.52	$72.05	$92.93	>= $57.43 and <= $77.71	Better Than Target
Subsidy Per Revenue Mile	$5.58	$3.40	$4.35	>= $2.92 and <= $3.94	Better Than Target
Passengers Per Revenue Hour	8.35	6.14	6.39	>= 3.09 and <= 4.19	Better Than Target
Passengers Per Revenue Mile	0.45	0.29	0.30	>= 0.15 and <= 0.21	Better Than Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2020/21 Plan to the FY 2020/21 Primary Target.

2.3 SRTP Service Summary

In the following pages are reports that give an insight on how the Beaumont Transit service is performing in various areas compared to years past, as well as the plan for the coming fiscal year.

Table 2.2 Service Summary for City of Beaumont All Routes: Like Table 2.1 above, this table compares 3rd Quarter actual of FY 20 to the plan of FY 20. In addition, the table also shows actual audited figures for FY 18 and 19 as well as showing FY 20 compared to FY 21 plan. This table shows all routes Beaumont operates including Dial-A-Ride and excluded routes. Some key takeaways from this report are:

- Passenger trips are significantly lower than what was reported for previous FY's.
- Beaumont Transit has lowered operating cost per revenue mile; however
- Farebox recovery ratio remains below plan because of the low passenger trips.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- City of Beaumont -- SRTP Service Summary

FY 2020/21 Short Range Transit Plan

All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	9	9	12	9	13
Financial Data					
Total Operating Expenses	$2,221,265	$2,796,318	$2,610,230	$1,344,999	$2,775,646
Total Passenger Fare Revenue	$235,430	$240,041	$281,000	$122,839	$307,338
Net Operating Expenses (Subsidies)	$1,985,836	$2,556,276	$2,329,230	$1,222,159	$2,468,308
Operating Characteristics					
Unlinked Passenger Trips	197,775	204,274	165,316	103,433	169,846
Passenger Miles	945,103	976,877	1,436,725	494,205	1,477,908
Total Actual Vehicle Revenue Hours (a)	24,771.8	24,456.7	23,653.0	16,691.8	26,560.0
Total Actual Vehicle Revenue Miles (b)	420,009.0	457,808.9	481,289.0	355,656.0	567,924.0
Total Actual Vehicle Miles	447,136.0	483,043.8	504,023.0	370,667.0	590,904.0
Performance Characteristics					
Operating Cost per Revenue Hour	$89.67	$114.34	$110.36	$80.58	$104.50
Farebox Recovery Ratio	10.60%	8.58%	10.76%	9.13%	14.43%
Subsidy per Passenger	$10.04	$12.51	$14.09	$11.82	$14.53
Subsidy per Passenger Mile	$2.10	$2.62	$1.62	$2.47	$1.67
Subsidy per Revenue Hour (a)	$80.17	$104.52	$98.48	$73.22	$92.93
Subsidy per Revenue Mile (b)	$4.73	$5.58	$4.84	$3.44	$4.35
Passenger per Revenue Hour (a)	8.0	8.4	7.0	6.2	6.4
Passenger per Revenue Mile (b)	0.47	0.45	0.34	0.29	0.30

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

Table 2.2 is further broken down into Excluded and Non-Excluded Routes. The following two tables reflect these two categories. In FY 20, Beaumont had 4 excluded routes from the farebox recovery ratio reporting. These routes were Route 2, Route 3/4, Commuter Link 120 and Commuter Link 125. Excluded Routes are new routes or routes that have had 25% change in route. Being excluded gives a grace period for the route to perform and gain passenger ridership for three years. More detail on excluded routes are located in Table 2.2A

Table 2.2 Excluded Routes has the following points of interest:

- Excluded Routes have not gained passenger base necessary in order to reach farebox recovery plan.
- The new routes are gaining passengers, and operating service to gain the passengers, however the low passenger counts create higher operating cost per revenue hour.

Table 2.2 Non-Excluded Routes consists of the remaining routes and services Beaumont offers. These non-excluded routes are services that have been established and unaltered for at least 3 years. Non-excluded routes include the Route 3, Route 4, Route 7, and Route 9.

Non-excluded reports has the following points of interest:

- Non-excluded routes are doing very well and have a farebox recovery of 17.74% through the 3rd Quarter FY 20.
- Operating Costs per revenue hour and subsidies are low compared to plan and previous years.

RCTC RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- City of Beaumont -- SRTP Service Summary

FY 2020/21 Short Range Transit Plan

Excluded Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	3	2	4	4	5
Financial Data					
Total Operating Expenses	$829,935	$460,249	$1,364,146	$892,388	$1,359,487
Total Passenger Fare Revenue	$44,807	$14,420	$123,109	$42,561	$117,500
Net Operating Expenses (Subsidies)	$785,129	$445,829	$1,241,037	$849,827	$1,241,987
Operating Characteristics					
Unlinked Passenger Trips	18,923	7,344	63,111	30,730	52,476
Passenger Miles	90,830	35,251	848,500	147,504	801,695
Total Actual Vehicle Revenue Hours (a)	6,912.1	2,849.2	12,751.0	9,703.2	16,116.0
Total Actual Vehicle Revenue Miles (b)	165,555.0	76,021.0	343,950.0	253,639.0	425,086.0
Total Actual Vehicle Miles	173,479.0	77,316.0	352,253.0	259,410.0	434,330.0
Performance Characteristics					
Operating Cost per Revenue Hour	$120.07	$161.54	$106.98	$91.97	$84.36
Farebox Recovery Ratio	5.40%	3.13%	9.02%	4.77%	12.05%
Subsidy per Passenger	$41.49	$60.71	$19.66	$27.65	$23.67
Subsidy per Passenger Mile	$8.64	$12.65	$1.46	$5.76	$1.55
Subsidy per Revenue Hour (a)	$113.59	$156.48	$97.33	$87.58	$77.07
Subsidy per Revenue Mile (b)	$4.74	$5.86	$3.61	$3.35	$2.92
Passenger per Revenue Hour (a)	2.7	2.6	5.0	3.2	3.3
Passenger per Revenue Mile (b)	0.11	0.10	0.18	0.12	0.12

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

RCTC RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- City of Beaumont -- SRTP Service Summary

FY 2020/21 Short Range Transit Plan

Non-Excluded Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	6	8	8	7	8
Financial Data					
Total Operating Expenses	$1,391,330	$2,336,069	$1,246,084	$452,610	$1,416,159
Total Passenger Fare Revenue	$190,623	$225,621	$157,891	$80,278	$189,838
Net Operating Expenses (Subsidies)	$1,200,707	$2,110,448	$1,088,193	$372,332	$1,226,321
Operating Characteristics					
Unlinked Passenger Trips	178,852	196,930	102,205	72,703	117,370
Passenger Miles	854,272	941,626	588,225	346,701	676,213
Total Actual Vehicle Revenue Hours (a)	17,859.8	21,607.6	10,902.0	6,988.7	10,444.0
Total Actual Vehicle Revenue Miles (b)	254,454.0	381,787.9	137,339.0	102,017.0	142,838.0
Total Actual Vehicle Miles	273,657.0	405,727.8	151,770.0	111,257.0	156,574.0
Performance Characteristics					
Operating Cost per Revenue Hour	$77.90	$108.11	$114.30	$64.76	$135.60
Farebox Recovery Ratio	13.70%	9.66%	12.67%	17.74%	16.71%
Subsidy per Passenger	$6.71	$10.72	$10.65	$5.12	$10.45
Subsidy per Passenger Mile	$1.41	$2.24	$1.85	$1.07	$1.81
Subsidy per Revenue Hour (a)	$67.23	$97.67	$99.82	$53.28	$117.42
Subsidy per Revenue Mile (b)	$4.72	$5.53	$7.92	$3.65	$8.59
Passenger per Revenue Hour (a)	10.0	9.1	9.4	10.4	11.2
Passenger per Revenue Mile (b)	0.70	0.52	0.74	0.71	0.82

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

The City of Beaumont service is further broken down in Tables 2.2 by dividing up the service into programs. Beaumont Transit has two programs. One program is the BUS program which is all fixed route and commuter link services. The second program is the DAR program which is our Dial-A-Ride or paratransit program.

Table 2.2 BUS shows all routes within this program. Key notes of interest:

- Passenger Trips on the fixed and commuter links are significantly lower than previous years.
- Low passenger trips directly affect the amounts listed in the subsidies
- Operating cost per revenue hour is low compared to plan and audited actuals of years past which means Beaumont consciously attempts to lower operating costs to a level to balance farebox ratio where possible.

Table 2.2 DAR shows the Dial A Ride or paratransit program. Key notes of interest:

- Paratransit service is a very expensive service to offer; however, it is a required service.
- Passenger trips are lower but the cost to operate the service is significantly higher than previous years.

RCTC RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- Beaumont-BUS -- SRTP Service Summary

FY 2020/21 Short Range Transit Plan

All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	8	8	11	8	11
Financial Data					
Total Operating Expenses	$1,912,928	$2,528,180	$2,380,230	$1,169,016	$2,471,923
Total Passenger Fare Revenue	$215,369	$236,763	$258,000	$112,698	$283,338
Net Operating Expenses (Subsidies)	$1,697,560	$2,291,416	$2,122,230	$1,056,318	$2,188,585
Operating Characteristics					
Unlinked Passenger Trips	187,489	195,400	156,187	97,887	160,782
Passenger Miles	899,947	937,920	1,388,341	469,858	1,429,869
Total Actual Vehicle Revenue Hours (a)	21,606.1	21,785.4	20,866.0	15,015.9	23,844.0
Total Actual Vehicle Revenue Miles (b)	380,714.0	424,129.0	446,602.0	333,928.0	532,748.0
Total Actual Vehicle Miles	404,305.0	445,928.3	465,746.0	346,932.0	552,664.0
Performance Characteristics					
Operating Cost per Revenue Hour	$88.54	$116.05	$114.07	$77.85	$103.67
Farebox Recovery Ratio	11.26%	9.36%	10.83%	9.64%	15.23%
Subsidy per Passenger	$9.05	$11.73	$13.59	$10.79	$13.61
Subsidy per Passenger Mile	$1.89	$2.44	$1.53	$2.25	$1.53
Subsidy per Revenue Hour (a)	$78.57	$105.18	$101.71	$70.35	$91.79
Subsidy per Revenue Mile (b)	$4.46	$5.40	$4.75	$3.16	$4.11
Passenger per Revenue Hour (a)	8.7	9.0	7.5	6.5	6.7
Passenger per Revenue Mile (b)	0.49	0.46	0.35	0.29	0.30

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- Beaumont-DAR -- SRTP Service Summary

FY 2020/21 Short Range Transit Plan

All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	1	1	1	1	2
Financial Data					
Total Operating Expenses	$308,337	$268,138	$230,000	$175,982	$303,723
Total Passenger Fare Revenue	$20,061	$3,278	$23,000	$10,141	$24,000
Net Operating Expenses (Subsidies)	$288,276	$264,860	$207,000	$165,841	$279,723
Operating Characteristics					
Unlinked Passenger Trips	10,286	8,874	9,129	5,546	9,064
Passenger Miles	45,156	38,957	48,384	24,347	48,039
Total Actual Vehicle Revenue Hours (a)	3,165.7	2,671.3	2,787.0	1,676.0	2,716.0
Total Actual Vehicle Revenue Miles (b)	39,295.0	33,679.9	34,687.0	21,728.0	35,176.0
Total Actual Vehicle Miles	42,831.0	37,115.5	38,277.0	23,735.0	38,240.0
Performance Characteristics					
Operating Cost per Revenue Hour	$97.40	$100.38	$82.53	$105.00	$111.83
Farebox Recovery Ratio	6.51%	1.22%	10.00%	5.76%	7.90%
Subsidy per Passenger	$28.03	$29.85	$22.67	$29.90	$30.86
Subsidy per Passenger Mile	$6.38	$6.80	$4.28	$6.81	$5.82
Subsidy per Revenue Hour (a)	$91.06	$99.15	$74.27	$98.95	$102.99
Subsidy per Revenue Mile (b)	$7.34	$7.86	$5.97	$7.63	$7.95
Passenger per Revenue Hour (a)	3.3	3.3	3.3	3.3	3.3
Passenger per Revenue Mile (b)	0.26	0.26	0.26	0.26	0.26

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

Table 2.2A Excluded Routes

Excluded routes are new routes or new service extensions that are eligible for exemptions from the farebox recovery requirements

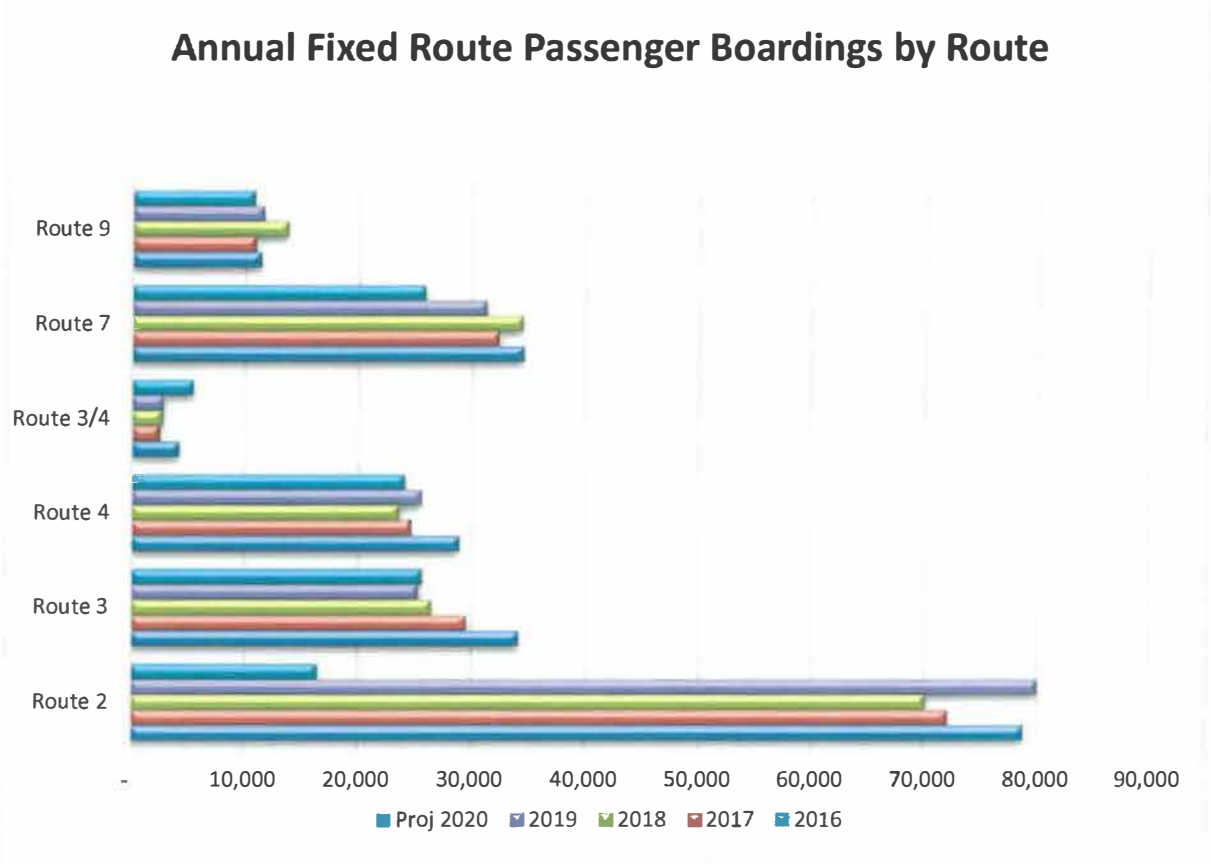
Route #	Mode (FR/DAR)	Service Type (DO/CO)	Route Description	Date of Implementation	Exemption End Date
Route 2	FR	DO	Monday - Friday: Downtown to Walmart with Express Service to Cabazon	August 2019	August 2022
Route 3/4	FR	DO	Saturday & Sunday Service: Walmart to Cherry Valley via Downtown	August 2019	August 2022
Route 120	FR	DO	Monday - Saturday Service: Walmart to San Bernardino Transit Center	August 2019	August 2022
Route 125	FR	DO	Monday - Friday Service: Walmart to Loma Linda Veterans Hospital	September 2018	September 2021

2.4 Service Performance

Beaumont Transit operates six local fix routes, two of which are peak routes, and two commuter links. In this section, each route will be analyzed and discussed.

Fixed Route Service

The following chart compares the total passenger trips by the route and by year for the local fixed route.



In the statistics and analysis discussed for each route, route performance is projected based on the passenger boarding trends for the first three-quarters of FY 20. Although this is a projection to end FY 20, the last quarter of FY 20 will have an anomaly in boarding's because of Covid-19; however, this anomaly is not reflected in the projections.

Route 2

Route 2 is Beaumont's trunk route and operates weekdays only. It was dramatically reduced in FY 20 as a result of an Interagency Agreement with Banning Transit. This route previously served passengers with two buses and had a 1-hour headway Monday through Friday and served with a 2-hour headway on weekends.

The current design of this route is one bus operating on a 1.5-hour headway, Monday through Friday only. The route was restructured to by-pass Banning city streets and connect passengers to major employment and recreational opportunities in Cabazon via the I-10 freeway.

In FY 20, Route 2 is projected to finish the fiscal year with a significant decrease in passenger trips compared to FY19. Passenger trips for FY 20 are projected at 16,501, a 79.37% decrease from FY 19 end of year at 79,995. This route represents 12.79% of the systemwide passenger trips, excluding paratransit.

Route 3

Route 3 operates weekdays with a one-hour headway and services the north area of Beaumont, a portion of Cherry Valley via deviations, residential community of Sundance and Walmart. This route also connects Sundance with both middle schools, the high schools, and three elementary schools. Passengers traveling to outer portions of Cherry Valley can request deviations while on board the bus or by calling customer service.

In FY 20, Route 3 is projected to finish the fiscal year with 25,668 passenger trips, a slight increase of 1.35% in passenger trips compared to FY19, which ended at 25,326. Route 3 makes up 19.90% of systemwide passengers, excluding paratransit.

Route 4

Route 4 operates weekdays with a one-hour headway and primarily services the SB535 identified disadvantaged community located in the heart of Beaumont's original 9-square miles of city limits. This route connects passengers with the local library, two elementary schools, the community center, both middle schools, the main high school, and the commercial shopping area of Walmart.

In FY 20, Route 4 is projected to finish the fiscal year at 24,133, a 5.68% decrease in passenger trips compared to FY19. This route services 18.71% of the systemwide passengers, excluding paratransit.

Route 7

Route 7 is a weekday peak hour service and follows the Beaumont Unified School District academic calendar. This route is designed to service the passengers during the peak hours of the morning and afternoon to connect the westernmost portion of Beaumont residential areas with schools and connecting routes. The route services the masterplan communities commonly known in Beaumont as Fairway Canyon and Tournament Hills, providing transportation to both middle schools, as well as the main high school. Connection opportunities include Route 2, Route 3, and Route 4.

In FY 20, Route 7 is projected to finish the fiscal year with a decrease in passenger trips compared to FY19. Passenger trips projected to end FY 20 are 25,880, a decrease of 17.23%

from FY 19 which had 31,269 passenger trips. Route 7 makes up 20.06% of systemwide passengers, excluding paratransit.

Route 9

Like Route 7, Route 9 is a weekday peak hour service and follows the Beaumont Unified School District academic calendar. This route is designed to connect passengers during the morning and afternoon with the southernmost masterplan residential community commonly known as Seneca Springs with both middle schools, the high school, and connecting routes.

In FY 20, Route 9 is projected to finish the fiscal year with a decrease in passenger trips compared to FY19. Passenger trips projected to end FY 20 are 10,810, a decrease of 6.87% from FY 19, which had 11,609 passenger trips. Route 9 makes up 8.38% of all systemwide passengers, excluding paratransit.

Route 3/4

Route 3/4 is a one-hour headway weekend-only service. This route is a combination of the weekday service areas of Route 3 and Route 4 and connects the downtown residential areas with places of interest such as the local library, a recreation center, several churches, and the commercial area of Walmart.

Route 3/4 service was increased in FY 20 to include Sunday service. This route is primarily routed in residential areas to commercial areas. This route services many churches and religious buildings and accommodates transit dependent passengers needing to access religious services on Sundays. This route also operates on recognized limited-service holidays.

In FY 20, Route 3/4 is projected to finish the fiscal year with a significant increase in passenger trips compared to FY19. Passenger trips projected to end FY 20 were 5,454, an increase of 93.9% from FY 19 which had 2,813 passenger trips. Route 3/4 makes up 4.23% of systemwide passengers, excluding paratransit.

Commuter Link 120

The Commuter Link (CL) 120 operates two buses Monday through Friday, one bus with a 2-hour and 20-minute headway, and one with a 1-hour and 20-minute headway. The CL 120 also operates on Saturday and recognized limited-service holidays. On Saturdays, CL 120 is serviced by one bus and has a 2-hour and 20-minute headway.

This express commuter service connects passengers at the Beaumont Walmart to Calimesa and the San Bernardino Transit Center. In FY 20, the CL120's schedule was adjusted to also connect commuting passengers from San Bernardino to Casino Morongo.

In FY 20, CL 120 is projected to finish the fiscal year with an increase in passenger trips compared to FY19. Passenger trips projected to end FY 20 are 15,996, an increase of 16.35%

from FY 19, which had 13,748 passenger trips. The CL 120 makes up 12.4% of systemwide passengers, excluding paratransit.

Commuter Link 125

The Commuter Link (CL) 125 operates weekday service from Beaumont Walmart to San Bernardino County medical facilities, as well as recreational and employment opportunities. Originating from Beaumont Walmart, the CL 125 connects with stops in Calimesa, Redlands Citrus Plaza (Alabama St and Lugonia Ave), Kaiser Redlands Medical Offices, and Loma Linda Veterans Affairs Hospital.

In FY 20, the CL 125 is projected to finish the fiscal year relatively equal in passenger trips compared to FY19. Passenger trips projected to end FY 20 are 4,569, a slight increase of .82% from FY 19, which had 4,532 passenger trips. The CL 125 makes up 3.54% of systemwide passengers, excluding paratransit.

Dial A Ride (Paratransit)

Beaumont Dial A Ride (DAR) is a curb to curb service for qualified passengers residing in Beaumont and parts of Cherry Valley. Qualified passengers include persons over the age of 65 as well as those passengers certified under the Americans with Disability Act. Beaumont Transit honors and recognizes those passengers carrying ADA compliant identification cards from RTA and Omnitrans.

DAR operates as a complimentary service to the fixed routes in Beaumont and mirrors that schedule. Reservations are required at least 24 hours in advance and priority is given to ADA passengers. On the weekends, DAR is available to ADA passengers only.

In FY 20, DAR is projected to finish the fiscal year with a decrease in passenger trips compared to FY19. Passenger trips projected to end FY 20 are 7,382, a decrease of 16.8% from FY 19 which had 8,874 passenger trips.

RCTC RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

City of Beaumont -- 2

FY 2020/21

All Routes

Data Elements

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Net Subsidy
BEA-120	All Days	2	19,358	522,666	8,014.0	8,456.0	244,234.0	250,344.0	$639,503	$58,342	$581,161
BEA-125	Weekday	1	5,720	120,120	3,403.0	3,557.0	96,558.0	97,788.0	$272,455	$12,450	$260,005
BEA-2	Weekday	1	20,618	119,585	3,535.0	3,638.0	66,614.0	67,836.0	$355,145	$32,501	$322,644
BEA-3	Weekday	1	32,194	186,725	3,118.0	3,294.0	42,562.0	44,462.0	$379,424	$47,232	$332,192
BEA-3/4	All Days	1	6,780	39,324	1,164.0	1,260.0	17,680.0	18,362.0	$92,384	$14,207	$78,177
BEA-4	Weekday	1	30,280	175,624	3,391.0	3,497.0	44,804.0	45,828.0	$333,582	$36,016	$297,566
BEA-7	Weekday	3	32,568	188,894	805.0	1,280.0	14,744.0	20,408.0	$253,945	$54,011	$199,934
BEA-9	Weekday	1	13,264	76,931	414.0	654.0	5,552.0	7,636.0	$145,485	$28,579	$116,906
BEA-DAR	All Days	2	9,064	48,039	2,716.0	3,050.0	35,176.0	38,240.0	$303,723	$24,000	$279,723
Service Provider Totals		13	169,846	1,477,908	26,560.0	28,686.0	567,924.0	590,904.0	$2,775,646	$307,338	$2,468,308

RCTC RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

City of Beaumont -- 2

FY 2020/21

All Routes

Performance Indicators

Route #	Day Type	Operating Cost Per Revenue Hour	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
BEA-120	All Days	$79.80	$2.62	$33.04	9.12%	$30.02	$1.11	$72.52	$2.38	2.4	0.08
BEA-125	Weekday	$80.06	$2.82	$47.63	4.56%	$45.46	$2.16	$76.40	$2.69	1.7	0.06
BEA-2	Weekday	$100.47	$5.33	$17.22	9.15%	$15.65	$2.70	$91.27	$4.84	5.8	0.31
BEA-3	Weekday	$121.69	$8.91	$11.79	12.44%	$10.32	$1.78	$106.54	$7.80	10.3	0.76
BEA-3/4	All Days	$79.37	$5.23	$13.63	15.37%	$11.53	$1.99	$67.16	$4.42	5.8	0.38
BEA-4	Weekday	$98.37	$7.45	$11.02	10.79%	$9.83	$1.69	$87.75	$6.64	8.9	0.68
BEA-7	Weekday	$315.46	$17.22	$7.80	21.26%	$6.14	$1.06	$248.37	$13.56	40.5	2.21
BEA-9	Weekday	$351.41	$26.20	$10.97	19.64%	$8.81	$1.52	$282.38	$21.06	32.0	2.39
BEA-DAR	All Days	$111.83	$8.63	$33.51	7.90%	$30.86	$5.82	$102.99	$7.95	3.3	0.26
Service Provider Totals		$104.50	$4.89	$16.34	11.07%	$14.53	$1.67	$92.93	$4.35	6.4	0.30

2.5 Productivity Improvement Efforts

Beaumont encourages participation and insights from our customers and the public. Customer satisfaction is our number one priority and we engage feedback. All customer comments and complaints are considered and generally resolved immediately. As a small agency, requests for new stops or an adjustment in timepoints are easily resolved.

Beaumont monitors the schedules in correspondence with other agencies. Metrolink, RTA, Omni, and Banning schedules are all reviewed, and changes are made usually in response to a change in the larger agencies' schedules. Our goal is to ensure that transit passengers can connect with other agencies to complete their trip.

Currently, Beaumont uses several products to keep passengers connected with system information and announcements. These products are Facebook, Instagram, Double Map (a web based real time GPS bus locating system), Google Transit, and Everbridge (a mass communication system operated in conjunction with Beaumont Police Department).

Additionally, Pass area residents are invited to attend monthly travel training trips led by Beaumont staff members to such key destinations as Los Angeles Union Station, Downtown Disney, and Oceanside. The purpose of travel training is to empower the public with strategy and knowledge of local transit system, as well as other regional connecting systems such as Metrolink, RTA and Metro. Education of public transit, by means of travel training informational meetings and outings, will assist in the alleviation of common fears surrounding public transit and get passengers comfortable with moving around and using public transportation.

Beaumont recently secured a consultant to perform a comprehensive operations analysis (COA) and are currently completing phase 1 of a 3-phase project. The primary purpose of the COA will be to determine demographics and needs of the residents of Beaumont, as well as connecting passengers traveling into and out of the city via our commuter links. An analysis of our growing city and our increased residential, commercial, and industrial areas will require the implementation of new routes and route design. COA professionals will be crucial to the connectivity of routes and determining service needs to better service passengers in the area.

2.6 Major Trip Generators

Over one-third of Beaumont's passengers attend Beaumont schools, with primary travel patterns between residential neighborhoods and middle and senior high schools during peak hours-morning and afternoon. However, this type of service is not sustainable, but more importantly is more costly to the overall operations. For this reason, additional service will not be added to the two peak routes, Routes 7 and 9.

Beaumont will continue to focus on regional transportation as a means of sustainability. Commuter Link 120 has been in service since 2013 and Commuter Link 125 was introduced in September 2018. Both commuters have grown in passenger trips month over month and are widely popular with inquiries from traveling passengers on Metrolink and other regional providers connecting to Beaumont and Casino Morongo.

2.7 Recent Service Changes

Recent service changes were introduced on Route 2, Route 3/4, and Commuter Link 120.

Route 2

Route 2 had several significant changes at the onset of FY 20. All changes were a direct result of the July 2019 Interagency Agreement entered into with the city of Banning. At the request of Banning, Route 2 bypasses the Ramsey St. corridor and travels along Interstate 10 to Casino Morongo and the Desert Hills Outlet mall. Additionally, the route decreased service from two buses to one bus, as well as decreased days of operation from seven days to weekday only.

Route 3/4

Because of the significant decreases in operational service on Route 2, it was determined that Route 3/4 would be better designed to add service, from Saturday only to Saturday and Sunday. This allows transit-dependent passengers to travel on Sundays accessing religious services and patronize commercial shopping areas of Beaumont.

Commuter 120

The Commuter Link 120 also experienced changes in FY 20. A second bus was added to the route which increased the route frequency. This change was made based on passenger surveys requesting more service to and from SBTC. With the additional bus, CL 120 is now able to service Casino Morongo, allowing passengers to connect from the Metrolink train or other bus operators at SBTC a one-seat ride to the casino and outlet malls.

CHAPTER 3 – FUTURE SERVICE PLANS, FARE CHANGES, CAPITAL PLANNING, AND MARKETING

3.1 Planned Service Changes

The current COA project will determine the future of Beaumont's service changes in the coming years. The City of Beaumont continues to grow with an average of 750 additional new homes

built every year. There are currently 3,500 homes approved for construction. The COA will tell us where service will best be served and should be completed by early FY 21.

Industrial and employment opportunities are also growing. Amazon is preparing to open a million square foot distribution center in Beaumont. Amazon reports that they intend to hire several hundred full-time employees and will begin doing so at the end of May or June 2020, with an anticipated opening date in July or August 2020. Beaumont Transit has been approached by Amazon to provide public transportation to the facility and is considering a micro-transit system as a pilot program to address transportation needs of the Amazon employees.

A rideshare voucher program for senior and ADA passengers to offset the rising operational expenses incurred by paratransit service is also being explored. This voucher program will mirror a similar program offered by other public transit operators and consists of a 50-50 share in fare directly redeemable with the rideshare provider when the service is used.

3.2 Future Marketing Plans, Studies, and Promotions to Promote Ridership

Comprehensive Operations Analysis
As discussed in previous sections of this plan, Beaumont is currently underway with a Comprehensive Operations Analysis. As part of the COA, a fare elasticity study will be completed to ensure that the schedule reflects a good business model, is fair to all passengers, and equitable in the industry. This COA will be central to the development of the department and is expected to be completed by June 2020.

Travel Training
Travel Training continues to be a successful program to teach Pass area residents how to ride public transportation from the Pass area to places of interest. Travel Training season begins in the early Spring and runs through the Fall, with trips to Union Station, Downtown Disney, and Oceanside. A common consensus with passengers is that public transportation is intimidating. Travel training offers guidance to individuals, eases concerns, and empowers passengers to make similar trips on their own in the future. Since its inception, over 300 choice riders have experienced travel training with Beaumont staff.

Free Fare Promotion

In FY 18, Beaumont successfully implemented a systemwide Free Fare Promotion that was funded by a grant from the Low Carbon Transit Operations Program (LCTOP). This 3-month promotion was extended to the city of Banning Transit, with both agencies reporting an increase in passenger trips and were a welcomed program to all passengers. Because of the overall success of the program, a new LCTOP grant funding application has been completed and will be used for a Free Fare Promotion in FY 21.

The new Free Fare Promotion will consist of systemwide free fare for seniors, veterans, and disabled passengers for one year. Additionally, free fares will be extended to general passengers for three months. This program will be introduced in conjunction with any new route changes or added service as part of the COA study. Finally, with the potential aftereffects of Covid-19 on the overall economy, this promotion will assist passengers economically traveling to work and recreation.

Annual Promotions

Throughout the year our service is marketed with not only free fares, but visible appearances, as well. The opportunity to present the service and fleet to a captive audience has had positive effects with the community that would have normally not considered public transit.

In the month of July, $0.25 (twenty-five cent) fare for youth passengers is offered on weekday Route 3, Route 4, and Saturday Route 3/4. Youth passengers, under the age of 18, can enjoy

points of interest that these routes service, including destinations such as the community center, library, parks, city pool, and shopping.

In conjunction with October's Breast Cancer Awareness month, passengers wearing pink on Wednesdays are given a raffle ticket as they board the bus. A drawing of a winning raffle ticket was drawn each week for a November monthly pass. The winning ticket number and winner were posted on Pass Transit's Facebook.

Multiple marketing and promotional appearances are attended throughout the year. Informational booths at back-to-school nights and orientations are attended by staff. Additionally, entries in local parades, free rides to all Veterans during the annual Veteran's Expo, the holiday 'Stuff the Bus' food drive, rider appreciation events, and multiple community presentations and events, are all included in promotions to promote ridership and expose choice riders to public transportation.

Beaumont offers free shuttle service to the annual signature event, the Cherry Festival, located in the downtown area of Beaumont. This annual festival, arts/crafts, food, and live entertainment gathering is a four-day event with attendance of over 50,000 throughout the four days. In 2019, the shuttle service provided 1,619 passenger trips to festival patrons.

Redevelopment of Walmart Regional Transportation Hub

Beaumont Transit has secured LCTOP and SGR funding for the purpose of redeveloping the Walmart Regional Transportation Hub and promoting ridership. This location is serviced by Beaumont, Banning, RTA and Sunline agencies. Hundreds of passengers connect at this location and the facility is undersized for the connecting passenger traffic. The Walmart stop is a central and visible location to the commercial center of Beaumont. With improvement, it will encourage additional use by existing passengers, but also entice new passengers to try transit.

3.3 Projected Ridership Growth

Projected ridership growth will be problematic; however, Beaumont is taking the necessary steps to analyze and create a profitable business model in the coming fiscal years. The economy resulting from Covid-19 will have a significant hardship for many people. As residents shift employment as a result of the virus, it is an opportunity to encourage transit as a cost-saving measure. The development of routes as a result of the comprehensive operations analysis is anticipated to encourage ridership growth.

Additionally, Beaumont Transit will continue to focus on regional transportation and will consider an express commuter link route to the desert communities in FY 22.

3.4 Proposed Fare Structure Changes

Beaumont recently updated the fare schedule for FY 20. As part of the Comprehensive Operations Analysis, a fare elasticity study will be completed to ensure that the schedule reflects a good business model, is fair to all passengers, and equitable in the industry.

The Go Pass program was voted into effect by the Associated Student Body (ASB) at MSJC as an additional fee for students during registration. That fee is entirely allocated to RTA to subsidize free fare to all MSJC students on RTA's routes. Beaumont has traditionally honored Mt. San Jacinto's (MSJC) Go Pass program without receiving subsidies, providing free fare to all MSJC students. As part of the most recent Triennial Performance Audit, a recommendation was made to either cease accepting the Go Pass and charge students as general passengers, or coordinate efforts with MSJC to present to the ASB to vote on an additional fee during registration for Beaumont Transit. Should the student body vote against the proposed fee for Beaumont, the fare schedule would reflect the elimination of the Go Pass program on Beaumont routes.

3.5 Capital Improvement Planning

Compressed Natural Gas Fueling Station (Projects 19-01 and 20-01)
In FY 20, Beaumont purchased a 6.14-acre parcel in the city's southwest industrial area, in partnership with the Wastewater Fund. This property will include a 28,000 square foot public fueling station for compressed natural gas vehicles and serve as a critical revenue source for Beaumont Transit's farebox recovery. More importantly, it will eliminate Beaumont Transit's reliance and dependence on the limited fueling available at the only station in Beaumont, owned and operated by Beaumont Unified School District (BUSD). Fueling the CNG buses has been problematic and more frequently than not, BUSD station is unavailable, forcing the fleet to fuel at stations located as far away as Hemet and Moreno Valley.

Additionally, the parcel will include slow-fill stations for each CNG bus in the fleet, with room for expansion, giving Beaumont Transit the ability to fuel CNG vehicles during non-operational hours.

A conceptual master plan has been completed for Transit's portion of the land. The next phase will include adopting a compression services tariff agreement with Southern California Gas to design build the CNG station, with construction anticipated to be completed by end of FY 21.

Fleet Maintenance and Operations Facility (Project 20-02)
As part of Projects 19-01 and 20-01, a fleet maintenance and operations facility will be constructed on the purchased parcel. Included is a 4,100 square foot, one-story building to house fleet and operations personnel, serve as a customer service point of sale location, and completely remove Beaumont Transit from the downtown area. All transit operations will be housed at one location, increasing effectiveness and efficiencies of the department. Design and engineering will begin in FY 21, with construction scheduled for FY 22. Part of the funding for this project is a State of Good Repair grant awarded in FY 19, as well as reprogramming of several previously obligated State Transit Assistance projects with fund balances.

Replacement Vehicles (Project 20-06)
Beaumont Transit's fleet includes three 16-passenger vehicles with over 300,000 miles each and have been in service for the past decade. Three new Ford Entourage Type E buses were purchased last summer and expected delivery is May 2020.

Electric Vehicle Charging Station (Project 20-07)
In FY 20, Beaumont designed and constructed an electric vehicle charging station, located strategically in the downtown area as a revenue source for Beaumont Transit's farebox. The project was funded by the Southern California Incentive Project (SCIP) in the form of a rebate of $240,000. The remaining project costs of $31,870 will come from the Mobile Source Air Pollution Reduction Committee (MSRC), and the station is set to open in June 2020.

City of Beaumont
Short Range Transit Plan
FY 2020/2021 - 2022/2023

Table 3 Highlights

- Implementation of a Free Fare promotion.
- Redevelopment of the Walmart Transportation hub.
- Completion of the Comprehensive Operations Analysis (COA).
- Fare elasticity analysis as part of the COA.
- Construction of a compressed natural gas fueling station.
- Construction of a fleet maintenance and operations building.
- Procurement of two electric vehicle shuttles.

Type	FY2016/2017 Audited	FY2017/2018 Audited	FY2018/2019 Estimated	FY2019/20 Estimated (Based on 3rd Qtr actuals and annualized)	FY2020/21 Planned
System-Wide Ridership	194,720	197,775	202,698	131,571	169,846
Operating cost per revenue hours	117.72	129.11	117.14	113.46	104.53
Expenses	2,990,217	3,198,214	2,796,318	2,525,161	2,776,096
Revenue Hours	25,402	24,772	23,871	22,255	26,558

CHAPTER 4 – FINANCIAL PLANNING

4.1 Operating and Capital Budget

Operating Budget

As shown in Table 4 of this plan, Beaumont Transit projects a total amount of $3,084,384 needed in operational funding to fully operate a public transit program for the residents of Beaumont. Included in that amount is $2,776,096 from Local Transit Funds, farebox revenues collected of $213,942, LCTOP operational grant funding in the amount of $93,346, and interest earned in the amount of $1,000. This equals a modest 1.48% increase over funding in FY 20. Operational funding is allocated to 83% in personnel, 15% in maintenance and operations, and 2% in contractual services.

Table 4.0 - Summary of Funding Requests - FY 2020/21

City of Beaumont

Operating

Project	Total Amount of Funds	FARE	INT	LCTOP PUC99313 [1]	LCTOP PUC99314	LTF	SGR PUC99313	SGR PUC99314	SGR-OB	STA - OB	STA PUC99313	STA PUC99314				
1) Operating Assistance	$1,756,361	$133,600		$60,000	$3,346	$1,559,415										
2) Commuter Link 120 Operating Assistance	$708,845	$48,342		$20,000		$640,503										
3) Commuter Link 125 Operating Assistance	$294,455	$12,000		$10,000		$272,455										
4) Dial A Ride Operating Assistance	$323,723	$20,000				$303,723										
5) Interest and Other Income	$1,000		$1,000													
Sub-total Operating	$3,084,384	$213,942	$1,000	$90,000	$3,346	$2,776,096	$0	$0	$0	$0	$0	$0				

Capital

Project	Total Amount of Funds	FARE	INT	LCTOP PUC99313 [1]	LCTOP PUC99314	LTF	SGR PUC99313	SGR PUC99314	SGR-OB	STA - OB	STA PUC99313	STA PUC99314				
12-01 GPS System on Buses	$-4,118									$-4,118						
13-01 Building Improvements	$-10,087									$-10,087						
14-03 Building D Improvements	$-11,274									$-11,274						
15-01 2 Type 7 Buses for Replacement/Expansion	$-29,726									$-29,726						
15-02 2 Security Camera Systems for the above Project	$-5,237									$-5,237						
17-01 Bus Yard Parking Lot with Security Gates	$-100,000									$-100,000						
19-02 Type H EZ Rider II Vehicle	$-18,418									$-18,418						
21-01 CNG Station - 21-01	$500,000										$500,000					
21-02 Fleet Maintenance and Operations Facility - 21-02	$671,246						$51,000	$2,537	$49,885	$121,361	$430,603	$15,860				
21-03 Bus Stop Signage & Amenities - 21-03	$51,999								$51,999							
21-04 2- Electric Shuttle EV Star - 21-04	$220,000										$220,000					
21-05 New Vehicle Communications - 21-05	$57,498									$57,498						
Sub-total Capital	$1,321,884	$0	$0	$0	$0	$0	$51,000	$2,537	$101,884	$0	$1,150,603	$15,860				
Total Operating & Capital	$4,406,268	$213,942	$1,000	$90,000	$3,346	$2,776,096	$51,000	$2,537	$101,884	$0	$1,150,603	$15,860				

FY 2020/21 Projected Funding Details

FARE	$213,942
INT	$1,000
LCTOP PUC99313	$90,000
LCTOP PUC99314	$3,346
LTF	$2,776,096
Total Estimated Operating Funding Request	$3,084,384
SGR PUC99313	$51,000
SGR PUC99314	$2,537
SGR-OB	$101,884
STA - OB	$0
STA PUC99313	$1,150,603
STA PUC99314	$15,860
Total Estimated Capital Funding Request	$1,321,884
Total Funding Request	**$4,406,268**

[1] Test Comment by TransTrack - Please Ignore. Overwrite if needed.

Table 4B Fare Revenue Calculations

(Consistent with RCTC Commission Farebox Recovery Policy 3/12/2008)

#	Revenue Sources Included in Farebox Calculation	Actuals from FY2018/19 Not Audited	FY2019/20 Estimated	FY2020/21 Plan
1	Charge for Service	229,112	223,761	213,942
2	Bus Outlet Sales	740	460	500
3	Sale of Property	4,169	30	0
4	Interest	2,784	1,931	500
5	Other Income/Transfers In	466	0	0
6	LCTOP	83,368	0	93,346
	Total Revenue (1-6)	**$320,638**	**$226,182**	**$308,288**
	Total Operating Expense	**$2,796,317**	**$2,525,161**	**$2,776,096**
	Farebox Recovery Ratio	**11.47%**	**8.96%**	**11.11%**

Capital Budget

Compressed Natural Gas Fueling Station (Project 21-01)
As mentioned in Section 3.5, Beaumont will continue funding for this critical project until construction is completed, and the station is open to the public. The continuation of funding for this project is critical to the sustainability of the public transit program in Beaumont. The revenue generated from the public fueling station will adequately support a significant increase to Beaumont Transit's farebox recovery.

FY 2020/21 SRTP

City of Beaumont

Table 4.0 A - Capital Project Justification

Project Number: 21-01

FTIP No: Not Assigned - New Project

Project Name: 21-01 CNG Station

Category: Facilities

Sub-Category: Expansion

Fuel Type: N/A

Project Description: Installation of CNG Station at 4th and Viele property.

Project Justification: More than half of Beaumont's bus fleet is CNG fueled. All vehicles purchased must be CNG or other alternative fuel to comply with RCTC policy. However, there is not a reliable CNG Station in the Pass Area. Staff often must fuel buses out of town and is costly to operations funding and resources.

Project Schedule:

Start Date	Completion Date
July 2020	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2020/21	$500,000
Total		$500,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

Fleet Maintenance and Operations Facility (Project 21-02)

This project is a continuation of funding for the fleet maintenance and operations facility, to be constructed the purchased parcel. Included is a 4,100 square foot, one-story building to house fleet and operations personnel, serve as a customer service point of sale location, and completely remove Beaumont Transit from the downtown area. All transit operations will be housed at one location, increasing effectiveness and efficiencies of the department. Design and engineering will begin in FY 21, with construction scheduled for FY 22. Part of the funding for this project is a State of Good Repair grant awarded in FY 19, as well as reprogramming of several previously obligated State Transit Assistance projects with fund balances.

FY 2020/21 SRTP

City of Beaumont

Table 4.0 A - Capital Project Justification

Project Number: 21-02

FTIP No: Not Assigned - New Project

Project Name: 21-02 Fleet Maintenance and Operations Facility

Category: Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Construction of administration, fleet maintenance, and operations facilities at the recently purchased property located at 4th and Viele in the industrial area of Beaumont

Project Justification: Operations and maintenance are in two different locations and have outgrown their facilities. Buses are parked in both locations because all buses do not fit entirely at one location. The separation of the department is creating increased operational expenses. A parcel has been purchased at a new location in FY 20 and this project will help to develop it. A portion of the requested funding is a previously awarded grant project from State of Good Repair (SGR) in FY 18/19. Since RCTC disperses funds, it is required the project be listed on the capital projects list.

Project Schedule:

Start Date	Completion Date
July 2020	June 2023

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2020/21	$51,000
SGR PUC99314	FY 2020/21	$2,537
SGR-OB	FY 2020/21	$49,885
STA - OB	FY 2020/21	$121,361
STA PUC99313	FY 2020/21	$430,603
STA PUC99314	FY 2020/21	$15,860
Total		$671,246

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

Bus Stop Signage and Amenities (Project 21-03)

New bus stop signage and amenities will be funded by the State of Good Repair grant awarded in FY 20. New bus benches and lighting will be added at bus stops to improve passenger comfort and safety, along with new signage throughout the service area. This project is funded by a State of Good Repair grant from FY 20.

FY 2020/21 SRTP

City of Beaumont

Table 4.0 A - Capital Project Justification

Project Number: 21-03

FTIP No: Not Assigned - New Project

Project Name: 21-03 Bus Stop Signage & Amenities

Category: Bus Stop

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Replace bus stop signage and schedule holders throughout the service area.

Project Justification: This is a previously awarded grant project from State of Good Repair (SGR) in FY 19/20. Since RCTC disperses funds, it is required the project be listed on the capital projects list. Bus stop signage is over 10 years old. Most are faded and unreadable. This project will help to design, purchase and install new bus stop signs. In addition, where stops are without adequate lighting or seating for passengers, this project will help to install amenities.

Project Schedule:

Start Date	Completion Date
July 2020	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
SGR-OB	FY 2020/21	$51,999
Total		$51,999

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

Electric Vehicle Shuttle (Project 21-04)

Beaumont Transit has applied for and has subsequently been approved for the Volkswagen Mitigation Rebate earmarked for the purchase of two electric vehicle shuttles, allowing for a rebate of $160,000 per vehicle. Additional funding is needed in order to procure the two vehicles. Project 21-04 reflects the difference in the price of the shuttle and the rebate from Volkswagen. These shuttles are ADA compliant with a wheelchair ramp and will be used on Dial-A-Ride. Charging will be available with an electric vehicle charging station currently in construction at the Beaumont Civic Center public parking lot, near a primary bus stop.

FY 2020/21 SRTP

City of Beaumont

Table 4.0 A - Capital Project Justification

Project Number: 21-04

FTIP No: Not Assigned - New Project

Project Name: 21-04 2- Electric Shuttle EV Star

Category: Paratransit

Sub-Category: Replacement

Fuel Type: Electric

Project Description: Purchase of two electric shuttles to be used on Dial A Ride Service.

Project Justification: Beaumont has secured a grant through Volkswagen Mitigation Trust Fund in the amount of $160,000 per vehicle. This requested amount will cover the difference in the cost of the shuttle. These vehicles will replace unleaded gas buses, as required by the grant, and will be used on local paratransit service. Beaumont will have a completed electric vehicle charging station by June 2020.

Project Schedule:

Start Date	Completion Date
July 2020	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2020/21	$220,000
Total		$220,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

Vehicle Communications for New Vehicles (Project 21-05)
All Beaumont Transit vehicles are outfitted with two-way radios that serve as the sole communication between drivers and dispatch. An added benefit to this communication system is the ability of the driver to immediately contact Beaumont Police dispatch through direct connection in an emergency. Funding for this project will be reprogrammed from prior obligated State Transit Assistance fund balances.

FY 2020/21 SRTP

City of Beaumont

Table 4.0 A - Capital Project Justification

Project Number: 21-05

FTIP No: Not Assigned - New Project

Project Name: 21-05 New Vehicle Communications

Category: Equipment

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Improve stop signage, schedule holders, and amenities at bus stops.

Project Justification: This is a reprogramming request of prior year STA obligated balances (STA-OB) to this new project. Three new vehicles were purchased in FY 19 and will be delivered before end of FY 21. In addition, 2 electric shuttles are proposed for FY 21. These five new vehicles will need to have security and communications purchased and installed.

Project Schedule:

Start Date	Completion Date
July 2020	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA - OB	FY 2020/21	$57,498
Total		$57,498

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

4.2 Funding Plans to Support Proposed Operating and Capital Program

Beaumont Transit continues to explore all available funding options to support transit operating and capital costs. Current secured funding includes STA, LCTOP, MSRC, and SGR grants but is void of any Federal funds.

In FY 22, Beaumont Transit intends to submit a proposed funding plan request in the amount of $4,983,675, of which $2,859,379 is LTF, $1,800,000 is STA, $41,796 in LCTOP, $16,000 Measure A, $265,500 farebox revenue, and $1,000 in interest or other income.

City of Beaumont
Short Range Transit Plan
FY 2020/2021 - 2022/2023

Table 4.1
Fiscal Year 2021/2022

Operating Purpose	Total Amount	LTF	LCTOP	STA	SGR	Measure A Operating Assistance	Other Funding	Farebox	Other Revenue
Operations and Fixed Route	1,803,143	1,606,197	17,946					179,000	
Operations and Commuter Link 120	728,068	659,718	13,350					55,000	
Operations and Commuter Link 125	318,629	280,629	10,500			16,000		11,500	
Dial A Ride	332,835	312,835						20,000	
Interest and other income	1,000								1,000
Total Operating Request	**$ 3,183,675**	**$ 2,859,379**	**$ 41,796**	**$ -**	**$ -**	**$ 16,000**	**$ -**	**$ 265,500**	**$ 1,000**

Capital Purpose	Total Amount	LTF	LCTOP	STA	SGR	Measure A Operating Assistance	Other Funding	Farebox	Other Revenue
CNG Station	500,000			500,000					
Fleet Maintenance and Operations Facility	500,000			500,000					
Bus Wraps	100,000			100,000					
3- Ford Entourage Type E Replacement Vehicles	700,000			700,000					
	0								
	0								
	0								
	0								
	0								
	0								
	0								
Total Capital Request	**$1,800,000**	**$0**	**$0**	**$1,800,000**	**$0**	**$0**	**$0**	**$0**	**$0**
Grand Total Operating & Capital	**$4,983,675**	**$2,859,379**	**$41,796**	**$1,800,000**	**$0**	**$16,000**	**$0**	**$265,500**	**$1,000**

In FY 23, Beaumont Transit intends to submit a proposed funding plan request in the amount of $4,594,936, of which $2,945,160 is LTF, $1,300,000 is STA, $41,840 in Measure A, $307,296 in farebox revenue, and $1,000 in interest or other income.

City of Beaumont
Short Range Transit Plan
FY 2020/2021 - 2022/2023

Table 4.2
Fiscal Year 2022/2023

Operating Purpose	Total Amount	LTF	LCTOP	STA	SGR	Measure A Operating Assistance	Other Funding	Farebox	Other Revenue
Operations and Fixed Route	1,851,329	1,654,383						196,946	
Operations and Commuter Link 120	772,860	679,510				25,000		68,350	
Operations and Commuter Link 125	327,528	289,048				16,480		22,000	
Dial A Ride	342,220	322,220						20,000	
Interest and other income	1,000								1,000
Total Operating Request	**$ 3,294,936**	**$ 2,945,160**	**$ -**	**$ -**	**$ -**	**$ 41,480**	**$ -**	**$ 307,296**	**$ 1,000**

Capital Purpose	Total Amount	LTF	LCTOP	STA	SGR	Measure A Operating Assistance	Other Funding	Farebox	Other Revenue
CNG Station	**500,000**			500,000					
Passenger Amenities	**100,000**			100,000					
3- Replacement Vehicles	**700,000**			700,000					
	0								
	0								
	0								
	0								
	0								
	0								
	0								
	0								
Total Capital Request	**$1,300,000**	**$0**	**$0**	**$1,300,000**	**$0**	**$0**	**$0**	**$0**	**$0**
Grand Total Operating & Capital	**$4,594,936**	**$2,945,160**	**$0**	**$1,300,000**	**$0**	**$41,480**	**$0**	**$307,296**	**$1,000**

4.3 Regulatory and Compliance Requirements

The American with Disabilities Act of 1990
The Dial-A-Ride service provides complimentary paratransit services as a required element of ADA. Although Beaumont Transit does not have an internal application process due to staffing constraints, all other public transit operators' identification cards are accepted as verification on all routes.

DBE, EEO, and Title VI
Beaumont Transit System does not utilize federal funds for operating expenses. As such, DBE, EEO, and Title VI requirements do not currently apply to this public transit operator.

Triennial Performance Audit
RCTC retained the services of Michael Baker International to conduct the TDA triennial performance audit of the public transit operators under its jurisdiction in Riverside County, including Beaumont Transit, for Fiscal Years 2015-2016 through 2017-2018.

Beaumont Transit fully complied with five of the eight applicable requirements and partially complied with the remaining three. The audit also summarized the major findings and provided a set of recommendations from the auditing firm.

For this reporting period, four recommendations were given and as required by RCTC, are included in this plan as shown in Table 4.3. Two of the four recommendations have since been implemented or completed.

Table 4.3 TDA Triennial

Audit Recommendations	Action Taken and Results
Prepare and submit separate State Controller Transit Operators Financial Transactions Reportsfor general public transit and specialized service.	Beaumont continues to strive for timely completion of SCO reports. Additional staff in the finance department has been added to help prevent delays.
Continue to work with RTA and Mt. San Jacinto College on fare revenue reimbursement from the College GO-PASS Revenue Agreement.	Beaumont will explore the Go-Pass program and reach out to San Jacinto College to engage students for a student body vote to implement fare program for Beaumont Transit, independent from RTA.
Include a link to BanningTransit on the BeaumontTransit web page.	Completed
Report mechanical road calls and other vehicle operation metrics in TransTrack Manager.	Completed

Alternative Fueled Vehicles (RCTC Policy)
Beaumont Transit System operates nine CNG buses and six gasoline powered. Future vehicle purchases, like all current purchases, will follow the RCTC and SCAQMD policies regarding alternative fuel for transit vehicles.

The State of California and California Air Resources Board has established a goal of transitioning all public fleet to electric buses by 2040. Beaumont is preparing for transition as our gas vehicles retire and intend to replace with electric buses in the coming FY's.

4.4 Open Capital Projects

This final section includes a summary of open capital projects, balances outstanding for each project, and plan to reprogram old projects to future critical projects as outlined in Table 4.4.

Beaumont Open Projects STA Capital				
Project #	Original Amount Awarded	Items Approved in SRTP	Estimated balance 6/30/20	
	Amount			
		CNG related		
	200,000.00	MSRC Grant	200,000.00	
19-01	300,000.00	CNG Station Improvements	241,795.10	
20-01	1,500,000.00	CNG Station	1,500,000.00	
		Total amount available for CNG Project	***1,941,795.10***	
		Maintenance Facility		
17-02	85,000.00	Mobile Bus Lift, Jack Stands & Tools	338.17	
17-04	75,000.00	Shop Building Maintenance	70,880.79	
19-04	66,478.00	SGR Grant- Modernization of Vehicle Maintenance	66,478.00	
20-05	40,000.00	Shop Tools	40,000.00	
	49,885.00	SGR Grant- Modernization of Vehicle Maintenance	49,885.00	
		Total amount available for shop related projects	***227,581.96***	
		Building Improvements		
14-03	75,000.00	Building D Improvements	11,274.00	Reprogram to 21-02 Fleet Maintenance & Operations Facility
13-01	13,939.24	Building Improvements	10,086.83	
17-01	100,000.00	Bus Yard Parking Lot with Security Gates	100,000.00	
		Total amount available for building improvements	***121,360.83***	
		Other		
20-02	500,000.00	Fleet Maintenance and Operations Facility	481,760.00	
20-03	100,000.00	Brand and Logo Update	100,000.00	
20-04	129,943.00	Passenger Amenities (LCTOP 18/19)	127,444.00	
20-07	100,000.00	EV Charging Station	100,000.00	
SGR	51,999.00	Bus Stop Rehabilitation (SGR)	51,999.00	
		Total amount available for other projects	861,203.00	
		Bus Purchases		
15-01	1,000,000.00	2 Type 7 Buses for Replacement/ Expansion	29,725.82	Reprogram to 21-05 New Vehicle Communications Installation
12-01	5,181.52	GPS System on Buses	4,117.75	
19-02	175,000.00	Type H EZ Rider II Vehicle	18,417.50	
15-02	36,000.00	2 Security Camera Systems for the above project	5,236.67	
20-06	700,000.00	3- Ford Entourage Type E	700,000.00	
		Total amount available for bus purchase	757,497.74	
		Route 125		
	16,899.00	Route 125 (LCTOP 16/17)	16,899.00	
		Total amount available for 125 operations	16,899.00	

Table 4.4 Open Projects Prior to FY2020/2021

Project Name	SRTP Capital Project No's	Project Element	Funding Category	Beg to End - Project Timeline	Total Project Cost	Unfunded Balance
CNG Station Improvements	19-01	4	2	Current - 2023	4,500,000	1,500,000
CNG Station Improvements	20-01	4	2			
Mobile Bus Lift, Jack Stands, and Tools	17-2	3	1		85,000	0
Shop Building Maintenance	17-4	7	1		75,000	0
SGR Modernization of Vehicle Maintenance	19-04	7	1		66,478	0
Fleet & Operations Facility	20-02	4	2		1,671,246	1,171,246
Brand & Logo Update	20-03	7	2		200,000	100,000
Passenger Amenities (LCTOP)	20-04	6	1		129,943	0
EV Charging Station	20-07	4	1		310,000	0
3- Ford Entourage Type E Buses	20-06	1	1		700,000	0

Legend

Project Elements:

1 Revenue Vehicle Purchase - FY
2 Non-Revenue Vehicle Purchase - FY
3 Vehicle Systems and Equipment - FY
4 Building, Land and Facilities - FY
5 Communication and Information Technology Systems - FY
6 Debt Service - FY
7 Maintenance - FY

Funding Category:

1 Fully Funded
2 Partially Funded

City of Corona Transit Service

Short Range Transit Plan

FY 2020-21 through FY 2022-23

City of Corona

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Chapter 1 – System Overview and Service Profile

1.0 Introduction

The Short Range Transit Plan (SRTP) sets the objectives and strategies for Fiscal Year (FY) 2020/21 for the City of Corona Transit Service (CCTS) by evaluating current transit system performance, projected demographic changes, operating and capital funding needs, anticipated funding from federal, state and local sources, and other factors to create a reasonable projection of conditions over the next three years (FY 2020/21 – 2022/23).

1.1 Description of Service Area

CCTS operates demand response Dial-A-Ride (DAR) and fixed route service dubbed the Corona Cruiser. DAR service commenced in 1977 and available to the general public throughout Corona service area until January 2, 2018. The service is now available only to the following rider groups: Seniors 60 and older; Persons with Disabilities; and Persons certified under Americans with Disability Act (ADA). DAR provides curb-to-curb service throughout the City of Corona and neighboring county areas of Coronita, El Cerrito, and Home Gardens as well as satellite locations in the City of Norco (Department of Motor Vehicles, Department of Public Social Services, and Norco College). The complementary paratransit Dial-A-Ride service area extends beyond city limits to ensure compliance with the Americans with Disabilities Act ¾-mile corridor from a Corona Cruiser fixed route. Door-to-door service is available upon request for Dial-A-Ride patrons certified under the ADA. Corona Cruiser fixed route began operating in 2001 and serves the city-center as well as commercial, retail, and residential areas on the eastern and southern portion of the city.

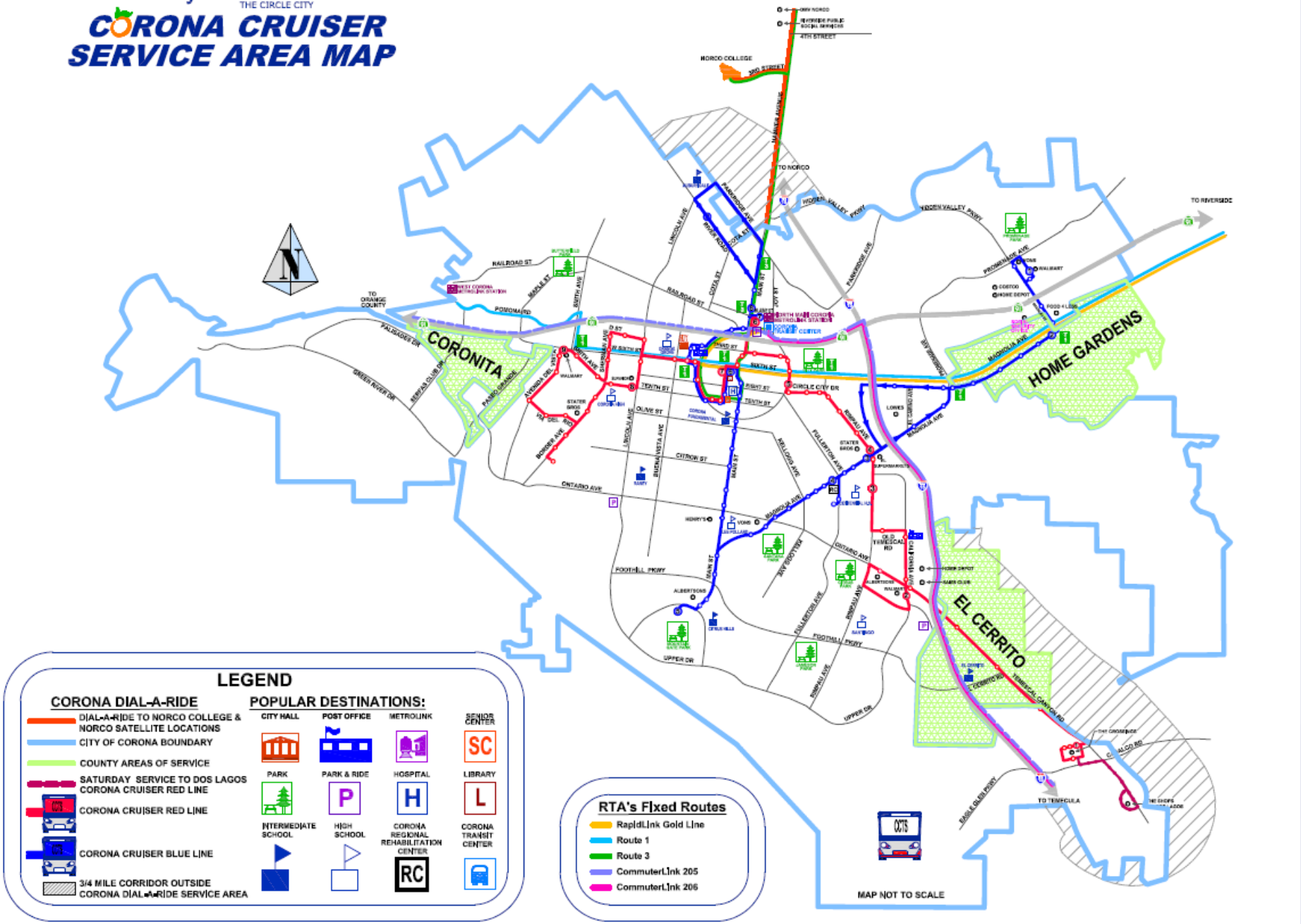
See Table 1 and Section 1.3 for detailed description of service by mode. Service maps on the following pages.

TABLE 1 – INDIVIDUAL ROUTE DESCRIPTIONS AND AREA SERVICED

Mode	Route	Description	Service Area/Sites
Corona Cruiser			
Blue Line		WalMart at McKinley Street West to River Run Apartments via Mountain Gate Park and downtown/Civic Center	McKinley Street shopping areas, Magnolia Avenue, Centennial High, Medical Facilities, Senior Center, Corona Library, Corona Transit Center/North Main Corona Metrolink Station, Circle City Center (Community Center), North Main Street shopping area and restaurants
Red Line		The Crossings shopping area at Cajalco Road and Temescal Canyon Road to the Walmart at Neighborhood Market at West Sixth Street via downtown/Civic Center	The Crossings shopping area, Walmart, California Avenue Post Office, Centennial High, Corona Transit Center/North Main Corona Metrolink Station (selected AM & PM trip), Corona Library, Senior Center, Civic Center, Corona High and Walmart Neighborhood Market on West Sixth Street near Smith Avenue. Service is extended to The Shops at Dos Lagos on Saturdays.
Dial-A-Ride			
City-Wide		Demand Response / Reservation based service	City-wide, neighboring county areas of Coronita, El Cerrito and Home Gardens as well as the following statellite locations in the City of Norco: Department of Motor Vehicles, Department of Public Social Services, Brunswick Classic Lanes, Target and Norco College

City of Corona
THE CIRCLE CITY

CORONA CRUISER SERVICE AREA MAP



January 2018 G.S.

City of Corona
THE CIRCLE CITY

CORONA DIAL-A-RIDE SERVICE AREA MAP

1.2 Population Profile and Demographic

Based on the 2014-2018 American Community Survey 5-year Estimate, CCTS serves a diverse population of 165,355 city residents. The city encompasses 39 square miles. That diversity is reflected in the table below.

City Population and Diversity

Demographic		Population Estimate	Percent
Race			
	Total population	165,355	100.0%
	One race	156,414	94.6%
	Two or more races	7,171	4.3%
	One race	157,658	95.3%
	White	106,121	64.2%
	Black or African American	9,794	5.9%
	American Indian and Alaska Native	573	0.3%
	Asian	18,283	11.1%
	Native Hawaiian and Other Pacific Islander	863	0.5%
	Some other race	22,024	13.3%
	Two or more races	7,697	4.7%
	White and Black or African American	1,061	0.6%
	White and American Indian and Alaska Native	1,044	0.6%
	White and Asian	2,095	1.3%
	Black or African American and American Indian and Alaska Native	35	0.0%
Hispanic or Latino and Race			
	Total population	165,355	100.0%
	Hispanic or Latino (of any race)	72,658	43.9%
	Mexican	63,044	38.1%
	Puerto Rican	1,217	0.7%
	Cuban	846	0.5%
	Other Hispanic or Latino	7,551	4.6%
	Not Hispanic or Latino	92,697	56.1%
	White alone	59,484	36.0%
	Black or African American along	9,421	5.7%
	American Indian and Alaska Native alone	223	0.1%
	Asian alone	18,074	10.9%
	Native Hawaiian and Other Pacific Islander alone	809	0.5%
	Some other race alone	366	0.2%
	Two or more races	4,320	2.6%

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimate

The table below lists passenger characteristics for Dial-A-Ride and Cruiser service. Passenger characteristic estimates are based on derived data compiled over the first nine months of FY 2019/20.

Passenger Characteristics

Dial-A-Ride		Corona Cruiser	
Seniors	18.0%	General Public	34.5%
Persons with Disabiities	53.8%	Students	18.7%
ADA Certified	26.0%	Seniors/Persons with Disabilities	33.4%
Personal Care Attendants	1.3%	RTA Transfers	8.9%
Metrolink Transfers	0.7%	Metrolink Transfers	1.3%
Children	0.1%	Children	3.2%

1.3 Description of Services

The City contracts with the private sector to provide a turn-key transit operation. City of Corona Transit Service (CCTS) provides both fixed route (Corona Cruiser) and Dial-A-Ride (DAR) services. DAR service began in 1977, while the Corona Cruiser commenced in 2001. CCTS serves local business, retail stores, parks, school and entertainment venues. See Table 1 for overview of the service provided by CCTS.

Fixed Route Service – Corona Cruiser: Blue and Red Lines

The Blue Line serves the McKinley Street retail area, then travels on to Magnolia Avenue and Main Street to the River Road area. This route passes by many trip generators such as hospitals, medical facilities, schools, public service agencies, library, civic center, and commercial/retail areas. This route also serves the unincorporated area of Home Gardens. The Blue Line operates every 60-67 minutes.

The Red Line connects the residential areas of central Corona with commercial areas along Sixth Street and the Ontario Avenue/California Avenue retail area. The Red Line also covers South Corona along Ontario Avenue/Temescal Canyon Road to serve the county area of El Cerrito, The Crossings shopping complex at Cajalco Road/Temescal Canyon Road, and The Shops at Dos Lagos on Saturdays. The Red Line operates every 50-66 minutes.

The Cruiser schedule is as follows:

	Blue Line	Red Line
Monday – Friday	6:30 a.m. – 7:09 p.m.	6:30 a.m. – 7:05 p.m.
Saturday	8:52 a.m. – 3:50 p.m.	9:00 a.m. – 5:09 p.m.
Sunday	no service	no service

The Cruiser does not operate on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

The Cruiser also serves the Corona Transit Center, owned and operated by the Riverside Transit Agency (RTA). The Corona Transit Center provides a safe and efficient transfer point between

local and regional bus lines as well as regional commuter trains serving Los Angeles, Orange, Riverside, and San Bernardino counties. Trains are accessible via a pedestrian bridge to the adjacent North Main Corona Metrolink commuter rail station. To incentivize multimodal transportation, valid Metrolink pass-holders ride at no charge on Cruiser Blue and Red Lines to and from the Corona Transit Center/North Main Metrolink Station.

CCTS and RTA have a reciprocal agreement that allows valid pass-holders a no cost, one-way transfer between the Cruiser and RTA buses at bus stops served by both Cruiser and RTA buses. Transfers between bus systems are an effective way to promote public transit as a low cost, eco-friendly, and stress-free alternative to automobile trips.

Corona Dial-A-Ride/Paratransit Service

Dial-A-Ride provided service to seniors (60 and older), persons with disabilities, and individuals certified for complementary paratransit service under the Americans with Disabilities Act (ADA). Reservations for DAR service can be made from one to fourteen days in advance; however, same day service may be accommodated if space is available. Dial-A-Ride provides curb-to-curb service throughout the City of Corona and neighboring county areas of Coronita, El Cerrito, and Home Gardens as well as satellite locations in the City of Norco (Department of Motor Vehicles, Department of Public Social Services and Norco College). Door-to-door assistance for ADA certified passengers is available upon request. Door-to-door service is available when:

- Drivers can see the bus at all times;
- The outermost door is within 150 feet from the bus;
- Driver safety and security is maintained; and
- Where a safe parking area is available.

The ADA certification process in western Riverside County is administered by the Riverside Transit Agency (RTA). Additional information and application is available online at www.riversidetransit.com or by calling RTA at (951) 795-7887.

For individuals certified for ADA complementary service, service hours are expanded to match Cruiser hours. Passengers certified under the ADA receive priority service. Voicemail message reservations are accepted for ADA clients on Sundays and Holidays for next day service.

The Dial-A-Ride schedule is as follows:

	Non-ADA Complementary Paratransit	ADA Complementary Paratransit
Monday – Friday	6:42 a.m. – 6:00 p.m.	6:30 a.m. – 7:09 p.m.
Saturday	8:52 a.m. – 5:09 p.m.	8:52 a.m. – 5:09 p.m.
Sunday	no service	no service

Dial-A-Ride service does not operate on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

1.4 Operating Data for Corona Transit Services

Following table reflects operating data estimates for FY 2019/20 using data from July 2019 through March 2020:

Performance Indicator	DAR	Cruiser	Total
Operating Expense	$ 1,069,074	$ 1,311,701	$ 2,380,775
Fare Revenue*	$ 136,385	$ 262,340	$ 398,725
Passenger Trips	40,316	98,526	138,842
Vehicle Revenue Hours (VRH)	11,809	14,579	26,388
Vehicle Revenue Miles (VRM)	146,809	172,978	319,787
Operating Cost per VRH	$ 90.53	$ 89.97	$ 90.22

***Includes CARES funding for farebox revenue loss**

Using passenger trips from the first nine months of FY 2019/20 as a basis for estimating fiscal year-end totals, system wide passenger trips are expected to decrease by 19 percent to 138,842 total passenger trips compared to 170,946 passenger trips in FY 2018/19. CCTS had anticipated an increase in ridership during FY 2019/20, however the pandemic effect of COVID-19 negatively impacted passenger trips for both the Corona Cruiser and Dial-A-Ride.

Even with reduced riders as a result of COVID-19, Corona Cruiser continues to operate at its' normal service levels. However, DAR service is dependent upon number of riders using the service and as such, has an impact on number of vehicle revenue hours and related revenue miles operated.

CCTS' fare revenues estimates includes revenues generated by fares and other revenues including advertising, AB2766 pass subsidy, CARES funding for revenues lost as a result of COVID-19, and general fund to bridge gap for farebox ratio calculation. As a result of COVID-19, CCTS has implemented no fares for both DAR and Corona Cruiser effective April 27, 2020.

1.5 Current Fare Structure

Effective April 27, 2020, CCTS has implemented a no fare policy on both Corona DAR and Corona Cruiser due to the impact of COVID-19 on public transit system and the need to maintain social distancing. Once the pandemic situation with COVID-19 improves, CCTS will reinstate the fare structure as show on the following page.

Fare Structure

Fare Type	Fare Price
Corona Cruiser	
Cash - General Public	$1.50
Cash - Seniors / Persons with Disabilities / Medicare Card Holders	$0.70
Cash - Children (46" tall or under)	$0.25
Day Pass - General Public	$4.00
Day Pass - Seniors / Persons with Disabilities / Medicare Card Holders	$2.00
15-day Pass - General Public	$17.50
15-day Pass - Seniors / Persons with Disabilities / Medicare Card Holders	$8.05
15-day Pass - Students	$12.25
31-day Pass - General Public	$35.00
31-day Pass - Seniors / Persons with Disabilities / Medicare Card Holders	$16.10
31-day Pass - Students	$24.50
Dial-A-Ride	
Seniors / Persons with Disabilities / Medicare Card Holders	$2.50
Buddy Fare	$1.25
Children	$0.50

Note: Fixed Route fare structure effective July 5, 2010; Dial-A-Ride fare structure effective January 2, 2018.

To incentivize the use of public transit as a viable alternative to automobile trips, CCTS is using Air Quality Management District (AQMD) funds to subsidize multi-day passes (15-day and 31-day passes) on the Cruiser. The use of these funds allows CCTS to reduce the cost of multi-day passes by 30 percent for Cruiser riders but enables CCTS to recover an adequate fare.

CCTS Fare Collection System

CCTS currently offers its passengers two basic ways to pay for their trips on CCTS buses, one is cash, and the other, is through paper fare-media, that encompasses one-way tickets for the Corona Dial-A-Ride (paratransit), and Day Passes which can be purchased from bus operator and multi-day passes which must be purchased in advance. Cash and ticket fares are dropped into the “farebox” that possesses a top compartment that facilitates for the bus operator to verify with a glance the fare deposited by passenger boarding the bus, after bus operator verifies the correct fare, the operator activates a lever that allows the fares to drop into the secure bottom compartment of the farebox.

Multi-day Passes of the Corona Cruiser, after purchase and on the first day of use, the pass must be validated by the bus operator, the operator is tasked with writing the initial date and date of expiration of the pass, along with her/his initials—such process activates a pass for either a fifteen (15) or a thirty-one (31) day period. Verification of a valid multi-day pass is done by the bus operator, operator verifies that the pass is current and the passenger possess the

corresponding pass (such verification can include verifying an ID, for proof of age, condition of disability, or student status).

1.6 Revenue Fleet

The CCTS active fleet consists of 20 transit buses; See Tables 1.1. All CCTS buses are compliant with the Americans with Disabilities Act (ADA) requirement for accessibility and wheelchair securement.

The Fixed Route fleet consists of seven (7) 2015 ElDorado National EZ Rider II heavy-duty/low-floor buses. EZ Rider II buses are powered with Compressed Natural Gas (CNG) and were placed into Corona Cruiser service in February 2016.

The Dial-A-Ride fleet consists of eleven (11) 2017 Glaval Universal E450 and two (2) 2012 El Dorado Aerotech 240 cutaway vehicles. These buses are also powered with Compressed Natural Gas (CNG). The 2017 buses were placed in service July 2018.

Bus (Motorbus) / Purchased Transportation

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2019/20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20
2015	EDN	EZ RiderII	30	7	32	CN	7	0	601,359	738,678	105,525
		Totals:	30	7			7	0	601,359	738,678	105,525

Demand Response / Purchased Transportation

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2019/20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20
2017		E-450	18	11	25	CN	11	0	206,401	377,873	34,352
2012	EDN	AEROTECH	20	2	26	CN	2	0	306,520	308,595	154,297
		Totals:	38	13			13	0	512,921	686,468	52,805

1.7 Existing Facilities and Bus Stop Amenities

CCTS operates from City-owned facility located at 735 Public Safety Way. MV Transportation, the vendor retained to operate transit service, provides administrative and dispatching service from this location, as well as fueling and vehicle parking. Maintenance is performed by the vendor at an off-site garage.

The Corona Cruiser fixed route service includes 185 bus stops and 27 bus stop passenger shelters along its' two routes. The contractor, MV Transportation, is responsible for maintaining all of the stops. CCTS provides all required equipment (I-stop signs, kiosks, benches, trash receptacles, etc.) to maintain the stops and its's associated equipment.

1.8 Existing Coordination between Transit Agencies

CCTS staff and Riverside Transit Agency (RTA) planning and operations staff work together to coordinate bus stop location/re-location, bus routing, layover areas/facilities, and transfer points where Cruiser and RTA passengers possessing valid day or multi-day passes can ride for free with a one-way transfer between systems. CCTS also coordinates marketing efforts with Metrolink to promote use of the both services. Funding, efficacy, and efficiency issues are jointly considered.

1.9 Reference of Prior and/or Existing Studies and Plans

CCCTS has not had any prior studies performed, however plans are in the way for a Comprehensive Operations Analysis (COA). The COA is an in-depth study of the current operation of the Fixed Route System to identify strengths as well as opportunities for improvements. The COA will address CCTS' current and potential customers, how the overall system is performing and the areas of improvement. It will also address how CCTS can best serve its' market within its' operational and financial constraints. The goals of the COA are to improve customer travel experience by reducing travel time, improve service frequencies and connections where possible, and to introduce new and innovative transit options.

The solicitation for the COA was released in March 16, 2020; however prior to proposal submittal date, the solicitation was canceled due to the impact of COVID-19 on transit system ridership. In addition, the consultant would not have been able to perform the onboard customer survey nor hold any public meetings. Therefore, the solicitation has been delayed till such time the situation with COVID-19 improves and ridership returns to normal as the data collected (or lack of data) consequently will not be conducive for an appropriate analysis.

Chapter 2 – Existing Service and Route Performance

2.1 Key Performance Indicators

The Riverside County Transportation Commission (RCTC) is the designated Regional Transportation Planning Agency (RTPA) with fiduciary and administrative oversight of transit operators in Riverside County. Each year, RCTC reviews and approves the Short-Range Transit

Plan (SRTP) and allocates local, state and federal funding. RCTC developed and monitors eight performance indicators that measure productivity – these indicators and year-to-date performance are listed in the table on the next page. By statute, transit operators serving urban areas must recover a minimum of 20 percent of operating cost through fare revenue for fixed route and 10 percent for Dial-A-Ride Specialized Service with combined system-wide blended farebox recovery of 15 percent. Fare revenue includes passenger fares, interest on investments, advertising revenue, local contributions, and the proceeds from the sale of surplus vehicles. A farebox recovery ratio below the system-wide 15 percent endangers the receipt of state funding. The farebox recovery ratio is a mandatory performance indicator.

Table 2, Service Provider Performance Targets Report, appearing on the following page shows in detail on FY 2019/20 performance targets and actual performance by indicator.

Through the third quarter of this fiscal year (July 2019-March 2020), CCTS lags behind the mandatory farebox recovery ratio but has met six of the seven discretionary performance indicators. CCTS has recorded a farebox recovery of 14.27 percent for July 2019-March 2020. A farebox recovery ratio in this range is anticipated at this point in the fiscal year. At the close of each fiscal year, the City contributes a sufficient amount of funding to bridge the gap between fare revenue received throughout the year and the amount required to meet the 15 percent farebox recover ratio. The contribution of funds is made only after all revenues and expenses are finalized following the close of the fiscal year. The size of the contribution varies each year depending on the final amount of revenues and expenses; however, the City's year-end contribution has always ensured CCTS meets the mandatory farebox recovery ratio. In addition, besides general funds, CCTS will utilize CARES funding for any fare revenues lost due to the impact of COVID-19 on ridership.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.0 -- Service Provider Performance Targets Report

FY 2019/20 Short Range Transit Plan Review

City of Corona

Data Elements	FY 2019/20 Plan	FY 2019/20 Target	FY 2019/20 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	180,018			
Passenger Miles	778,228			
Total Actual Vehicle Revenue Hours	29,445.0			
Total Actual Vehicle Revenue Miles	346,342.0			
Total Actual Vehicle Miles	397,910.0			
Total Operating Expenses	$2,769,156			
Total Passenger Fare Revenue	$415,750			
Net Operating Expenses	$2,353,406			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	15.01%	>= 15.00%	14.27%	Fails to Meet Target
Discretionary:				
1. Operating Cost Per Revenue Hour	$94.05	<= $79.16	$86.22	Fails to Meet Target
2. Subsidy Per Passenger	$13.07	>= $9.40 and <= $12.72	$12.61	Meets Target
3. Subsidy Per Passenger Mile	$3.02	>= $2.19 and <= $2.97	$2.95	Meets Target
4. Subsidy Per Hour	$79.93	>= $55.37 and <= $74.91	$73.91	Meets Target
5. Subsidy Per Mile	$6.80	>= $4.65 and <= $6.29	$6.09	Meets Target
6. Passengers Per Revenue Hour	6.11	>= 5.02 and <= 6.79	5.86	Meets Target
7. Passengers Per Revenue Mile	0.52	>= 0.42 and <= 0.56	0.48	Meets Target

Note: Must meet at least 4 out of 7 Discretionary Performance Indicators

Productivity Performance Summary:

Service Provider Comments:

A farebox recovery ratio in this range is anticipated at this point in the fiscal year. At the close of each fiscal year, the City contributes a sufficient amount of funding to bridge the gap required to meet the farebox recovery ratio. In addition, CARES Funding will also be used to close the gap in Fare Revenues lost due to COVID-19 resulting in reduced ridership.

2.2 SRTP Performance Report

Table 2.1, SRTP Performance Report, appearing on the following page lists performance targets set by RCTC for FY 2020/21.

Table 2.1 indicates CCTS meets the mandatory farebox recovery ratio and four of the seven discretionary targets. The target for farebox recovery ratio is set for 15 percent systemwide (10 percent for Specialized DAR and 20 percent for fixed route).

The target for operating costs per revenue hour for FY 2020/21 is calculated using operating costs accumulated during the first nine months of the current fiscal year (July 2019-March 2020 in this case), increase in revenue hour cost for transit operating contract and adjustment by the Consumer Price Index (CPI). Currently, CPI is 3.31 percent. CCTS has failed to meet its' operating cost per revenue hours the past few years as the cost of contracting transit services has increased by over 20%; contracting cost accounts for ~70 percent of the total budget. In addition, total operating costs for FY 20/21 includes additional costs related to the following consulting services: COA study (added additional funds) and Triennial DBE Goal/Program update. Use the actual contracted transit operations cost pursuant to the contract between MV and the City; this will allow the flexibility to use the higher variable rate due to operating less revenues hours for DAR and/or if needed, amend the contract.

CCTS's failure to meet passengers per revenue hour & miles target is the direct result of the reduced rider estimated as a result of COVID-19. In particular for Corona Cruiser, while COVID-19 impacted the ridership, CCTS continues operate normal service at this time which results in lower passenger per revenue hour/mile.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

FY 2020/21 - Table 2.1 -- SRTP Performance Report

Service Provider: City of Corona

All Routes

Performance Indicators	FY 2018/19 End of Year Actual	FY 2019/20 3rd Quarter Year-to-Date	FY 2020/21 Plan	FY 2020/21 Target	Plan Performance Scorecard (a)
Passengers	170,946	127,086	131,900	None	
Passenger Miles	732,023	543,177	562,368	None	
Revenue Hours	29,118.8	21,690.2	26,849.0	None	
Total Hours	33,637.3	25,416.0	31,167.0	None	
Revenue Miles	347,239.0	263,457.0	319,878.0	None	
Total Miles	399,249.0	302,294.0	364,962.0	None	
Operating Costs	$2,489,197	$1,870,126	$2,941,298	None	
Passenger Revenue	$437,174	$266,952	$443,967	None	
Measure-A Revenue			$0	None	
LCTOP Revenue			$0	None	
Operating Subsidy	$2,052,023	$1,603,174	$2,497,331	None	
Operating Costs Per Revenue Hour	$85.48	$86.22	$109.55	<= $78.67	Fails to Meet Target
Operating Cost Per Revenue Mile	$7.17	$7.10	$9.20	None	
Operating Costs Per Passenger	$14.56	$14.72	$22.30	None	
Farebox Recovery Ratio	17.56%	14.27%	15.09%	>= 0.2	Fails to Meet Target
Subsidy Per Passenger	$12.00	$12.61	$18.93	>= $10.46 and <= $14.15	Better Than Target
Subsidy Per Passenger Mile	$2.80	$2.95	$4.44	>= $2.41 and <= $3.27	Better Than Target
Subsidy Per Revenue Hour	$70.47	$73.91	$93.01	>= $54.88 and <= $74.24	Better Than Target
Subsidy Per Revenue Mile	$5.91	$6.09	$7.81	>= $4.56 and <= $6.18	Better Than Target
Passengers Per Revenue Hour	5.87	5.86	4.91	>= 4.46 and <= 6.04	Meets Target
Passengers Per Revenue Mile	0.49	0.48	0.41	>= 0.37 and <= 0.51	Meets Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2020/21 Plan to the FY 2020/21 Primary Target.

Service Provider Comments:

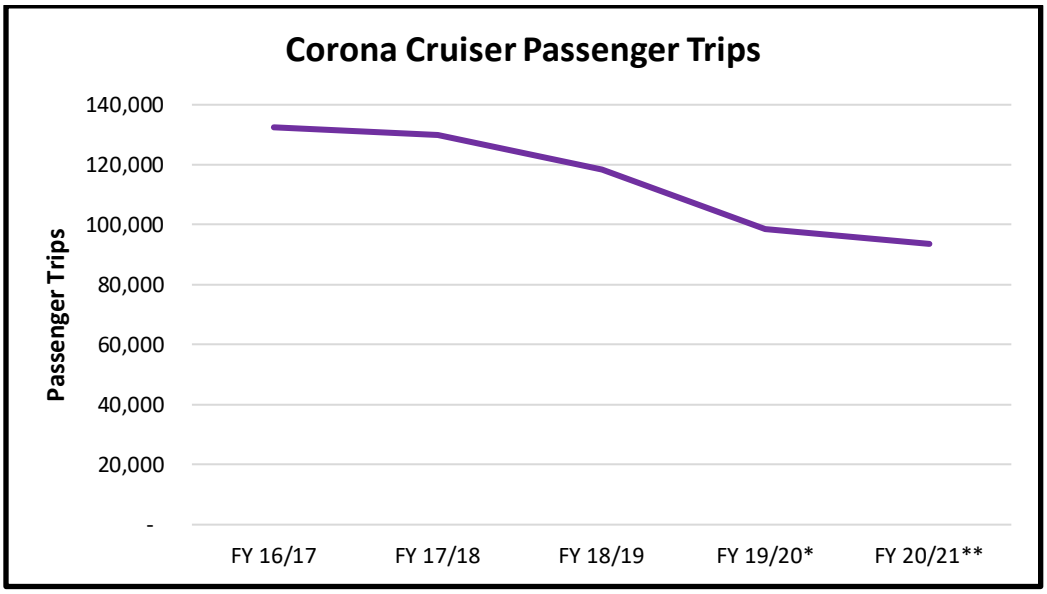
Effective 4/27/20, due to the impact of COVID-19 on public transit, CCTS is not charging fares CARES funds will be used to cover farebox funding gaps.

2.3 SERVICE SUMMARY

CCTS had anticipated an increase in ridership during FY 2019/20, however the pandemic effect of COVID-19 negatively impacted passenger trips for both the Corona Cruiser and Dial-A-Ride. Ridership in FY 19/20 is expected to decrease an estimate 19% (or ~32k riders) compared to FY 2018-19. See Table 2.2 for year to year performance data.

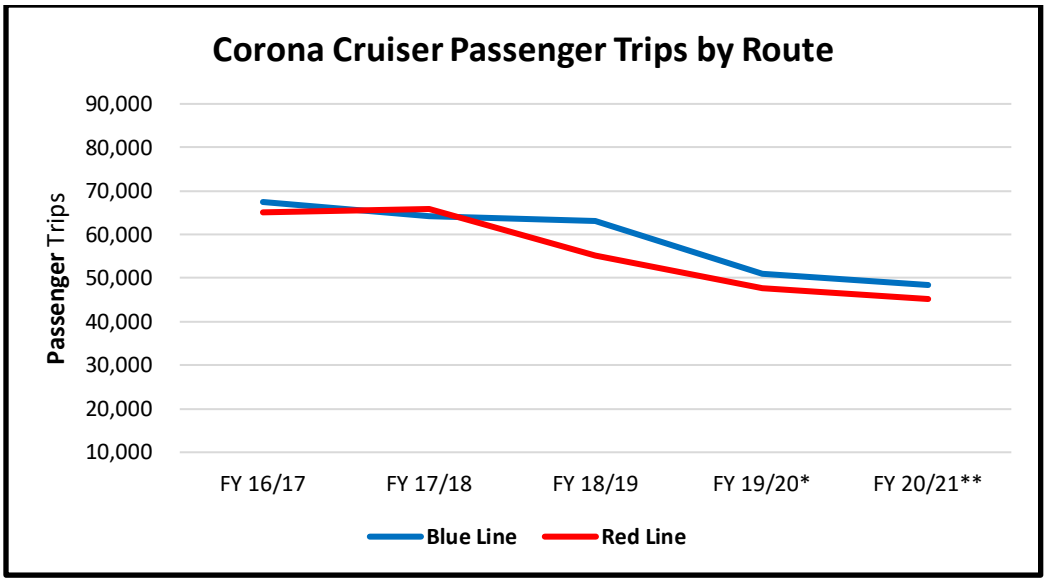
Corona Cruiser

CCTS operates the Cruiser along two fixed routes – the Blue Line and Red Line. Passenger trips on the Cruiser totaled 118,366 in FY 2018/19. Using the number of passenger trips recorded during the first nine months of FY 2019/20 as a basis for estimating year-end totals, passenger trips on the Corona Cruiser are projected to decline by 17 percent, or 19,840 trips, compared to the previous fiscal year for a total of approximately 98,526. Ridership during fiscal 2019/20 was expected to increase however, impacts of COVID-19 has caused a significant decline in transit ridership. See graphs on the following page of passenger trends by route.



*** FY 2019/20 year-end estimate is based on data collected from July 2019-March 2020.**
**** FY 20/21 projections are based on a 5 percent decrease over estimated FY 2019/20 year-end totals.**

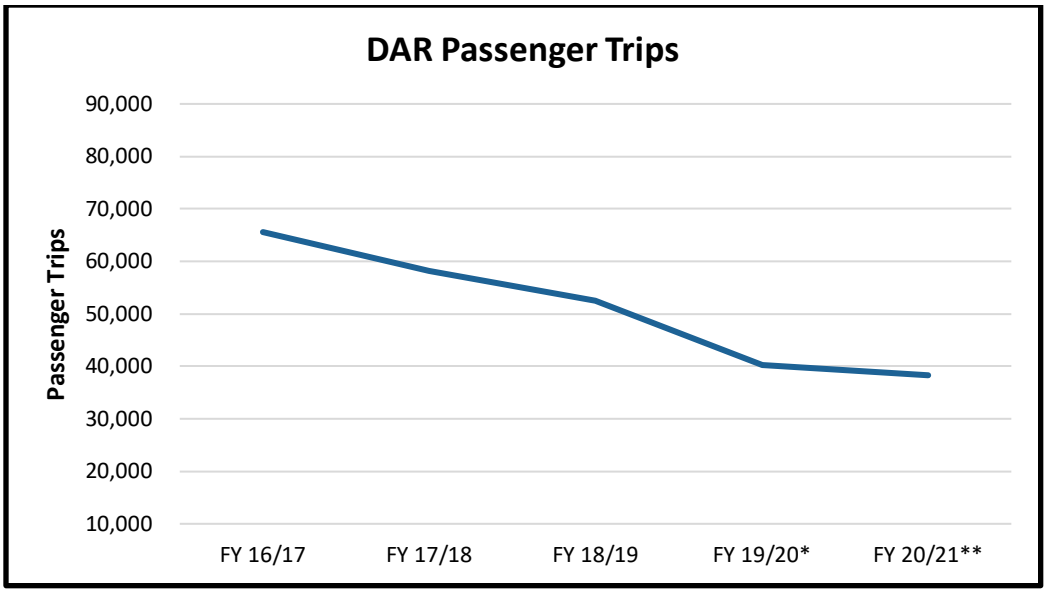
Passenger trips on both the Blue Line and the Red Line are expected to decrease by 5 percent or 4,900 rips in FY 2020/21 when compared to the previous year. As mentioned above the decrease in ridership is due to the impact of COVID-19 on public transit.



*** FY 2019/20 year-end estimate is based on data collected from July 2019-March 2020.**
**** FY 20/21 projections are based on a 5 percent decrease over estimated FY 2019/20 year-end totals.**

Dial-A-Ride

Dial-A-Ride provided 52,580 passenger trips in FY 2018/19. Using data collected from the first nine months of FY 2019/20 as a basis for estimating year-end totals, passenger trips may decrease by 23 percent, or 12.264 trips, as compared to FY 2018/19. The decrease in FY 2019/20 passenger trips may be attributed to the following: elimination of general-public DAR and impact of COVID-19. DAR was still recovering from the loss of general public riders which had accounted for about 10 percent of the riders. Ridership for DAR was expected to level off for FY 19/20 with a slight (2 percent) increase in ridership. COVID-19 greatly impacted DAR ridership as majority of the riders vulnerable to COVID-19 are seniors & persons with disabilities.



*** FY 2019/20 year-end estimate is based on data collected from July 2019-March 2020.**
**** FY 20/21 projections are based on a five percent decrease over estimated FY 2019/20 year-end totals.**

Productivity Measures

Productivity has been declining since FY 2014/15 on the Corona Cruiser and Dial-A-Ride as measured by the number of passengers per revenue hour and revenue miles showed year-over-year in the below table. Ridership was expected level off and see a gradual, 2% increase in FY 2019/20. Unfortunately, productivity continue to drop through the current year due to the impact of COVID-19 on public transit ridership.

Besides the impact of COVID-19, increased traffic congestion resulting from construction work throughout City of Corona continue to impact Corona Cruiser and Dial-A-Ride buses. Freeway lane reductions and ramp closures, local street and lane closures, detours, and the movement of heavy equipment all increase congestion and impact traffic flow, which slows buses. Slower speeds result in longer duration trips, thereby impacting productivity.

Mode	Productivity Measure	FY 16/17	FY 17/18	FY 18/19	FY 19/20*	FY 20/21**
Corona Cruiser	Passengers per revenue hour	9.06	8.93	8.18	6.76	6.42
	Passengers per revenue mile	0.77	0.75	0.69	0.57	0.54
Dial-A-Ride	Passengers per revenue hour	3.92	3.79	3.59	3.41	3.12
	Passengers per revenue mile	0.30	0.30	0.30	0.27	0.26

***FY 2019/20 performance is measured based on estimates covering the period July 2019 through March 2020.**
****FY 20/21 performance is measured based on FY 2019/20 estimates with a five percent decrease in ridership.**

Performance Measure	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20 3rd Qtr Actual*	FY 2020/21 Planned
System-wide Passenger Trips	198,049	188,061	170,946	138,842	131,900
Cost per Service Hour	$70.07	$77.24	$85.48	$86.22	$109.55

***All expenses (including operations contract cost and fuel) upto quarter ending March 2020 have been posted**

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- City of Corona -- SRTP Service Summary

FY 2020/21 Short Range Transit Plan

All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	3	3	14	3	14
Financial Data					
Total Operating Expenses	$2,918,210	$2,489,197	$2,769,156	$1,870,126	$2,941,298
Total Passenger Fare Revenue	$474,246	$437,174	$415,750	$266,952	$443,967
Net Operating Expenses (Subsidies)	$2,443,963	$2,052,023	$2,353,406	$1,603,174	$2,497,331
Operating Characteristics					
Unlinked Passenger Trips	188,061	170,946	180,018	127,086	131,900
Passenger Miles	805,577	732,023	778,228	543,177	562,368
Total Actual Vehicle Revenue Hours (a)	29,898.0	29,118.8	29,445.0	21,690.2	26,849.0
Total Actual Vehicle Revenue Miles (b)	368,853.0	347,239.0	346,342.0	263,457.0	319,878.0
Total Actual Vehicle Miles	412,713.0	399,249.0	397,910.0	302,294.0	364,962.0
Performance Characteristics					
Operating Cost per Revenue Hour	$97.61	$85.48	$94.05	$86.22	$109.55
Farebox Recovery Ratio	16.25%	17.56%	15.01%	14.27%	15.09%
Subsidy per Passenger	$13.00	$12.00	$13.07	$12.61	$18.93
Subsidy per Passenger Mile	$3.03	$2.80	$3.02	$2.95	$4.44
Subsidy per Revenue Hour (a)	$81.74	$70.47	$79.93	$73.91	$93.01
Subsidy per Revenue Mile (b)	$6.63	$5.91	$6.80	$6.09	$7.81
Passenger per Revenue Hour (a)	6.3	5.9	6.1	5.9	4.9
Passenger per Revenue Mile (b)	0.51	0.49	0.52	0.48	0.41

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

2.4 SERVICE PERFORMANCE

Table 2.3 on the following two pages lists various detailed performance metrics by service and route for planned FY 2020/21. See above sections regarding route by route breakdown of these services.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

City of Corona -- 3

FY 2020/21

All Routes

Data Elements

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
COR-BLUE	All Days	3	48,408	191,212	7,124	7,831	81,318	85,712	$731,780	$146,356	$0	$0
COR-DAR	All Days	9	38,300	192,650	12,262	14,712	146,937	176,315	$1,442,928	$144,293		
COR-RED	All Days	2	45,192	178,506	7,463	8,624	91,623	102,935	$766,590	$153,318	$0	$0
		14	131,900	562,368	26,849	31,167	319,878	364,962	$2,941,298	$443,967	$0	$0

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

City of Corona -- 3

FY 2020/21

All Routes

Performance Indicators

Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Mile	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
COR-BLUE	All Days	$585,424	$102.72	$9.00	$15.12	20.00%	$12.09	$3.06	$82.18	$7.20	6.80	0.60
COR-DAR	All Days	$1,298,635	$117.67	$9.82	$37.67	10.00%	$33.91	$6.74	$105.91	$8.84	3.12	0.26
COR-RED	All Days	$613,272	$102.72	$8.37	$16.96	20.00%	$13.57	$3.44	$82.17	$6.69	6.06	0.49
		$2,497,331	$109.55	$9.20	$22.30	15.09%	$18.93	$4.44	$93.01	$7.81	4.91	0.41

2.5 Productivity Improvement Efforts

CCTS staff will continue to focus on improving the overall service monitoring key performance metrics such as passengers per revenue hour and farebox recovery, improving performance metrics include reviewing the operation to ensure established standards are being met. Staff holds contractor responsible for various performance standards pursuant to the contract. Some of these standards include but not limited to the following:

- Improve On-time performance
- Enhance Customer service experience
- Meet ADA compliance standards
- Maintain revenue vehicle and bus stop equipment

In addition, as mentioned in section 1.9, CCTS will perform a study of the fixed route system to determine underperforming stops and potential for expansion service. The study will also help determine if bus stop improvements are necessary based on number of riders at the stops. Based on the study, CCTS may adopt a tiered bus stop improvement policy.

Furthermore, CCTS realizes the need to update the current route schedule and provide increased connections to the Corona Transit Center. In addition, to be an effective and useful transportation option, buses need to consistently operate according to the published schedule. Bus passengers need to be able to rely on the bus to pick them up on schedule and deliver them to their destination on schedule. An unreliable transit system will lose riders. CCTS staff had performed an internal review, however the altered schedule was not able to meet the schedule for the student riders in getting to/from the schools. As such the schedule remains as is and will be updated once the COA is complete.

The abovementioned approach to reviewing standards, performing a study and revising the schedule is intended to improve ridership, productivity and farebox recovery.

2.6 Major Trip Generators

Major trip destinations within the city are the commercial/retail areas along McKinley Street and Sixth Street, The Crossings shopping area on Cajalco Road and Temescal Canyon, medical facilities along Magnolia Avenue, regional transit facilities off Main Street, the Corona Public Library, the Senior Center, and the Civic Center. El Cerrito Middle School and Centennial High are also major trip generators.

Cruiser patrons use the service for work, shopping trips, making stops at pharmacies and grocery stores, and accessing restaurants and movie theaters. Over the past three years, students have made up an increasing share of Corona Cruiser and Dial-A-Ride passengers. Many Dial-A-Ride passengers use the service to get to work and care centers, doctor visits, and Corona's two Metrolink Stations.

2.7 Recent Service Changes

There have been no service changes during FY 2019-20. Much of the effort has been towards improving the current service.

Chapter 3 – Future Service Plans, Fare Changes, Capital Planning and Marketing

3.1 Planned Service Changes

While CCTS has plans for services changes, these changes and/or improvements will be dependent upon the recommendations from the COA. As mentioned in section 1.9, the COA study is being temporarily delayed. The COA will be used to formulate recommendations for service improvements that maximize ridership and service performance effectiveness in meeting the needs of the patrons. The study will be used to determine following service enhancements in the next three to five years:

- Increase weekday bus frequency during morning peak hours by adding an additional bus on the Blue Line and the Red Line. This will reduce headway by 30 minutes, thereby improving transit service and opportunity to increase ridership. This will provide patrons with options to utilize Corona Cruiser with additional time intervals.
- Service to/from the Green River Road vicinity (northwest area of the City)
- Reinstate service to/from the Vintage Terrace Senior Apartments
- Extend weekday service to/from Dos Lagos shopping center
- Service to/from City of Corona to John F. Kennedy High and Norco College in City of Norco
- Frequent service to/from the Corona Transit Center to increase connections with Metrolink and RTA
- Service to the West Corona Metrolink Station
- Service to/from neighboring cities
- Adding Sunday service

Recommendations will include route alignments, schedules, headways, hours of service, areas served, interlines, time points, traffic considerations, estimates of cost and schedules for implementation and bus stop locations. Moreover, recommendations shall include chronological order as to plan revisions to the service with a ranking of short-term to end-of-plan ranking.

3.2 Marketing Plans and Promotion

The CCTS staff is continuously looking for strategies to increase ridership and increase awareness of Corona Transit services. These marketing strategies include:

- Bus Shelter Program – CCTS plans to replace existing advertising shelters at 20-25 bus stops. Shelters provide bus patrons with relief from the sun during hot days, and protection from rain during inclement weather. These shelters will feature two-panels for advertising, a bench, an area for a person with a mobility device/wheelchair, and solar-powered security lighting. These new shelters will act as a destination for bus passengers, and as an ambassador as to how public transit can beautify a neighborhood and itself function as marketing tool inviting motorist to try public transit.

- Poetry and Art on the Bus Program – in cooperation with Centennial High and Corona High, CCTS continues to conduct poetry and art contest inviting students to submit original poetry and artwork to be displayed on the interior of Cruiser buses. Selected poems and artwork are rotated each month. The program works as an outreach effort and marketing campaign at high schools while providing a creative outlet for students. Cruiser patrons are rewarded with expressive, introspective, and entertaining poems to read and artwork to ponder during their time on the bus. The program is in its twelfth year.
- Free Fare Program – Implement a free fare program which will include the following programs: special free fare days, such as Bike to Work Day, Dump the Pump Day, days for targeted passengers; Fixed Route Training Program; and Summer Student Program. Offering various free fare programs allows the riders to experience the service with little to no cost to them with the intent the rider will continue to use the service. Low Carbon Transit Operations Program Funds will be utilized to offset the costs for this project.
- Transit User Training – Present introduction on how to use public transit to promote use of the Corona Cruiser and its connection to regional bus and rail service.
- Community Service Events – CCTS and contractor staff will participate in community events to inform attendees of those events about available transportation services and how they can take advantage of these services.
- Updated Schedule – A new, reliable schedule, combined the completion of constructions projects, and upgrades in passenger amenities should go a long way in gaining back passengers that may have left the system for more reliable transportation alternatives.
- Social Media – Use of social media such as Facebook, Twitter etc. to market transit services available and to update the public with ongoing changes.

3.3 Projected Ridership Growth

FY 19-20 was expected to have an increase in ridership compared to the prior years. Unfortunately, ridership has suffered greatly due to the impact of COVID-19. As such, CCTS does not project an increase in ridership in fiscal year 2021 however, is cautiously optimistic that as the situation with COVID-19 improves, the decrease in passenger trips experienced in Fiscal Years 19-20 thorough 20-21 will start to bottom-out, and slowly improve going into the following fiscal years.

CCTS staff will utilize marketing efforts outlined in section 3.2 as an effort to increase ridership. In addition, CCTS will utilize the study mentioned in section 1.9 and ongoing surveys to assess the need for service improvements including service frequency, connectivity, span of service and on-time performance. CCTS will continue to explore options that address service attributes to attract new ridership while retaining the existing riders.

3.4 Proposed Fare Structure Changes

CCTS, currently does not have any plans for any fare structure changes. In the past, the CCTS has always followed RTA's example and kept in line with their fare structure. Once the Comprehensive Operations Analysis (COA) is completed, staff will use recommendations from the study for any fare changes. COA is on hold due to the impact of COVID-19 on public transit services.

3.5 Capital Improvement Planning

CCTS capital program includes the following projects:

Bus Stop Improvements

CCTS plans to continue on-going improvements to bus stops which includes upgrading bus stop accessibility and passenger amenities; planned improvements are as follows:

- Replace existing passenger shelters that display advertising with new shelters. The design of the new shelters will be based on the existing design, but re-worked to include two panels for advertising; and,
- Replace older blue fiberglass bus benches with metal benches.
- Add, expand, and/or replace damaged concrete at bus stops to improve accessibility.

Currently, bus stop improvements are on an as needed basis due to increased customer requests, replacement of damaged equipment or assessment based on a complaint. Staff will need to do an assessment of each location to determine the need for replacement equipment.

In addition, the COA will be used as a guide to determine which stops require tiered improvements. A component of the COA, requires the consultant to perform a physical inventory of each stop within the CCCTS fixed-route system and perform an analysis of the physical condition (does it meet ADA accessibility requirements) and illustrate whether ridership for each stop warrants a tier upgrade. Bus stops within the City of Corona are of the following Tier System:

Description	Amenities
Tier 1	Sign, trash receptacle
Tier 2	Tier 1 with bench seating
Tier 3	Tier 2 with shelter and shelter lighting
Landmark	Tier 3 with landscaping

Intelligent Transportation System (ITS)

This system is for the purpose of ensuring customers are receiving the highest quality information on time as well as ensuring that CCTS is operating at optimal efficiency. ITS will includes components such as: Computer Aided Dispatching (CAD); Automatic Vehicle Location (AVL); Automated Annunciators to meet ADA Requirement; Relay real-time transit information; Automated Passenger Counter (APC); and an advance fare payment system. Customers are demanding enhanced information on a more immediate basis. Additionally, reporting requirements add increased pressure to provide more accurate and detailed information in order to monitor the systems performance. Upgrading our existing systems and installation of new technologies will ensure that customers are receiving the highest quality information on time, as well as ensuring that CCTS is operating at optimal efficiency. The use of ITS technologies contributes to enhanced customer service, improved productivity and to the overall fiscal responsibility of the transit system. CCTS plans to release the solicitation for an ITS during late FY 2021.

CCTS is currently in the investigation phase to explore the various technologies available based on CCTS' needs. CCTS staff has participated in numerous vendor demonstrations and has

attend the ITS seminar to assist staff with potential scope of work for the Request for Proposal. Based on CCTS's need, staff is estimating cost of one million dollars for this project and expect to release solicitation during fiscal year 20-21. CCTS does not expect completion of this project till 2022/23.

Purchase ADA Accessible Van

Purchase an ADA accessible van to support the current DAR program to transport fewer passengers (or one wheelchair). This will allow the usage of a smaller vehicle for situations when a larger vehicle is not warranted. Use of a smaller vehicle when transporting few passengers may be much more efficient.

Canopy/Roof Structure for Bus Parking Area

Build a canopy over the bus parking stalls at the City's Corp. Yard to protect and prolong the life of the buses and the associated equipment from the sun's rays and the elements.

Digital Land Mobile Radio System

Purchase and install a new digital land mobile radio communications system to replace the current system in place as the current system is starting to show deterioration.

Route Development Bus Purchase

Purchase additional buses for Corona Cruiser. This project will be dependent upon the recommendations from the COA as there can be a potential to expand service. Route development buses are needed to operate more frequent services and/or additional bus route(s). CCTS ill purchase any needed buses through California Association for Coordinated Transportation/Morongo Basin Transit Authority (CalACT/MBTA) Cooperative Purchasing Schedule (Cooperative). The Cooperative was developed in accordance with the Local Government Purchasing Schedule, as defined by 49 Code of Federal Regulations (CFR) §18.36, wherein the FTA extends to states and local governments the authority to make arrangements with multiple vendors to provide options for goods or services at established prices.

The estimated cost for this project will be dependent upon the number of buses needed for potential service expansion. CCTS will be better able to estimate once the COA is complete. As mentioned earlier, the COA is on hold due to the impact of COVID-19.

New Bus Stop with Amenities

Add new stops with amenities needed to service any additional service recommendations. This project will be dependent upon the recommendations from the COA as there can be a potential to expand service.

TABLE 3 – CCTS FY 2020/21 HIGHLIGHTS

Operations

- Improve Fixed Route Service
  - Adjust Corona Cruiser bus schedule to reflect actual trip times.
  - Introduce additional morning peak service
  - Implement a Free Fare Program
  - Increase Ridership
- Improve Dial-A-Ride Services
  - Review feasibility of establishing an ADA Subscription Services Policy
- Work with the City's contract transportation operator to improve:
  - Operations of Corona Cruiser and Dial-A-Ride service;
  - Bus maintenance and cleanliness/maintenance of bus stops; and
  - Monitoring and verifying contractor performance.
  - Improve On-Time Performance
- Conduct a Comprehensive Operational Analysis to identify strengths as well as opportunities for improvements
- Seek services for quarterly inspection of the buses to ensure state of good repair

Capital Projects

- Intelligent Transportation System
- Bus Stop Improvement Project
- Purchase of ADA Accessible Van
- Digital Mobile Land Communication System
- Canopy/roof structure for Bus Parking Area
- Route Development Buses

Chapter 4 – Financial Planning

4.1 Operating and Capital Budget for FY 20/21

Operating Budget

To continue to provide Corona Cruiser fixed route and Dial-A-Ride service, CCTS is proposing an operating budget of $2.94 million for FY 2020/21, representing a 6.2 percent increase ($172,142) over the current year FY 19-20 budget. The operating budget as depicted in the table on the following page is distributed among the following four categories:

- Salaries and Benefits expenses includes wages, fringe benefits (pension, medical, worker's compensation) and OPEB expenses for post-employment benefits. This expense accounts for 18 percent of the budget.
- Materials, Marketing and Utilities expenses includes printing and publications, advertising, Routematch Dispatching software, utilities, office supplies, minor office equipment, translation services and administrative/ITS support services. The 7.2 percent increase in this category is due to adding a line item to translate various documents to comply with Title VI.
- Fuel expenses to account for six percent of the total expense. Due to all vehicles utilizing CNG fuel, the overall year-to-year fuel costs have decreased.
- Contracted Services constitutes the largest component of the budget at 73 percent. These expenses represent purchased transportation services for Dial-A-Ride and Corona Cruiser. In addition, this line item also reflects costs for a Vehicle Maintenance Oversight, a Comprehensive Operations Analysis and Consulting services for a Triennial DBE Goal/Program update.

While year-over-year in operating costs for DAR services are expected to decrease due to operating less revenue hours for the 1st quarter of FY 2020/21 as a result of COVID-19; the City is responsible for compensating the contractor using the variable rate (higher per revenue hour cost) to recompense for the decrease in revenue hours pursuant to the contract with MV Transportation. Operating less revenue hours for DAR reflects in the reduces expenses for fuel expense.

Budget by Category and Mode

Category	Mode	FY 2019/20 SRTP	FY 2020/21 Plan	Variance	
				$	%
Salaries & Benefits					
	Dial-A-Ride	$ 238,420	$ 224,010	$ (14,410)	-6.0%
	Fixed Route	$ 293,166	$ 298,866	$ 5,700	1.9%
	Subtotal	**$ 531,586**	**$ 522,876**	**$ (8,710)**	**-1.6%**
Materials, Marketing and Utilities					
	Dial-A-Ride	$ 40,795	$ 43,286	$ 2,491	6.1%
	Fixed Route	$ 29,775	$ 32,391	$ 2,616	8.8%
	Subtotal	**$ 70,570**	**$ 75,677**	**$ 5,107**	7.2%
Fuel					
	Dial-A-Ride	$ 90,000	$ 75,000	$ (15,000)	-16.7%
	Fixed Route	$ 110,000	$ 110,000	$ -	0.0%
	Subtotal	**$ 200,000**	**$ 185,000**	**$ (15,000)**	**-7.5%**
Contracted Services					
	Dial-A-Ride	$ 979,000	$ 1,100,632	$ 121,632	12.4%
	Fixed Route	$ 988,000	$ 1,057,113	$ 69,113	7.0%
	Subtotal	**$ 1,967,000**	**$ 2,157,745**	**$ 190,745**	**9.7%**
Total					
	Dial-A-Ride	$ 1,348,215	$ 1,442,928	$ 94,713	7.0%
	Fixed Route	$ 1,420,941	$ 1,498,370	$ 77,429	5.4%
	Total	**$ 2,769,156**	**$ 2,941,298**	**$ 172,142**	**6.2%**

For FY 2020/21, CCTS is proposing a funding plan that includes Federal Transit Administration (FTA) CARES and Section 5307 funds, State of Good Repair (SGR prior year funds) and revenues generated by passenger fares, bus shelter advertising, and local funds.

Capital Budget

CCTS is proposing a capital budget of $523,146 for FY 2020/21. Funding will be used to purchase items necessary to maintain the existing operations as well as future endeavors to improve service levels. Of the proposed capital budget, $27,500 was approved in prior SRTP.

CCTS will use FTA section 5339, State Transit Assistance (STA) and SGR FY 19/20 & FY 20/21 funding to cover proposed capital program in FY 2020/21.

Table 4.0 - Summary of Funding Requests - FY 2020/21

City of Corona

Operating

Project	Total Amount of Funds	5307 RS	5307 RS CARES	5307 RS OB	5339 RS	AB 2766	FARE	GF REV	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	SGR-OB	STA PUC99313	STA PUC99314	
Comprehensive Operations Analysis	$100,000		$52,000	$48,000												
Corona Cruiser Operating Assistance	$1,365,870	$0	$1,365,870	$0		$0	$0	$0	$0	$0						
Corona Dial-A-Ride Operating Assistance	$1,410,428		$1,410,428				$0									
Triennial DBE Goal-Program Update	$15,000		$15,000													
Vehicle Maintenance Oversight Project	$50,000												$50,000			
Sub-total Operating	$2,941,298	$0	$2,843,298	$48,000	$0	$0	$0	$0	$0	$0	$0	$0	$50,000	$0	$0	

Capital

Project	Total Amount of Funds	5307 RS	5307 RS CARES	5307 RS OB	5339 RS	AB 2766	FARE	GF REV	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	SGR-OB	STA PUC99313	STA PUC99314	
Bus Parking Stall Canopy - 21-1	$100,000										$96,052	$3,948				
Bus Stop Improvements - 21-2	$50,646										$47,296	$3,350				
Intellegent Transportation System - 21-3	$345,000				$64,700									$255,624	$24,676	
Sub-total Capital	$495,646	$0	$0	$0	$64,700	$0	$0	$0	$0	$0	$143,348	$7,298	$0	$255,624	$24,676	
Total Operating & Capital	$3,436,944	$0	$2,843,298	$48,000	$64,700	$0	$0	$0	$0	$0	$143,348	$7,298	$50,000	$255,624	$24,676	

FY 2020/21 Projected Funding Details

5307 RS	$0
5307 RS CARES	$2,843,298
5307 RS OB	$48,000
AB 2766	$0
FARE	$0
GF REV	$0
LTF	$0
OTHR LCL	$0
SGR-OB	$50,000
Total Estimated Operating Funding Request	$2,941,298
5339 RS	$64,700
SGR PUC99313	$143,348
SGR PUC99314	$7,298
STA PUC99313	$255,624
STA PUC99314	$24,676
Total Estimated Capital Funding Request	$495,646
Total Funding Request	**$3,436,944**

FY 2020/21 SRTP

City of Corona

Table 4.0 A - Capital Project Justification

Project Number: 21-1

FTIP No: Not Assigned - New Project

Project Name: Bus Parking Stall Canopy

Category: Facilities

Sub-Category: Modification

Fuel Type: N/A

Project Description: This project will entail installing a canopy over the bus parking stalls located in the City's Corp . Yard.

Project Justification: Project funding will enable the purchase and installation of the canopy over the bus parking area in the City's Corp Yard. This project will protect buses and associated equipment from the sun's rays and the elements to prolong the life of buses and equipment

Project Schedule:

Start Date	Completion Date
June 2020	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2020/21	$96,052
SGR PUC99314	FY 2020/21	$3,948
Total		$100,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2020/21 SRTP

City of Corona

Table 4.0 A - Capital Project Justification

Project Number: 21-2

FTIP No: Not Assigned - New Project

Project Name: Bus Stop Improvements

Category: Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: The Corona Cruiser serves 185 bus stops along two routes – the Red and Blue Lines. This project will provide funding to improve ADA accessibility, maintain bus stop furniture and equipment in a proper and safe manner and provide funding to place additional stops as demand warrants. This project is a multi-year/on-going activity.

Project Justification: This transit enhancement project will entail the purchase and installation of new and/or replacement bus stop amenities to improve accessibility and/or removing barriers to accessibility. Project funding will enable the purchase of bus stop shelters, benches, solar lighting, bus stop signage, trash receptacles and bus stop post mounted lights.

Project Schedule:

Start Date	Completion Date
July 2020	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2020/21	$47,296
SGR PUC99314	FY 2020/21	$3,350
Total		$50,646

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2020/21 SRTP

City of Corona

Table 4.0 A - Capital Project Justification

Project Number: 21-3

FTIP No: RIV190603

Project Name: Intellegent Transportation System

Category: ITS

Sub-Category: Systems

Fuel Type: N/A

Project Description: Purchase and install an Intelligent Transportation System that will support the following GPS based components: 1) Automatic Vehicle Location (AVL); 2) Automated Vehicle Annunciator System (AVAS); 3) Computer Aided Dispatching (CAD) and; 4) Automated Passenger Count (APC). The system will improve performance monitoring, and reporting capabilities, and improve service quality and bus efficiency.

Project Justification: The ITS is necessary as an effort to ensure customers are receiving the highest quality information on time as well as ensuring that CCTS is operating at optimal efficiency. This project will entail additional funding for prior approved ITS projects.

Project Schedule:

Start Date	Completion Date
July 2020	December 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5339 RS	FY 2020/21	$64,700
STA PUC99313	FY 2020/21	$255,624
STA PUC99314	FY 2020/21	$24,676
Total		$345,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

TABLE 4B – FAREBOX REVENUE CALCULATION

(Consistent with Riverside County Transportation Commission Farebox Recovery Policy)

Farebox Recovery Ratio Revenues	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20 Est	FY 2020/21 Plan
Passenger Fares	$323,593	$295,338	$273,458	$189,093	$0
Interest Income	$0	$0	$0	$0	$0
General Fund Contribution	$78,000	$45,600	$62,000	$0	$0
Measure A	$0	$0	$0	$0	$0
Passenger Shelter Advertising Revenue	$7,421	$9,929	$9,150	$6,161	$0
Gain on Sale of Capital Assets	$0	$0	$0	$0	$0
CNG Revenues	$0	$0	$0	$0	$0
Lease / Other Revenue	$0	$0	$0	$0	$0
Federal Excise Tax Refund	$0	$0	$0	$0	$0
Investment Income	$0	$0	$0	$0	$0
CalPers CERBT	$0	$0	$0	$0	$0
Fare Revenues from Exempt Routes	$0	$0	$0	$0	$0
Other Revenues*	$35,534	$17,167.12	$92,568	$203,471	$443,967
Total Farebox Revenues	$444,548	$368,034	$437,175	$398,725	$443,967
Total Operating Expense	$2,196,759	$2,309,337	$2,489,197	$2,380,775	$2,941,298
Farebox Recovery Ratio**	20%	16%	18%	17%	15%

***For fiscal years 2019/20 & 2020/21, "Other Revenues" include funding from Federal Transit Administration CARES act to offset fare revenue loss impacted by COVID-19. Effective April 27, 2020, CCTS implemented a no fare policy as a result of COVID-19 impact on public transit to maintain social distancing.**

****Farebox recover ratio is based on a system wide blended rate of 15% (10% for DAR Specialized Service and 20% for Corona Cruiser fixed route service.**

4.2 Funding Plans to Support Planned Operating and Capital Program (FY22-FY23)

Operating Program

CCTS is proposing the following funding plan to support fiscal years 2022 and 2023:

FY 2021/22 funding plan includes Local Transportation Funds (LTF), FTA Section 5307 funds, State of Good Repair and revenues generated by passenger fares, AB2766 funds, bus shelter advertising, general funds to close farebox funding gap and other local funds.

FY 2022/23 funding plan includes Local Transportation Funds (LTF), FTA Section 5307 funds, State of Good Repair and revenues generated by passenger fares, AB2766 funds, bus shelter advertising, general funds to close farebox funding gap and other local funds.

The above planned budget is assuming the improved situation with COVID-19 pandemic and operation resumes with reinstatement of passenger fares.

Capital Program

Capital program funds supporting fiscal years 2022 and 2023 will include FTA sections 5307 & 5339, State Transit Assistance (STA) and State of Good Repair for prior SRTP approved projects.

City of Corona Transit System

FY 2021/22

SUMMARY OF FUNDS REQUESTED

Short Range Transit Plan

Table 4.1 - Summary of Funds Requested for FY 2021/22

Project Description	Total Amount of Funds	LTF	STA	Federal Section 5307	Federal Section 5339	Cares Act	Toll Credits	State of Good Repair (SGR)	LCTOP	AQMD AB 2766 Subvention Funds*	Fare Box	Other **
Operating Assistance - DAR	$ 1,510,497	$ 709,438		$ 591,199		$ -		$ 32,500		$ -	$ 149,100	$ 28,260
Operating Assistance - Cruiser	$ 1,412,538	$ 554,515		$ 558,015		$ -		$ 17,500		$ 12,000	$ 136,300	$ 134,208
	$ -											
Subtotal: Operating	**$ 2,923,035**	**$ 1,263,954**	**$ -**	**$ 1,149,214**	**$ -**	**$ -**	**$ -**	**$ 50,000**	**$ -**	**$ 12,000**	**$ 285,400**	**$ 162,467**

Project Description	Capital Project No.	Total Amount of Funds	LTF	STA	Federal Section 5307	Federal Section 5339		Toll Credits	State of Good Repair (SGR)	LCTOP	AQMD AB 2766 Subvention Funds*	Fare Box	Other **
Subtotal: Capital		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**		**$ -**		**$ -**	**$ -**	**$ -**	**$ -**
Total: Operating & Capital		**$ 2,923,035**	**$ 1,263,954**	**$ -**	**$ 1,149,214**	**$ -**		**$ -**	**$ 50,000**	**$ -**	**$ 12,000**	**$ 285,400**	**$ 162,467**

5307 for 50% operating assistance @ 80% federal share minus CARES funding

*AB 2766 congestion and emission reduction funds to incentivize Cruiser multi-day passes $12,000.

**Other revenues include City contribution $84,500; Bus Shelter Advertising $8,000; and local contribution $10,000.

	DAR	Cruiser	
Fare Box	$ 149,100	$ 136,300	Pax Fares
	$ -	$ 12,000	AB 2766 Subsidy
	$ 149,100	$ 148,300	
Other	$ -	$ 8,000	Shelter advertising
	$ 8,260	$ 86,208	Gen'l Fund
	$ -	$ 10,000	Local contribution
	$ 20,000	$ 30,000	Penalties
	$ 28,260	$ 134,208	
Total	$ 177,360	$ 282,508	$ 459,867

City of Corona Transit System

FY 2022/23

SUMMARY OF FUNDS REQUESTED

Short Range Transit Plan

Table 4.2 - Summary of Funds Requested for FY 2022/23

Project Description	Total Amount of Funds	LTF	STA	Federal Section 5307	Federal Section 5339	Cares Act	Toll Credits	State of Good Repair (SGR)	LCTOP	AQMD AB 2766 Subvention Funds*	Fare Box	Other **
Operating Assistance - DAR	$ 1,595,943	$ 750,453		$ 625,377				$ 32,500		$ -	$ 152,060	$ 35,553
Operating Assistance - Cruiser	$ 1,443,689	$ 566,975		$ 570,476				$ 17,500		$ 12,000	$ 139,000	$ 137,738
	$ -											
Subtotal: Operating	**$ 3,039,632**	**$ 1,317,428**	**$ -**	**$ 1,195,853**	**$ -**		**$ -**	**$ 50,000**	**$ -**	**$ 12,000**	**$ 291,060**	**$ 173,291**
Project Description / **Capital Project No.**	**Total Amount of Funds**	**LTF**	**STA**	**Federal Section 5307**	**Federal Section 5339**		**Toll Credits**	**State of Good Repair (SGR)**	**LCTOP**	**AQMD AB 2766 Subvention Funds***	**Fare Box**	**Other ** **
Subtotal: Capital	**$ -**	**$ -**	**$ -**	**$ -**			**$ -**		**$ -**	**$ -**	**$ -**	**$ -**
Total: Operating & Capital	**$ 3,039,632**	**$ 1,317,428**	**$ -**	**$ 1,195,853**	**$ -**		**$ -**	**$ 50,000**	**$ -**	**$ 12,000**	**$ 291,060**	**$ 173,291**

5307 for 50% operating assistance @ 80% federal share

*AB 2766 congestion and emission reduction funds to incentivize Cruiser multi-day passes $12,000.

**Other revenues include City contribution $88,483; Bus Shelter Advertising $8,000; and local contribution $10,000.

	DAR	Cruiser	
Fare Box	$ 152,060	$ 139,000	Pax Fares
	$ -	$ 12,000	AB 2766 Subsidy
	$ 152,060	$ 151,000	
Other	$ -	$ 8,000	Shelter advertising
	$ 15,553	$ 89,738	Gen'l Fund
	$ -	$ 10,000	Local contribution
	$ 20,000	$ 30,000	Penalties
	$ 35,553	$ 137,738	
Total	$ 187,613	$ 288,738	$ 476,351

4.3 Regulatory and Compliance Requirements

Half Fare During Non-Peak Hours

According to federal statute, transit operators must allow 1) elderly persons, 2) persons with disabilities, and 3) Medicare card holders to ride fixed route service during off-peak hours for a fare that is not more than one-half the base fare charged to other persons during peak hours. The base fare for Cruiser service is $1.50 during peak and non-peak hours. The fare for an elderly person (60+), a person with disabilities, and Medicare cardholders is $0.70 throughout the service day.

Americans with Disabilities Act (ADA)

The ADA requires that complementary paratransit service be available to ADA certified persons during the same hours and days of operation available to Cruiser (fixed route) passengers. Complementary paratransit service must be provided within ¾ of a mile corridor from each side of a fixed route. CCTS operates Dial-A-Ride service that extends beyond the ¾ mile corridor to the city limits, into the county areas of Coronita, El Cerrito, and Home Gardens, as well as satellite locations in the City of Norco (Department of Motor Vehicles, Department of Public Social Services and Norco College). When demand exceeds capacity, requests for service from ADA certified passengers receive priority. As such, CCTS maintains zero denials for ADA certified passengers.

Provision of Service - ADA complementary paratransit must be provided to an ADA eligible individual, including those with temporary eligibility, a personal care attendant (PCA) if necessary, and one other individual accompanying the ADA-eligible individual, if requested. Additional companions may be provided service, if space is available. Service also must be provided to visitors. Any visitor who presents ADA eligibility documentation from another jurisdiction must be provided service.

Type of Service – The ADA specifies “origin to destination” service. In certain instances, this might require service beyond strict curb-to-curb. Door-to-door assistance for ADA certified passengers is available upon request. Door-to-door service is available when:

- Drivers can see the bus at all times;
- The outermost door is within 150 feet from the bus;
- Driver safety and security is maintained; and
- Where a safe parking area is available.

Fares – The ADA complementary paratransit fare cannot exceed twice the fare for a trip of similar length, at a similar time of day, on the Cruiser (fixed route system). No fares may be charged for Personal Care Attendants (PCAs). ADA certified individuals are charged $2.50 per trip which is less than twice the fare for a trip on the Cruiser ($1.50 x 2 = $3.00). A companion is charged $2.50 per trip as well.

Disadvantaged Business Enterprise

Pursuant to Federal Regulation 49 CFR Part 26 - Disadvantaged Business Enterprise (DBE); all public agencies receiving U.S. Department of Transportation (USDOT) funds, that anticipate awarding $250,000 or more in USDOT-assisted contracts, must establish a three-year (3) overall DBE goal for potential contracting opportunities for certified Suppliers.

CCTS will continue using federal section FTA 5307 funds for future projects including the use of these funds for operating and capital projects. The City submitted its' first DBE program and DBE triennial goal and methodology on December 12, 2017. The DBE goal & methodology is for federal Fiscal Years 2018-2020 (October 1, 2017 through September 30, 2020) and has received FTA concurrence on January 10, 2018.

Title VI

In compliance with Title VI of the Civil Rights Act of 1964, no person on the basis of race, color, or national origin, is excluded from participation in, or is denied the benefits of, or is subjected to discrimination within the scope of services offered by CCTS. The following notification to passengers of their right to file a complaint is included on the City of Corona website, service brochures, and posted on-board CCTS buses.

No person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity of the City of Corona Transit Service (CCTS). The Public Works Director is the CCTS Title VI Compliance Officer. For more information, or to file a Title VI Civil Rights complaint, contact the Corona Public Works Department by telephone at (951) 736-2266, by email at publwks@ci.corona.ca.us, or by visiting the Public Works Department at 400 S. Vicentia Avenue, Suite 210, Corona, CA 92882.

The current CCTS 2018-2020 Title VI program received FTA concurrence on September 21, 2017. The next program is due on June 1, 2020, however, due to COVID-19, this date has been extended to October 1, 2020.

Transit Asset Management (TAM) Plan

Federal regulations 49 CFR 625 requires agencies to develop a transit asset management (TAM) plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.S. Chapter 53 as a recipient or subrecipient. As a recipient of federal funds and operating a public transit system, CCTS is required to comply with this regulation. Under this regulation, CCTS is defined as a Tier II provider. Tier II transit provider are that own, operate less than 100 vehicles in revenue service during peak regular service across all fixed route modes or in any one one non-fixed route mode. CCTS' TAM plan includes the following four required elements: 1) An inventory of assets; 2) Condition assessment of inventoried assets; 3) Description of decision support tool; and 4) A prioritized list of investments.

As required, the completed TAM Plan was submitted to Southern California Association of Government (SCAG), the metropolitan planning organization (MPO) for the region on October 29, 2018. In addition, CCTS reports annually to FTA's National Transit Database (NTD) which includes asset inventory data; condition assessments and performance results and projected targets for the following fiscal year along with a narrative report on any changes.

Per regulations, the TAM plan is required to be updated every four (4) years; the next update is in 2022.

Public Transit Agency Safety Plan (PTASP)

Federal Transit Administration (FTA) published the PTASP Final Rule (49 C.F.R. Part 673), which requires public transportation systems that receive federal funds under FTA's Urbanized

Area Formula Grants to develop safety plans which includes processes and procedures for implementing the Safety Management Systems (SMS). The documented SMS ensures the Agency is performing the necessary risk management activities, monitoring its results and making the necessary adjustments in maintaining a safe system. This plan outlines how CCTS, in partnership with its transit operations contractor (currently MV Transportation), will continually identify, monitor and mitigate various safety risks and hazards present in its transit operating environment.

In addition, under the PTASP rule, the transit operator is required to set safety performance targets based on the safety performance measures established by the National Public Transportation Safety Plan (NSP). The NSP safety performance measures are for the following categories: Fatalities; Injuries; Safety Events; and System Reliability (State of Good Repair). The first set of performance targets are under development; these targets will be shared with Corona's Metropolitan Planning Organization (MPO), the Southern California Association of Governments (SCAG) and the State of California.

The plan was approved and adopted by City Council on April 15, 2020 and has been sent to Caltrans for review and approval. While FTA had set July 20, 2020 as the original date for compliance, due to impact of COVID-19, this date has been extended to December 2020. CCTS fully expect to meet the defined deadline.

Transportation Development Act Triennial Audit

CCTS underwent a Transportation Development Act (TDA) Triennial Performance Audit document review in January 2019 and site visit in March 2019 covering Fiscal Years 2015/16 through 2017/18. The triennial performance audits are administered and coordinated by RCTC. While the audit results reveal CCTS operations meeting the major goals and objectives of the TDA program, room for improvement is always paramount with the audit which suggests improvements in three areas as summarized in Table 4.3 Progress Implementing Triennial Performance Audit Recommendations.

*Table 4.3 – Progress Implementing Transportation Development Act (TDA) Triennial Performance Audit Recommendations**

TDA Triennial Performance Audit Period Covering FY 2014 through FY 2016	
Audit Recommendations	**Action / Remedy**
Prepare and submit separate State Controller Transit Operators Financial Transactions Reports for general public transit and specialized service.	Corona's annual Transit Operators Financial Transactions Report to the State Controller has historically combined fixed route and dial-a-ride as each provided general public service. With the transition to specialized dial-a-ride, written instructions by the state to prepare this particular report require separate reporting of fixed route and specialized service. In the General Instruction Form completed by the City, a selection must be made as to which mode of transit is represented in the report. The options are general public use or elderly/disabled. Transit operators providing two types of service, (general public use and transit service exclusively for the elderly/handicapped) must complete a separate report for each type of service. The submission of separate reports to the State Controller will demonstrate Corona's proactive approach to compliance with state reporting instructions. **Contacted the Office of State Controller on December 4, 2019 to file a separate report for Dial-A-Ride and Fixed Route. Was advised to submit a combined report for FY 2018-19 as a separate report for Dial-A-Ride will need to be created to add the specialized service to the SCO transit database. This report will be available starting with FY 2019-20.**
Continue process of implementing ADA subscription services on Dial-A-Ride	This recommendation is being carried forward from the prior audit. Subscription service is a convenience offered to ADA paratransit passengers who take the same trip on a regular basis, as it reduces the need to make repeated calls for each ride. Many agencies have subscription service trips (i.e., having a standing reservation scheduled) that make up a portion of their trip requests. Subscription service trips generally are trips that a patron makes multiple times per month, often multiple times per week, and have a specific origin and destination that do not change. Most often, these types of trips are for employment, medical, and/or educational purposes. These trips can be prescheduled, thus reducing the burden on the scheduler/dispatcher and call in-take system. ADA subscription service is generally on a space-available basis, and scheduled on a first-come, first-served basis for a given time period (e.g., 14 or 30 days of subscription service). Federal ADA law permits the use of subscription service as long as it does not absorb more than 50 percent of the available trips at a given time of day, and does not result in next-day ADA trip denials. Subscription service is discretionary and not mandated under ADA, which allows the City to investigate its feasibility through a demonstration period to determine whether additional scheduling efficiencies through the new scheduling software can be made, as well as whether there is some reduced staff and cost burden from the number of calls for reservations. **The City is still in the process of implementing an ADA subscription service. Dial-a-Ride's transition from general public to a specialized service for ADA-certified and senior passengers makes the subscription service option more feasible. Subscription trips to many adult day care centers have been ongoing. In addition, the CCTS staff in conjunction with the contracted transit operator already monitor ADA trips to ensure that there are no capacity constraints. Nevertheless, staff will continue to work with the contract operator and review the feasibility of establishing a formal ADA Subscription Services Policy. A call-back function to remind riders of their upcoming trips will also improve operating efficiency and effectiveness. The City will be incorporating call-back function in the next ITS project.**
Include additional locally generated revenue in the farebox recovery.	During the audit period, Corona adopted a blended farebox recovery standard of 15 percent. The revenues in the farebox ratio are composed primarily of passenger fares, City supplemental support revenues, and air district subsidies. New state legislation (SB 508) reinforces current RCTC practice of allowing other locally generated revenues in the farebox ratio. These other revenues could include advertising generated by the transit system, bus wraps on the vehicles, and other local contributions from the City to the transit program. Corona allows advertising space on its bus shelters and has expressed interest in allowing advertising on board its vehicles. The City currently does not have an advertising policy but has expressed interest in developing one. However, staffing and budgetary constraints make it difficult to pursue. Nevertheless, given the farebox recovery trends, the City should pursue this measure to incorporate other locally generated revenue in its farebox recovery. **CCTS staff will continue to look for additional revenue sources to meet farebox recovery ratio of 10% for specialized Dial-A-Ride service and 20% for fixed route.**

Federal Transit Administration Triennial Review

A Federal Transit Administration (FTA) Triennial Review field review for the period of 2014-2016 was completed in March 2017. The table on the following page describes the deficiencies and FTA's recommended corrective action. CCTS staff has responded to and corrected all deficiencies mentioned on the following page. City received closeout letter dated April 9, 2018.

The following table reflects the deficiency and correction action for this review.

Federal Transit Administration (FTA) Triennial Review FY 2014-2016		
Review Area	**Deficiency**	**Corrective Action**
Technical Capacity	Late MPRs/FFRs	Submit to the FTA Region IX Office procedures for submitting Milestone Progress Reports (MPRs) and Federal Financial Reports (FFRs) on time
Title VI	Title VI program not submitted or expired	Upload the required Title VI program to the TrAMS and notify the FTA Region IX RCRO
Satisfactory Continuing Control	Real property use issues	Submit to FTA Region IX Office the following items: • Excess Real Property Inventory and Utilization Plan for the FTA-funded contribution to the facility that is no longer needed for transit purposes, as stated in the City's Grant Agreement, and that states how the recipient plans to use or dispose of the excess real property. • Identify which disposition method the City will pursue, along with a timeline, in compliance with FTA Circular 5010.1E, Chapter IV: Real Property, Section 2.j, "Real Estate Disposition" and Section 2.j. (2), "Disposition".

CCTS' next Triennial Review was scheduled for site visit March 2020, however due to COVID-19, the site visit has been delayed and is tentatively scheduled for late FY 2021.

National Transit Database

The National Transit Database (NTD) approved CCTS' request to submit transit financial and performance data through a Small Systems Waiver starting in report year 2011; the waiver is available to transit providers operating 30 or fewer buses. The submission date for Report Year 2019 was October 30, 2019. CCTS staff provided responses and clarification to NTD reviewers following the initial review. The 2019 annual NTD report was closed out and accepted on January 23, 2020.

Alternative Fueled Vehicles (RCTC Policy)

The Riverside County Transportation Commission (RCTC) encourages all Riverside County transit operators to transition from diesel-powered transit buses to alternative fuel buses. Compressed Natural Gas (CNG) and liquefied natural gas (LNG) are recognized as preferred
options. CCTS operates using CNG-powered buses.

4.4 Open Projects

CCTS has nine (9) prior SRTP approved projects open. The following reflects these open projects.

Project Name	SRTP Project #	Project Element	Funding Category	Project Timeline	Total Project Cost	Unfunded Balance
Route Development Buses	15-03	1	2	Dec-23	$ 300,000	**$ 70,281**
Passenger Shelters	17-2	4	1	on going	$ 600,000	**$ 573,696**
Intellegent Transportation System	19-01	3	2	Dec-23	$ 500,000	**$ 500,000**
Route Development Buses	19-02	1	2	Dec-23	$ 950,000	**$ 950,000**
ADA Accesible Van	19-03	1	1	Dec-21	$ 48,039	**$ 48,039**
Support Equipment & Software	19-4	3	1	Jun-21	$ 10,000	**$ 10,000**
ITS - add Fare Payment System	20-1	3	2	Dec-23	$ 50,000	**$ 40,000**
Digital Land Mobile Radio	20-2	3	1	Dec-21	$ 135,000	**$ 135,000**
ADA Accesible Van	20-3	1	1	Dec-21	$ 48,198	**$ 48,198**
				TOTAL	**$ 2,641,237**	**$ 2,375,214**

Project 17-2 balance includes interest earned for Prop 1B funding.

FY 2020/21-FY 2022/23 SHORT RANGE TRANSIT PLAN

City of Riverside, PRCSD - Special Transportation Division

CITY OF RIVERSIDE

FINAL

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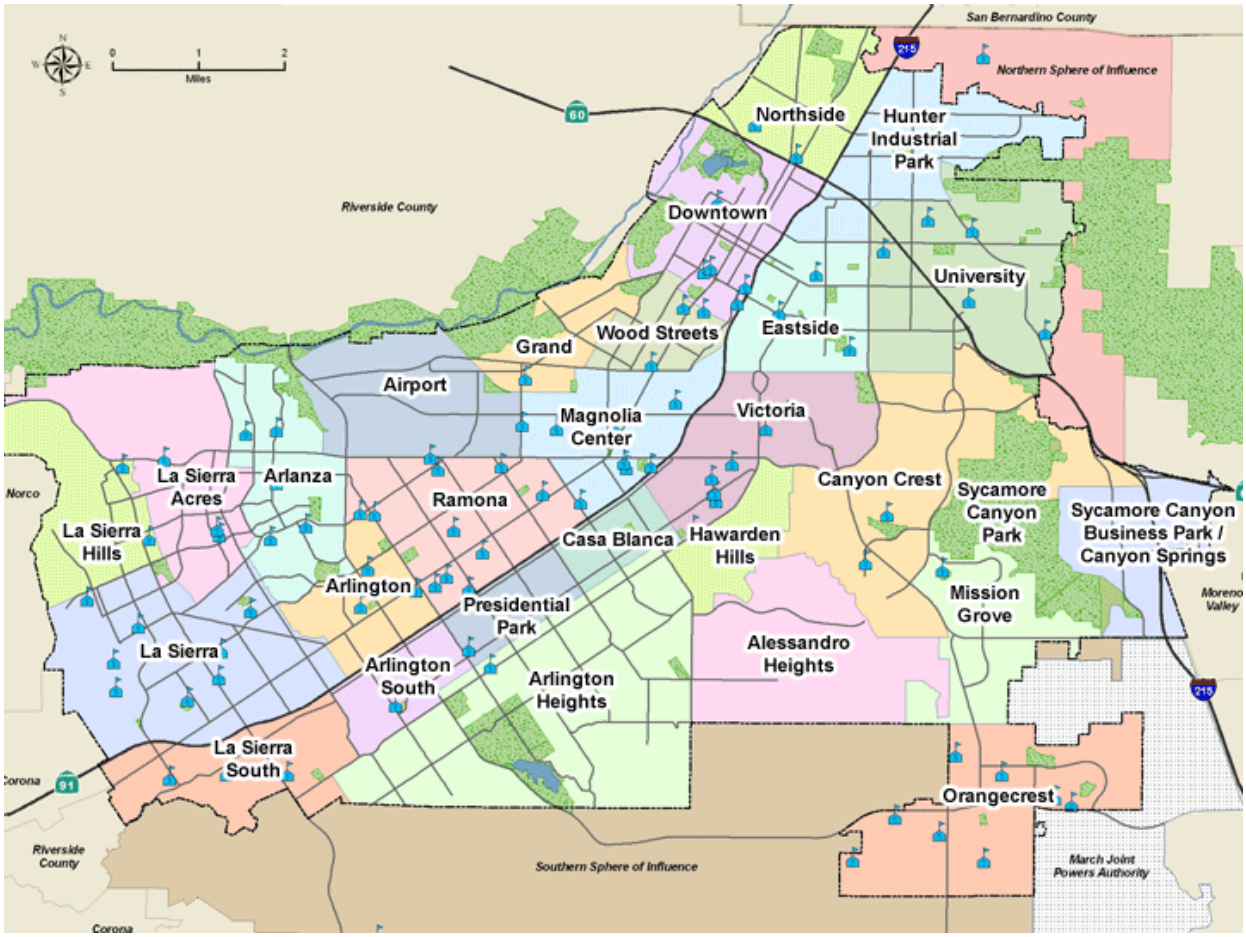
I. ***SYSTEM OVERVIEW***

1.1 Service Area

Special Transportation (ST) is a division within the City of Riverside's Parks, Recreation and Community Services Department that has been offering transportation services to seniors and disabled residents in the Riverside community since 1975. This paratransit transportation service is provided within the 81.54 square mile incorporated city limits of the City of Riverside, shown below in Figure 1.

Figure 1



1.2 Population Profile

The American Community Survey (ACS) data is a source of demographic information which is part of the 2010 Decennial Census Program. The ACS is a nationwide survey designed to provide communities with reliable and timely demographic, social, economic and housing data every year. Because the ACS is conducted annually, it serves as an interim source of up-to-date demographic data through the decade, until the next Census is conducted. According to the US Census Bureau, as of 2017, the population of the City of Riverside is 324,727 residents. The senior population within the City of Riverside (those 60 years of age and over) accounts for approximately 14.2% of the population. Riverside is below the national average of seniors age 60 and over which is 21.8%, however, due to the Baby Boomer generation aging into their sixties, the senior population will continue to rise. Ridership has slowly declined due to the rise in popularity of rideshare services such as Lyft and Uber.

1.3 Paratransit Services

Owned and operated by the City of Riverside, Special Transportation is an origin-to- destination rideshare transportation service. The service is limited to senior citizens (60 years of age and older) and persons with disabilities (disabilities require a physician documentation).

Special Transportation operates 362 days per year, only suspending service on Thanksgiving Day, Christmas Day and New Year's Day. Operating hours for ST are Monday through Friday, from 8:00 a.m. - 5:30 p.m. and on weekends and holidays from 9:00 a.m. – 4:00 p.m. In order to reserve a ride, passengers must call ST's reservation telephone number, during the business hours of 8:00 a.m. - 5:00 p.m., Monday through Friday, and 9:00 a.m. - 3:00 p.m. on weekends and holidays. An answering machine is available before and after business hours for cancellations.

Table 1

Mode	Description	Area /Site Service
Paratransit Services		
City Wide	Origin to Destination / reservation-based service for Seniors over the age of 60 and Disabled Community	Within the City limits of Riverside

1.4 Description of Ridership

Ridership data is listed in the tables below. FY 2019/20 data reflects ridership through April 2020. In both fiscal years, the average passenger age was 65.

FY 2018/19	Total
Passengers	139,878
Revenue Hours	42,557
Revenue Miles	576,393

FY 2019/20	Total
Passengers	94,477
Revenue Hours	30,058
Revenue Miles	404,645

1.5 Fare Structure and New Fare Type

On August 8, 2017, Special Transportation received approval by the City Council to increase its fare increase from $2.00 per trip to $3.00 for General Fares. A new fare type, Medical Fares, was created for individuals using our service for "medical related trips" such as doctor appointments, physical therapy, pharmacy visits, etc. Medical Fares would remain at $2.00 per trip so that the general fare increase would not be a barrier to wellness for our customers on a fixed income.

Passengers using our service may pay their fare in cash at boarding time or pay with a pre-purchased ticket. General and Medical Fare Ticket booklets can be purchased in advance at the Special Transportation Offices located at 8095 Lincoln Ave, Riverside. The table below illustrates a breakdown of the fare types and associated costs.

Fare Type	Cost
One-way (General)	$3
One-way (Medical)	$2
10-ticket Booklet (General)	$30
10-ticket Booklet (Medical)	$20

1.6 Revenue Fleet

In FY 2019/20, Special Transportation operated a fleet of thirty-three 16-passenger paratransit minibuses which run on compressed natural gas (CNG). In 2019 Special Transportation purchase two 9-passenger Ford Transit Vans equipped with wheelchair lifts to test the feasibility of operating a smaller profile vehicle to navigate in and around the more compact areas within the City. These vans will be put into service in FY 2020/21. Special Transportation also owns a Braun paratransit van equipped to hold six passengers and one wheelchair and a hybrid Honda Civic that is used by administrative staff in supervising routes and responding to accidents. These vehicles are not assigned to routes but are used as backups for special services. Subject to funding availability, vehicles are replaced after meeting the Federal Transit Administration (FTA) useful life of 5-years or 150,000 miles. ***See Table 1.1 – Fleet Inventory***

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 1.1 - Fleet Inventory

FY 2020/21 Short Range Transit Plan
City of Riverside

Demand Response / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2019/ 20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20
2010	FRD	BU	16	6	25	CN	6		1,302,049	1,315,963	219,327
2011	FRD	BU	16	3	25	CN	3		610,636	649,759	216,586
2013	GLV	BU	16	7	25	CN	7		1,013,334	1,098,627	156,946
2014	GLV	BU	16	9	25	CN	9		1,241,780	1,373,543	152,615
2017	GLV	BU	16	8	25	CN	8		451,116	366,025	45,753
		Totals:	80	33			33		4,618,915	4,803,917	145,573

1.7 Existing Facility

Special Transportation Offices are located at 8095 Lincoln Avenue within the City of Riverside Corporation Yard. Included in the facilities are an administration building consisting of administrative offices, a dispatch center, restrooms and a break room. Special Transportation's facility also includes a parking lot for the transit buses with each space equipped with a CNG slow fill station, and a CNG Maintenance Bay for maintenance and repair of the fleet. This CNG Maintenance Bay facility includes five maintenance bays, an administrative office, and multiple storage compartments for vehicle parts and equipment. The facility is outfitted with state-of-the-art safety equipment and machinery to maintain the CNG fueled vehicles.

II. ***EXISTING SERVICES AND ROUTE PERFORMANCE***

2.1 Key Performance Indicators (KPI's)

In order to ensure that Special Transit is providing superior customer service, staff considers several performance indicators. Targets are evaluated and reported on a monthly basis. In FY 2020/21, Special Transit will upgrade the current TransTrack system which will provide staff with data that will be useful in setting additional performance measures such as staff attendance and vehicle maintenance. Data for FY 2019/20 KPI's through April 2020 is listed in the tables below.

Internal KPI's	Target	Actual
On-time performance	100%	96.75%
Call abandonment rate	0%	4.76%
Average phone hold time	1:00	1:16

Special Transit is also required to meet other performance targets such as the 10% Farebox Recovery Ratio as mandated in the Transportation Development Act (TDA). The ratio will not be met in FY 2019/20; however, special exceptions will apply as a result of COVID-19. ***See Table 2.0 Service Provider Performance Targets Report***

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.0 -- Service Provider Performance Targets Report

FY 2019/20 Short Range Transit Plan Review

City of Riverside

Data Elements	FY 2019/20 Plan	FY 2019/20 Target	FY 2019/20 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	160,000			
Passenger Miles	645,000			
Total Actual Vehicle Revenue Hours	61,500.0			
Total Actual Vehicle Revenue Miles	645,000.0			
Total Actual Vehicle Miles	700,500.0			
Total Operating Expenses	$4,307,700			
Total Passenger Fare Revenue	$475,500			
Net Operating Expenses	$3,832,200			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	11.03%	>= 10.00%	8.68%	Fails to Meet Target
Discretionary:				
1. Operating Cost Per Revenue Hour	$70.04	<= $88.26	$101.69	Fails to Meet Target
2. Subsidy Per Passenger	$23.95	>= $19.72 and <= $26.68	$29.28	Better Than Target
3. Subsidy Per Passenger Mile	$5.94	>= $3.79 and <= $5.13		
4. Subsidy Per Hour	$62.31	>= $64.67 and <= $87.49	$92.86	Better Than Target
5. Subsidy Per Mile	$5.94	>= $4.78 and <= $6.46	$6.93	Better Than Target
6. Passengers Per Revenue Hour	2.60	>= 2.81 and <= 3.80	3.17	Meets Target
7. Passengers Per Revenue Mile	0.25	>= 0.20 and <= 0.28	0.24	Meets Target

Note: Must meet at least 4 out of 7 Discretionary Performance Indicators

2.2 SRTP Performance Report

Regarding how the service is running against our SRTP, Special Transit met or exceeded half of the FY 2020/21 targets. The four targets not met were – Operating costs per hour revenue, farebox recovery ratio, passengers per revenue hour, and passengers per revenue mile. The Plan Performance Scorecard column is the result of comparing the FY 2020/21 Plan to the FY 2020/21 Primary Target. ***See Table 2.1 – SRTP Performance Report***

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

FY 2020/21 - Table 2.1 -- SRTP Performance Report

Service Provider: Riverside Transit Agency

All Routes

Performance Indicators	FY 2018/19 End of Year Actual	FY 2019/20 3rd Quarter Year-to-Date	FY 2020/21 Plan	FY 2020/21 Target	Plan Performance Scorecard (a)
Passengers	8,697,652	6,244,521	3,413,076	None	
Passenger Miles	60,974,297	53,795,212	23,753,074	None	
Revenue Hours	880,029.4	664,041.2	537,914.0	None	
Total Hours	1,005,385.6	753,264.7	620,363.0	None	
Revenue Miles	13,376,948.5	10,023,015.7	8,211,940.0	None	
Total Miles	16,559,181.1	12,344,505.7	10,345,926.0	None	
Operating Costs	$73,902,008	$65,396,958	$82,392,199	None	
Passenger Revenue	$18,302,160	$13,952,115	$2,570,042	None	
Measure-A Revenue				None	
LCTOP Revenue			$3,365,455	None	
Operating Subsidy	$55,599,848	$51,444,843	$79,822,157	None	
Operating Costs Per Revenue Hour	$83.98	$98.48	$153.17	<= $98.01	Fails to Meet Target
Operating Cost Per Revenue Mile	$5.52	$6.52	$10.03	None	
Operating Costs Per Passenger	$8.50	$10.47	$24.14	None	
Farebox Recovery Ratio	24.77%	21.33%	7.20%	>= 0.2	Fails to Meet Target
Subsidy Per Passenger	$6.39	$8.24	$23.39	>= $7.23 and <= $9.79	Better Than Target
Subsidy Per Passenger Mile	$0.91	$0.96	$3.36	>= $0.82 and <= $1.12	Better Than Target
Subsidy Per Revenue Hour	$63.18	$77.47	$148.39	>= $63.04 and <= $85.28	Better Than Target
Subsidy Per Revenue Mile	$4.16	$5.13	$9.72	>= $4.14 and <= $5.60	Better Than Target
Passengers Per Revenue Hour	9.88	9.40	6.35	>= 7.41 and <= 10.03	Fails to Meet Target
Passengers Per Revenue Mile	0.65	0.62	0.42	>= 0.48 and <= 0.66	Fails to Meet Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2020/21 Plan to the FY 2020/21 Primary Target.

2.3 SRTP Service Summary

Special Transit collects and evaluates the historical data of several metrics in order to evaluate the overall service performance. Since FY 2017/18, there has been a decline each of the operating characteristics which include unlinked passenger trips, passenger miles, total actual vehicle revenue hours, total actual vehicle revenue miles, and total actual vehicle miles. In contrast, expenses seen in the Financial Data section of Table 2.2 have steadily increased. As a result, the total operating cost per hour has increased while the farebox ratio has increased. ***See Table 2.2 – SRTP Service Summary***

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- City of Riverside -- SRTP Service Summary

FY 2020/21 Short Range Transit Plan

All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	1	1	27	1	27
Financial Data					
Total Operating Expenses	$3,180,857	$3,860,427	$4,307,700	$2,972,783	$5,360,000
Total Passenger Fare Revenue	$443,181	$390,568	$475,500	$257,982	$240,000
Net Operating Expenses (Subsidies)	$2,737,676	$3,469,859	$3,832,200	$2,714,801	$5,120,000
Operating Characteristics					
Unlinked Passenger Trips	153,559	139,911	160,000	92,707	70,000
Passenger Miles	798,507	727,537	645,000	444,994	322,500
Total Actual Vehicle Revenue Hours (a)	45,475.0	42,559.0	61,500.0	29,234.0	30,750.0
Total Actual Vehicle Revenue Miles (b)	615,121.0	576,321.0	645,000.0	391,948.0	322,500.0
Total Actual Vehicle Miles	697,449.0	647,380.0	700,500.0	439,676.0	350,250.0
Performance Characteristics					
Operating Cost per Revenue Hour	$69.95	$90.71	$70.04	$101.69	$174.31
Farebox Recovery Ratio	13.93%	10.12%	11.03%	8.68%	4.47%
Subsidy per Passenger	$17.83	$24.80	$23.95	$29.28	$73.14
Subsidy per Passenger Mile	$3.43	$4.77	$5.94	$6.10	$15.88
Subsidy per Revenue Hour (a)	$60.20	$81.53	$62.31	$92.86	$166.50
Subsidy per Revenue Mile (b)	$4.45	$6.02	$5.94	$6.93	$15.88
Passenger per Revenue Hour (a)	3.4	3.3	2.6	3.2	2.3
Passenger per Revenue Mile (b)	0.25	0.24	0.25	0.24	0.22

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

2.4 Service Performance

Special Transit provided 119,740 one-way trips for a total of 647,418 miles in FY 2018/19. Typically, daily rides scheduled averages between 400-500. Special Transit will embark in a rebranding campaign in the next fiscal year in the hopes of informing the residents of Riverside of the service and increasing the number of riders. We will continue to advertise in places such as Riverside's senior centers and through the City of Riverside's Activity Guide publication. We will also continue to market the programs at various Senior Fairs and events throughout the city. ***See Table 2.3 – SRTP Route Statistics***

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics
City of Riverside -- 4
FY 2020/21

All Routes

Data Elements

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
RSS-DAR	All Days	27	70,000	322,500	30,750	31,600	322,500	350,250	$5,360,000	$240,000		
		27	70,000	322,500	30,750	31,600	322,500	350,250	$5,360,000	$240,000		

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics
City of Riverside -- 4
FY 2020/21

All Routes

Performance Indicators

Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Mile	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
RSS-DAR	All Days	$5,120,000	$174.31	$16.62	$76.57	4.47%	$73.14	$15.88	$166.50	$15.88	2.28	0.22
		$5,120,000	$174.31	$16.62	$76.57	4.47%	$73.14	$15.88	$166.50	$15.88	2.28	0.22

2.5 Productivity Improvement Efforts

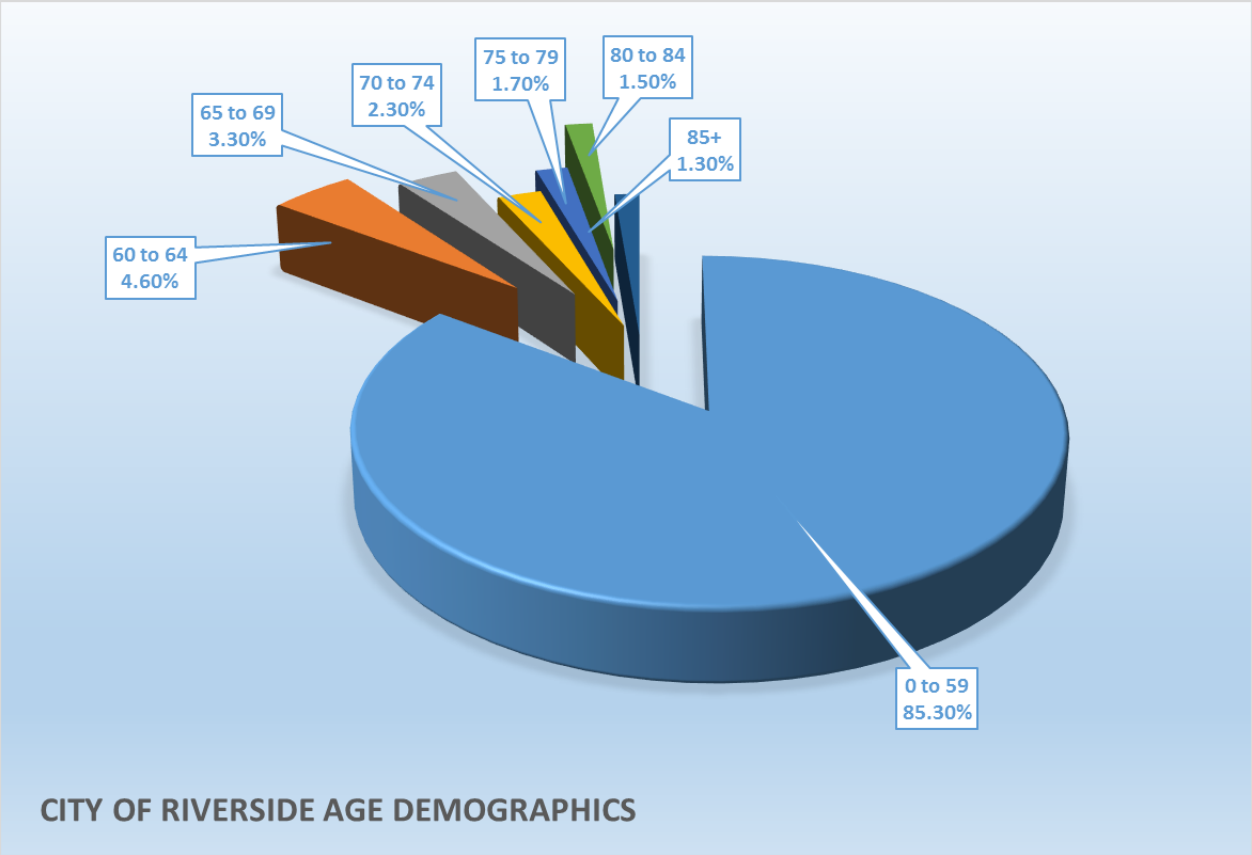
ST strives to operate an efficient service and continues to look for new ways to decrease costs while maintaining high productivity. ST Staff has been working on different staffing scenarios to maximize route efficiency will meeting customer demands. The Operation Supervisor is constantly examining the route efficiencies of each driver and meeting with them to provide constructive feedback to improve how each driver conducts his/her assigned reservations for that day. ST was successful in recruiting a second Operations Supervisor, a Management Analyst, and a Lead Senior Dispatcher/Scheduler. ST also converted three vacant full-time drivers' positions to split shift positions allowing ST to meet the service demands early in the morning and in the afternoon.

For FY 2020/21, ST will evaluate the need to fill current vacancies for full time and part time drivers to help meet the current service demands. Implementation of an electronic fare collection system and mobile application will allow riders to pay for fares using a smart card and reserve rides via a web portal or mobile application.

2.6 Major Trip Generators

Several factors will lead to growth of ST operations over the next several years. The Baby Boomer generation, the largest generation in the last century, is aging and becoming eligible to use our services as senior citizens. This element alone makes growth virtually unavoidable. The seniors, age 60+ makes up approximately 14% of the total population of the City of Riverside. Currently, 85% of the residents of Riverside are 59 years old or younger as shown in Figure 3, leading staff to anticipate a higher demand for Special Transportation services in the near future. Special Transportation falls under the auspices of the City of Riverside Parks, Recreation, and Community Service Department (PRCSD). PRCSD is responsible for senior programs, three senior centers, as well as the Friendly Stars program for developmentally disabled adults. This relationship and connection amongst department staff in these three areas make it possible to connect resources and advertise by word of mouth to senior resident participants.

Figure 3



US Census Bureau, ACS DEMOGRAPHIC AND HOUSING ESTIMATES 2017

Aside from the regularly scheduled daily paratransit rides, Special Transportation transports over 170 passengers per day to various workshops within the City of Riverside. This subscription service for the Inland Regional Center (IRC) provides daily transportation for IRC clients to and from their workshops. ST also provides transportation services for Easter Seals, the Friendly Stars Program, and various other workshops for mentally and physically disabled passengers. These passengers look forward to attending their workshops (work/school) to attain a sense of independence.

2.7 Recent Service Changes

Special Transit's recent response to COVID-19 resulted in one service change which gave senior riders the opportunity to schedule rides as early as 7 a.m. which is one hour earlier than the normal service hours. This decision was made by staff to ensure that the most vulnerable residents could take advantage of special shopping hours for seniors offered by many local grocers.

III. ***FUTURE SERVICE PANS, FARE CHANGES, CAPITAL PLANNING AND MARKETING***

3.1 Planned Service Changes

There are currently no planned service changes.

3.2 Future Marketing Plans

For FY 2020/21, ST will continue to market Special Transportation services. Working with the City of Riverside's Marketing team ST has developed a new brand identity that will give a new and updated look to the fleet of minibuses. More importantly, this effort will also include a change in the name of our service that will better capture what we do for the senior and disabled residents of Riverside. "Riverside Connect" will launch in the summer of 2020 with all the transit buses receiving a new vinyl wrap with the new name and logo. This new branding campaign will be used in all the advertisements the service.

New full-color brochures and flyers will be produced and distributed at the City's Community and Senior Centers as well as advertisements in other City publications such as the Activity and Senior Guides. The Activity Guide is published three times per year and is mailed to over 55,000 residents. It is also available online at the City's main website. For FY 2020/21 Special Transportation will continue to be present at special events such as the Senior Day, wellness fairs, grand openings, and other events geared towards the senior and disabled community. We will also increase our presence at senior living facilities resident meetings and various ADA workshops in and around Riverside. ST has also launched a new website for Riverside Connect which will give the residents of Riverside all the information needed to sign up and use our services.

3.3 Projected Ridership Growth

Prior to COVID-19, Special Transit projected a 10% increase in ridership for FY 2020/21 as a direct result of the increased marketing and rebranding of the service. However, due to the dramatic decline in ridership as a result of the pandemic, ridership projections are difficult to project. The expectation industrywide is that ridership will steadily increase to normal service levels as states and local governments lift stay-at-home orders.

3.4 Proposed Fare Structure Changes

Special Transit staff plans to explore the possibility of increasing the fare to match the Riverside Transit Agency (RTA) fare structure which would be a $0.50 increase. There are currently no plans to change the current medical fare of $2.00.

3.5 Capital Improvement Planning

In terms of capital improvement, Special Transit has three capital projects planned for FY 2020/21. The first is a replacement of three (3) existing vehicles that have exceeded the useful life of 5-years and 150,000. The second project is the renovation of the dispatch office area which will provide space for the newly filled Lead Dispatch position. Lastly, Special Transit will upgrade the existing TransTrack data management system. The upgrade will provide staff with additional tools and analytics which will be beneficial for reporting purposes as well as improving the efficiency of the operation. ***See Table 3 – Highlights of 2020/21 Short Range Transit Plan***

Table 3 - HIGHLIGHTS OF 2020/21 SHORT RANGE TRANSIT PLAN

- ***Electronic Fare Collection/Online Reservations*** *– In an effort to provide better service to our senior and ADA riders, Special Transportation has procured and begun implantation of and electronic payment method that would allow riders and caregivers the ability to preload rider accounts with funds so that riders may electronically pay for transit fares. Along with an electronic fare collection, a mobile application will be made available to all riders that will allow them to manage their account, view scheduled trips and the status of their scheduled pickup. The application once fully implemented will also allow riders to self-schedule future rides.*
- ***Consultant*** *– Per the recommendation in the FY 2016-2018 Triennial Performance Audit, Special Transit will hire a consultant to assist in the strategic planning process.*
    - ***Bus Replacement –*** *Special Transportation will replace 3 CNG Mini-Buses that have met the useful life threshold.*
    - ***TransTrack Upgrade*** *– Special Transit will upgrade the current TransTrack system which will assist staff with annual NTD reporting, provide valuable analytics and integration with the financial system and dispatch/scheduling software.*
    - ***Dispatch Renovation*** *– The City of Riverside will renovate the dispatch office area to accommodate the addition of new staff to fill the Lead Dispatch position.*

IV. ***FINANCIAL PLANNING***

4.1 Operating and Capital Budget Narrative

Special Transportation's operating budget is typically funded through Local Transportation Funds (LTF) which includes a 20% match requirement for preventative maintenance expenses. The remaining 80% is funded through Federal section 5307 funds. However, with the United States Senate's passage of the Coronavirus Relief, Aid, Relief, and Economic Security Act, or CARES Act, the entire FY 2020/21 operating budget will be funded through this bill. Capital projects will be funded through a combination of Federal section 5339 and State Transit Assistance (STA) funds. ***See Table 4.0 – Summary of Funding Requests – FY 2020/21***

Table 4.0 - Summary of Funding Requests - FY 2020/21

City of Riverside

Operating

Project	Total Amount of Funds	5307 RS CARES	5307 RS OB	5339 RS	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314								
Operating FY2020-21	$5,360,000	$5,040,000	$320,000													
Sub-total Operating	$5,360,000	$5,040,000	$320,000	$0	$0	$0	$0	$0								

Capital

Project	Total Amount of Funds	5307 RS CARES	5307 RS OB	5339 RS	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314								
Bus Replacement - 21-1	$400,000			$320,000	$45,957	$4,695		$29,348								
Dispatch Renovation - 21-2	$80,000				$50,000		$30,000									
TransTrack Upgrade - 21-3	$80,380						$80,380									
Sub-total Capital	$560,380	$0	$0	$320,000	$95,957	$4,695	$110,380	$29,348								
Total Operating & Capital	$5,920,380	$5,040,000	$320,000	$320,000	$95,957	$4,695	$110,380	$29,348								

FY 2020/21 Projected Funding Details	
5307 RS CARES	$5,040,000
5307 RS OB	$320,000
Total Estimated Operating Funding Request	$5,360,000
5339 RS	$320,000
SGR PUC99313	$95,957
SGR PUC99314	$4,695
STA PUC99313	$110,380
STA PUC99314	$29,348
Total Estimated Capital Funding Request	$560,380
Total Funding Request	**$6,920,380**

FY 2020/21 SRTP

City of Riverside

Table 4.0 A - Capital Project Justification

Project Number: 21-1

FTIP No: Not Assigned - New Project

Project Name: Bus Replacement

Category: Paratransit

Sub-Category: Replacement

Fuel Type: CNG

Project Description: Replacement of 3 paratransit vehicles

Project Justification: The City of Riverside will procure three (3) 16-passenger 25ft. CNG buses that have an expected useful life of 5 years or 150,000 miles. The vehicles being replaced have met their useful life of 150,000 miles.

Project Schedule:

Start Date	Completion Date
July 2020	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5339 RS	FY 2020/21	$320,000
SGR PUC99313	FY 2020/21	$45,957
SGR PUC99314	FY 2020/21	$4,695
STA PUC99314	FY 2020/21	$29,348
Total		$400,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2020/21 SRTP

City of Riverside

Table 4.0 A - Capital Project Justification

Project Number: 21-2

FTIP No: Not Assigned - New Project

Project Name: Dispatch Renovation

Category: Facilities

Sub-Category: Modification

Project Description: Renovation of dispatch office area

Project Justification: The City of Riverside will renovate the dispatch office area to accommodate the addition of new staff to fill the Lead Dispatch position.

Project Schedule:

Start Date	Completion Date
July 2020	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2020/21	$50,000
STA PUC99313	FY 2020/21	$30,000
Total		$80,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2020/21 SRTP

City of Riverside

Table 4.0 A - Capital Project Justification

Project Number: 21-3 **FTIP No:** Not Assigned - New Project

Project Name: TransTrack Upgrade

Category: ITS

Sub-Category: Upgrade

Fuel Type: N/A

Project Description: Upgrade existing TransTrack tool.

Project Justification: The City of Riverside would like to upgrade the TransTrack system which will assist staff with annual NTD reporting, provide valuable analytics and integration with the financial system and dispatch/scheduling software.

Project Schedule:

Start Date	Completion Date
July 2020	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2020/21	$80,380
Total		$80,380

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

4.2 Funding Plans to Support Proposed Operating and Capital Program

ST will take advantage of grant opportunities as they come available through the State of California and Federal Government in order to support its capital programs.

4.3 Regulatory and Compliance Requirements

Special Transportation strives to remain compliant with all local, state and federal regulations. ST stays abreast of legislative information and regulatory developments by attending workshops, trainings, and conferences which are frequently offered free of charge to transit operators. ST complies with FTA reporting requirements such as the submission of monthly and annual National Transit Database (NTD) reports. In March of 2018, ST underwent its most recent FTA Triennial Review. The Final report had two findings which staff is in the process of addressing. ***See Table 4.3 – Progress to Implement TDA Triennial Performance Audit Recommendations***

There were no violations noted during the most recent California Highway Patrol (CHP) Safety Compliance Terminal Inspection conducted on April 3-5, 2019. In the areas of maintenance, driver records and driver hours of services, ST received a "satisfactory" rating in all areas.

TABLE 4.3 – PROGRESS TO IMPLEMENT TDA TRIENNIAL PERFORMANCE AUDIT RECCOMMENDATIONS

Recent Audit Recommendation **(Covering FY 2016 – 2018)**	**Action (s) Taken and Results to Date**
1. Pursue targeted marketing efforts and rebranding of the service. STS has been tasked with serving the mobility needs of seniors, ADA-certified persons, and persons with disabilities in the City of Riverside. The senior population in the city (those 60 years of age and over) accounts for approximately 15.1 percent of the population based on the 2018 American Community Survey estimates. Riverside remains below the national average of seniors age 60 and over, which is 21.8 percent; however, due to the Baby Boomer generation aging into their sixties, it is anticipated that the senior population will continue to increase. With the slow erosion in ridership in recent years, STS has been contemplating strategies to improve its messaging and outreach to the community. The transportation supervisor has been encouraged to conduct outreach and brainstorm ways to better engage the customer base. There is a perception in the community that the name "Special Transportation" is not particularly appealing	Efforts to launch rebranding of the service are underway with a bid and contract award for repainting of the minibuses scheduled for City Council approval on June 2, 2020. Additionally, new brochures and marketing materials with the new "Riverside Connect" name are ready for print and distribution which will coincide with the launch of the repainted buses. ***In Progress***

and conveys a stodgy image. In the spirit of the City's innovative philosophy, STS should work with the City's marketing team to develop a brand identity for the transit service. This could be done in concert with the implementation of STS's fleet of nine-passenger minibuses and mobile fare collection. With the adoption of the $2.00 medical fare, STS could collaborate with local medical providers and services (such as dialysis centers and adult day-care facilities) that would market trips to their patients. Veterans are also another market that STS could target.	
2. Conduct a strategic planning process. The annual Short-Range Transit Plan (SRTP) process has been a useful tool in monitoring operational trends but it does not provide a strategic vision over a 5-, 10-, or 20-year time frame. STS is self-sustaining in that it does not rely on City General Fund revenues for support. However, given changes in the transit funding landscape and the challenges in recruitment and marketing that pose potential impediments to growth and sustainability, STS needs a process that can provide guidance and momentum. A 5- or 10-year strategic plan would establish guiding principles of how STS can build upon its 45-year legacy as a demand-	Staff has programmed funds in the FY 2020/21 SRTP to seek the services of a consultant to assist with the strategic planning process. ***In Progress***

response transit operator by setting goals, objectives, and strategies for attaining its vision. A strategic plan would also build on the recent efforts of STS to be more technically innovative and offer direction on potential funding opportunities and partnerships. As part of this effort, STS should assess its strengths, weaknesses, opportunities, and challenges for providing service in a dynamic transit market and capitalize on its position as a regional mobility provider. Furthermore, STS should consider emerging trends and innovative strategies being implemented or considered within the industry.	

PALO VERDE VALLEY TRANSIT AGENCY
PVVTA
SHORT RANGE TRANSIT PLAN
FY 2020/21 – FY 2022/23

FINAL DRAFT #2 5/8/2020

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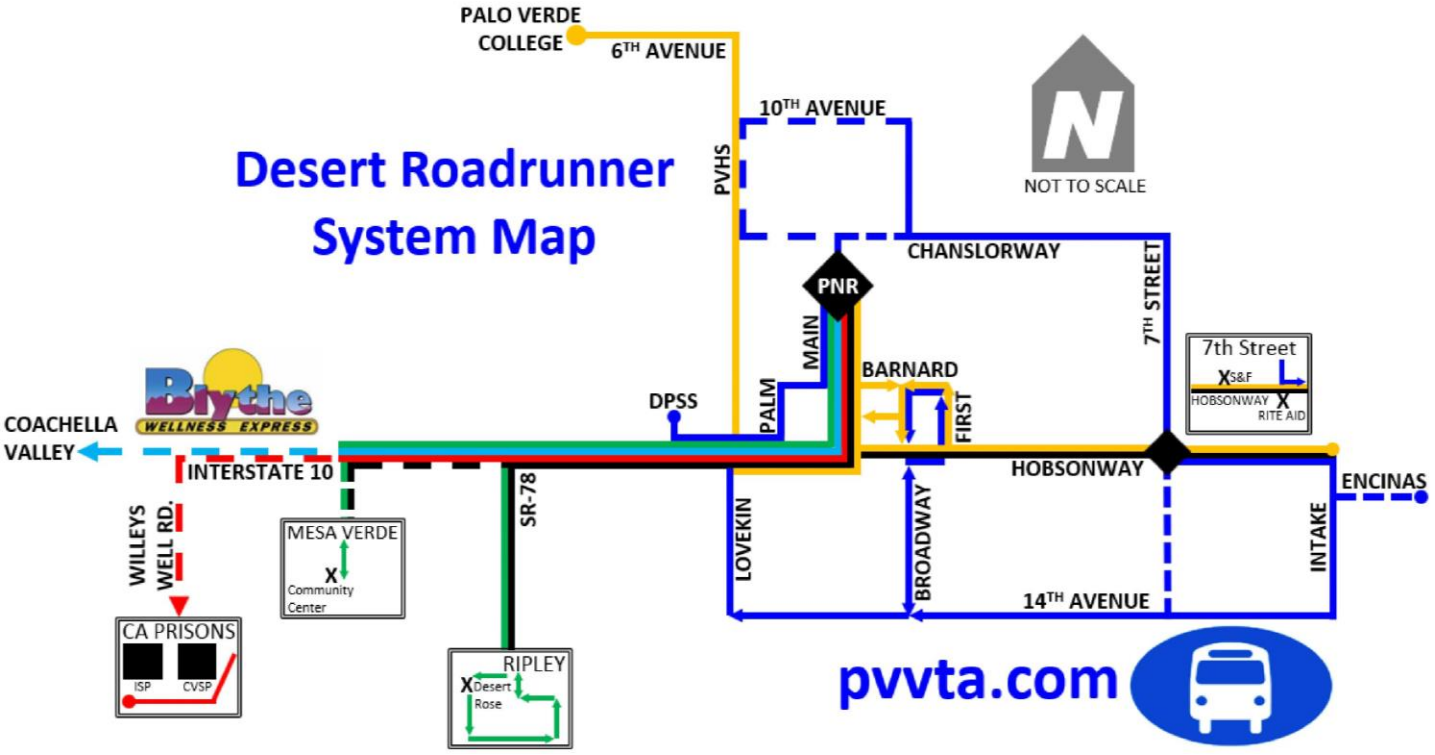
1.1 System Description

The Palo Verde Valley Transit Agency (PVVTA) provides many transit options to serve senior citizens, persons with disabilities, and the general public. PVVTA services are known to the general public under the marketing name “Desert Roadrunner”. PVVTA provides five deviated fixed routes in the Palo Verde Valley, which serve Blythe, Ripley, Mesa Verde, Palo Verde College, California Department of Corrections facilities, and limited service to Ehrenberg, Arizona. ADA Para-transit is also provided after hours on the Fixed Routes through route deviation requests. The routes can deviate up to ¾ of a mile away from the actual mapped routes. Hours of operation for the Fixed Route system are Monday through Friday from 5:00 am to 6:45 pm, and 8:00 am to 12 noon on Saturdays and limited holidays. PVVTA operates a non-emergency medical service to Coachella Valley called the Blythe Wellness Express (BWE).



1.2 Area Profile

Geographically, the Palo Verde Valley is located approximately 170 miles east of Riverside along Interstate 10 at the Colorado River. The service area is primarily based within the City of Blythe, and the unincorporated Riverside County areas of Mesa Verde and Ripley. Also, part of the greater area is the California State prison facilities of Ironwood and Chuckawalla, approximately 20 miles west of the valley along Interstate 10. Also, PVVTA provides premier service to and from Coachella Valley. The Valley boasts a modest 16,000 residents, with 23% of the population within the K-12 age range. The makeup of the population is 56% Hispanic, 53% White, 7% African

American and 4% Asian and native American. based on U.S. Census Bureau, 2011-2015 American Community Survey at provided by the City of Blythe, Ethnicity is >100% as Bureau counts some individuals more than one ethnicity.

1.3 Service Description

Presented below are the individual description of the deviated fixed routes provided by PVVTA.

TABLE 1 - INDIVIDUAL ROUTE DESCRIPTIONS

LINE	ROUTE DESCRIPTION	AREAS/SITES SERVICED
FIXED ROUTE:		
Blue Route 1	Provides riders access to many civic locations within the City of Blythe. Blue Route 1 operates deviated service in a clockwise loop type of route providing a 60 minute frequency with one bus five days a week. Blue Route 1 operates from 6:25 am to 5:40 pm Monday through Friday.	Destinations on Blue Route 1 include: City Hall, Big K-Mart, Palo Verde Hospital, Employment Development Department, Palo Verde Unified School District, California Highway Patrol, DMV, Albertsons, Rite-Aid, Senior Nutrition Program, etc.
Gold Route 2	Provides riders access between the City of Blythe & Palo Verde College. Gold Route 2 operates on a two way route providing a 60 minute frequency with one bus, five days a week. Gold Route 2 operates from 6:45 am to 4:30 pm and up to 6:40 pm upon request, Monday through Friday	Destinations on Gold Route 2 include: Blythe City Hall, Big K-Mart, Albertsons, Colorado River Fair, Blythe Recreation Center, Palo Verde Hospital, Palo Verde Valley District Library, Employment Development Department, etc.
Red Route 3	Provides premium commuter service between City of Blythe and the California State Prisons. Red Route 3 serves four Park-N-Ride lots, travels down Hobsonway to Mesa Drive then travels via I-10 to the prisons. This route operates Monday through Friday from 5:15 am to 5:00 pm.	This route serves four Park-N-Ride lots, travels down Hobsonway to Mesa Drive, then travels to the State Prisons, via Interstate 10. Connections to all other deviated fixed routes can be made at various locations within Blythe at two major transfer points.
Green Route 4	Green Route 4 provides deviated fixed route service between Blythe, Ripley, and Mesa Verde. Ehrenberg Arizona, upon request only via Xtend-A-Ride. This route operates six (6) round trips from 6:30 am to 6:55 pm, Monday through Friday.	This route will service four Park-N-Ride lots, travels down Hobsonway to SR78 then South to Ripley and West to Mesa Verde via I-10. Connections to all other deviated fixed routes can be made at various locations within Blythe at two major transfer points.
Silver Route 5	The Silver Route 5 provides system-wide deviated fixed route service within the City of Blythe, Ripley, Mesa Verde and selected trips to Ehrenberg, Arizona. This route serves all major trip generating areas within the system on 90-minute headways. Operates from 8:00 am to 12:10 pm.	This route will service the City of Blythe, Ripley, Mesa Verde and selected trips to Ehrenberg, Arizona and will operate on Saturdays and on service holidays only.
Blythe Wellness Express (BWE)	The Blythe Wellness Express fixed route will provide service fixed-route/point deviation service between the City of Blythe and medical facilities in the Coachella Valley. This service includes one morning trip leaving the Main Street Park-and-Ride in Blythe, with a return trip in the afternoon. This fixed route service will run three days a week, leaving the Park-n-Ride on Main Street at 6:30 am and returning to Blythe at 4:00 pm.	This route will provide services to Desert Center, for pick up and drop off of passengers, with a rest stop at Chiriaco Summit. Continue to Sunline Division 2, Indio, John F Kennedy Memorial Hospital, Indio, Westfield Palm Desert, Eisenhower Medical Center, Rancho Mirage and Desert Regional Medical Center in Palm Springs. The service will run 3 days a week.

1.4 Description of Ridership, Revenue Miles, Revenue hours

Blue Route 1 City of Blythe Circulator; deviated fixed route, approximately 2500 revenue miles / 240 revenue hours monthly, 1600 in ridership respectfully.

Gold Route 2 Palo Verde College Crosstown; deviated fixed route, approximately 4000 revenue miles / 190 revenue hours monthly, 1200 in ridership respectfully.

Red Route 3 CA State Prison Commuter Express; deviated fixed route, approximately 2100 revenue miles / 60 revenue hours monthly, 650 in ridership respectfully.

Green Route 4 Regional Rural service; deviated fixed route, approximately 3000 revenue miles / 155 revenue hours monthly, 700 in ridership respectfully.

Silver Route 5 Saturday and limited holiday service; deviated fixed route, approximately 500 revenue miles / 24 revenue hours monthly, 120 in ridership respectfully.

Blythe Wellness Express 6 Intercity service to the Coachella Valley; deviated fixed route, approximately 2800 revenue miles / 95 revenue hours monthly, 100 in ridership respectfully.

PVVTA XTend-A-Ride micro transit service; demand responsive, approximately 400 revenue miles / 80 revenue hours monthly, 50 in ridership respectfully.

1.5 Fare Structure

PVVTA's fare structure is sensitive to the local economy while attempting to maintain the mandated 10 percent Farebox Recovery Ratio. The schedule includes full fare and discounted ride tickets. PVVTA's fare schedule increased by six percent (6%), effective FY19. In the upcoming fiscal year, staff will analyze the farebox recovery ratio and fare structure to determine if any further fare change is necessary.

PVVTA Fare & Pass Schedule

Fixed Route Cash Fare – Routes 1, 2, 4, 5		
General Public	(ages 5-59 years old)	$ 1.75
Seniors	(ages 60 years or older)	$ 0.85
Persons with Disabilities	(with ADA Card)	$ 0.85
Children ages 5 and under*	(first boarding with full fare adult)	Free
Children ages 5 and under*	(second & third boarding with full fare adult)	$ 0.85

* First (1) child Free, $0.85 for child 2 & 3 boarding with a fare paying adult; Full Fare for all other accompanying children.

Arizona Zone Fare for travel to and from Ehrenberg, Arizona	
General Public, Seniors, & Persons with Disabilities	$ 5.00

Fixed Route Cash Fare – Route 3 Express	
General Public, Seniors, & Persons with Disabilities	$ 3.50
Route Deviations (one way to or from route)	$ 0.85

Route Deviations – All Fixed Routes		
Route Deviations	(one way to or from route)	$ 0.85
DV8 Card	(8 one way deviation fares)***	$ 6.80

***Not valid for initial passenger fare, only for payment of route deviation fee.

Fixed Route Go Passes		
10-Ride Punch Pass	(Routes 1, 2, 3 Local, 4 & 5)	$ 17.50
S/D 10-Ride Punch Pass	(Routes 1, 2, 3 Local, 4 & 5)	$ 8.50
General Public 31-Day Pass	(Routes 1, 2, 3 Local, 4 & 5)	$ 45.00
Seniors 31-Day Pass	(Routes 1, 2, 3 Local, 4 & 5)	$ 30.00
Persons with Disabilities	(Routes 1, 2, 3 Local, 4 & 5)	$ 30.00
Summer Youth Pass	(Routes 1, 2, 3 Local, 4 & 5)	$ 40.00
10-Ride Punch Pass	(Ehrenberg, Arizona)	$ 50.00
10-Ride Punch Pass	(Route 3 Express)	$ 35.00
20-Ride Punch Pass	(Route 3 Express)	$ 70.00
General Public 31-Day Pass	(Route 3 Express)	$125.00

Other Cash Fare – X-Tend-A-Ride & Blythe Wellness Express (BWE)	
X-Tend-A-Ride General Public, Seniors, & Persons with Disabilities	$ 5.00
BWE General Public, Seniors, & Persons with Disabilities One-Way	$ 10.00
BWE General Public, Seniors, & Persons with Disabilities Roundtrip	$ 15.00

1.6 Fleet Schedule

PVVTA has an average fleet age of 4.3 years old, where revenue vehicles have a life span between 5 up to 7 years. Presented is the fleet inventory with specific characteristics.

Table 1.1 - Fleet Inventory
FY 2020/21 Short Range Transit Plan
Palo Verde Valley Transit Agency

Bus (Motorbus) / Purchased Transportation

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2019/20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20
2014	CMD		18	1		GA	1		70,214	82,733	82,733
2012	FRD		18	1		CN		1	170,484	170,484	
2013	FRD		26	1		CN	1		120,454	126,048	126,048
2013	FRD		26	1		CN	1		121,433	125,102	125,102
2013	FRD		26	1		CN	1		151,381	154,725	154,725
2016	FRD		18	1		GA	1		123,425	134,688	134,688
2016	FRD		18	1		GA	1		119,487	141,693	141,693
2018	FRD		18	1		GA	1		44,227	83,075	83,075
2019	FRD		18	1		GA	1		1,135	33,082	33,082
2019	FRD		14	1		CN	1			17,991	17,991
2019	FRD		16	1		CN	1			291	291
		Totals:	216	11			10	1	922,240	1,069,912	106,991

1.7 System Amenities

PVVTA continues to improve the Operations Center and the Main Street Park N Ride (PNR). This facility allows users the comfort of a “one stop” shop for all their transportation needs. Over the last few years, Low Carbon Transit Operations Program funds are being used to improve the PNR lot to improve passenger safety and comfort. Most recently, PVVTA continues to use State of Good Repair (SGR) grant funds to improve the facility’s maintenance areas and bus storage.

The Blythe CNG Station has proven to be a great resource to local and regional fuel needs for Compressed Natural Gas. Since the station opened in 2014, a steady increase in the number of vehicles especially commercial fleets has been seen monthly. Currently, PVVTA staff is working with the Palo Verde Unified School District (PVUSD) on expanding the station to accommodate the ever-growing demand for CNG locally and along the Interstate 10 corridor. PVVTA has seen vehicles use the station from travelers as far away as Canada who use this strategic route due to the reliability in CNG fuel availability. Expansion of the station is planned by early 2020 with an investment of $500,000 committed by the CA Energy Commission to PVUSD for this project. The expansion provides for maximum capacity of the station and further reliability through better redundancy in equipment.

1.8 Network Cooperation

PVVTA actively coordinates service with Quartzsite Transit (QTS) who operates the Camel Express providing one fixed route in the PVVTA Service Area. QTS provides service from Quartzsite Arizona three times a week and connects with the PVVTA system at the DPSS Transfer Center. QTS and PVVTA meet on occasion to address any operational issues and to provide joint training exercises to staff. These exercises include emergency training, operations and administration support development.

Active coordination with Sunline was achieved for the success with the Blythe Wellness Express (BWE). Sunline provides operational emergency support for the BWE when the bus operates in the Sunline services area. During a potential incident, Sunline seamlessly assisted with bringing the BWE service back to normal and safe. With the 100+ mile one-way trip, the BWE requires extra support to ensure the most safe, comfortable and reliable service for the riders from the Palo Verde Valley.

PVVTA is a member of CalACT a statewide, non-profit organization that has represented the interests of small, rural, and specialized transportation providers since 1984. Membership is comprised of individuals and agencies from diverse facets of transportation, including operators of small and large systems, planning and government agencies, social service agencies, suppliers and consultants. PVVTA participates actively with CalACT members and has been part of conference panels promoting concerns of extremely rural transit operators. Other member agencies frequently interact with PVVTA on regional and State issues facing public transit.

1.9 Reference Listing

PVVTA has not conducted a formal operational study since the early 2000's. Currently budgeted is a plan for an updated Comprehensive Operational Analysis (COA) which would be completed in time for the next competitive bid for and operations contractor in FY2022.

All planning referencing is taken from the Agency quarterly operational reporting, yearly and triennial audits as well as industry trends. Detailed documents can by accessed at pvvta.com/agencyfiles.

2.1 Key Performance Indicators

PVVTA uses key performance indicators set by RCTC to plan and monitor services. PVVTA does not have any specific measures beyond the presented targets.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.0 -- Service Provider Performance Targets Report

FY 2019/20 Short Range Transit Plan Review

Palo Verde Valley Transit Agency

Data Elements	FY 2019/20 Plan	FY 2019/20 Target	FY 2019/20 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	50,161			
Passenger Miles	894,477			
Total Actual Vehicle Revenue Hours	7,996.0			
Total Actual Vehicle Revenue Miles	189,808.0			
Total Actual Vehicle Miles	219,008.0			
Total Operating Expenses	$1,526,160			
Total Passenger Fare Revenue	$391,553			
Net Operating Expenses	$1,134,607			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	25.65%	>= 10.00%	11.76%	Meets Target
Discretionary:				
1. Operating Cost Per Revenue Hour	$190.87	<= $169.97	$168.57	Meets Target
2. Subsidy Per Passenger	$22.62	>= $19.07 and <= $25.79	$24.89	Meets Target
3. Subsidy Per Passenger Mile	$1.27	>= $1.36 and <= $1.84	$1.78	Meets Target
4. Subsidy Per Hour	$141.90	>= $126.24 and <= $170.80	$148.75	Meets Target
5. Subsidy Per Mile	$5.98	>= $5.21 and <= $7.05	$6.48	Meets Target
6. Passengers Per Revenue Hour	6.27	>= 5.61 and <= 7.59	5.98	Meets Target
7. Passengers Per Revenue Mile	0.26	>= 0.23 and <= 0.31	0.26	Meets Target

Note: Must meet at least 4 out of 7 Discretionary Performance Indicators

Productivity Performance Summary:

Service Provider Comments:

2.2 Performance Reporting

As to performance from FY2018/19 to the current FY2019/20, trends show a consistent flat trend over the last two fiscal years. Although costs have risen, the actual operating performance and ridership stays approximately flat based on all contributing factors.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

FY 2020/21 - Table 2.1 -- SRTP Performance Report

Service Provider: Palo Verde Valley Transit Agency

All Routes

Performance Indicators	FY 2018/19 End of Year Actual	FY 2019/20 3rd Quarter Year-to-Date	FY 2020/21 Plan	FY 2020/21 Target	Plan Performance Scorecard (a)
Passengers	45,511	3,113	46,051	None	
Passenger Miles	637,154	43,582	807,393	None	
Revenue Hours	7,222.0	543.4	7,972.0	None	
Total Hours	8,804.0	655.5	9,325.0	None	
Revenue Miles	174,456.0	11,623.0	179,929.0	None	
Total Miles	202,292.0	13,654.0	206,244.0	None	
Operating Costs	$922,582	$124,493	$1,651,527	None	
Passenger Revenue	$96,203	$8,750	$356,446	None	
Measure-A Revenue				None	
LCTOP Revenue			$79,431	None	
Operating Subsidy	$826,379	$115,744	$1,295,081	None	
Operating Costs Per Revenue Hour	$127.75	$229.12	$207.17	<= $169.97	Fails to Meet Target
Operating Cost Per Revenue Mile	$5.29	$10.71	$9.18	None	
Operating Costs Per Passenger	$20.27	$39.99	$35.86	None	
Farebox Recovery Ratio	10.43%	7.03%	26.39%	>= 0.1	Meets Target
Subsidy Per Passenger	$18.16	$37.18	$28.12	>= $19.07 and <= $25.79	Better Than Target
Subsidy Per Passenger Mile	$1.30	$2.66	$1.60	>= $1.36 and <= $1.84	Meets Target
Subsidy Per Revenue Hour	$114.43	$213.02	$162.45	>= $126.24 and <= $170.80	Meets Target
Subsidy Per Revenue Mile	$4.74	$9.96	$7.20	>= $5.21 and <= $7.05	Better Than Target
Passengers Per Revenue Hour	6.30	5.73	5.78	>= 5.61 and <= 7.59	Meets Target
Passengers Per Revenue Mile	0.26	0.27	0.26	>= 0.23 and <= 0.31	Meets Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2020/21 Plan to the FY 2020/21 Primary Target.

2.3 Service Summary. Table 2.2 & 2.2A

In analysis of the data and planning costs for operating service has gone up consistently over the last few years. Last fiscal year PVVTA started on a track to use Federal 5311 funds to offset these growing costs. The service area demographics show a steady reduction in population which directly affects ridership. Miles and hours have been reduced to fine tune operations where such costs have increased. PVVTA must work to maximize services with the challenges such as population decrease, cost increase such as wages and operating costs.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- Palo Verde Valley Transit Agency -- SRTP Service Summary
FY 2020/21 Short Range Transit Plan
All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	5	5	6	5	6
Financial Data					
Total Operating Expenses	$865,873	$922,582	$1,526,160	$910,451	$1,651,527
Total Passenger Fare Revenue	$90,161	$96,203	$391,553	$107,033	$356,446
Net Operating Expenses (Subsidies)	$775,712	$826,379	$1,134,607	$803,418	$1,295,081
Operating Characteristics					
Unlinked Passenger Trips	44,047	45,511	50,161	32,284	46,051
Passenger Miles	616,658	637,154	894,477	451,976	807,393
Total Actual Vehicle Revenue Hours (a)	7,956.0	7,222.0	7,996.0	5,401.1	7,972.0
Total Actual Vehicle Revenue Miles (b)	182,286.0	174,456.0	189,808.0	124,013.0	179,929.0
Total Actual Vehicle Miles	216,411.0	202,292.0	219,008.0	142,459.0	206,244.0
Performance Characteristics					
Operating Cost per Revenue Hour	$108.83	$127.75	$190.87	$168.57	$207.17
Farebox Recovery Ratio	10.41%	10.43%	25.65%	11.76%	21.58%
Subsidy per Passenger	$17.61	$18.16	$22.62	$24.89	$28.12
Subsidy per Passenger Mile	$1.26	$1.30	$1.27	$1.78	$1.60
Subsidy per Revenue Hour (a)	$97.50	$114.43	$141.90	$148.75	$162.45
Subsidy per Revenue Mile (b)	$4.26	$4.74	$5.98	$6.48	$7.20
Passenger per Revenue Hour (a)	5.5	6.3	6.3	6.0	5.8
Passenger per Revenue Mile (b)	0.24	0.26	0.26	0.26	0.26

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- PVVTA-BUS -- SRTP Service Summary

FY 2020/21 Short Range Transit Plan

All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	5	5	5	5	5
Financial Data					
Total Operating Expenses	$728,235	$780,826	$1,428,160	$825,657	$1,504,669
Total Passenger Fare Revenue	$84,166	($13,337)	$357,468	$80,329	$322,331
Net Operating Expenses (Subsidies)	$644,070	$794,163	$1,070,692	$745,329	$1,182,338
Operating Characteristics					
Unlinked Passenger Trips	43,569	44,811	49,380	31,899	45,390
Passenger Miles	609,966	627,354	691,327	446,586	635,452
Total Actual Vehicle Revenue Hours (a)	7,181.0	6,457.0	7,136.0	4,876.0	6,886.0
Total Actual Vehicle Revenue Miles (b)	148,617.0	142,336.0	153,219.0	103,956.0	144,721.0
Total Actual Vehicle Miles	178,935.0	167,785.0	179,750.0	120,987.0	168,427.0
Performance Characteristics					
Operating Cost per Revenue Hour	$101.41	$120.93	$200.13	$169.33	$218.51
Farebox Recovery Ratio	11.56%	(1.71%)	25.02%	9.73%	21.42%
Subsidy per Passenger	$14.78	$17.72	$21.68	$23.37	$26.05
Subsidy per Passenger Mile	$1.06	$1.27	$1.55	$1.67	$1.86
Subsidy per Revenue Hour (a)	$89.69	$122.99	$150.04	$152.86	$171.70
Subsidy per Revenue Mile (b)	$4.33	$5.58	$6.99	$7.17	$8.17
Passenger per Revenue Hour (a)	6.1	6.9	6.9	6.5	6.6
Passenger per Revenue Mile (b)	0.29	0.31	0.32	0.31	0.31

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- PVVTA-BWE -- SRTP Service Summary

FY 2020/21 Short Range Transit Plan

All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	1	1	1	1	1
Financial Data					
Total Operating Expenses	$133,442	$135,962	$89,000	$80,164	$137,958
Total Passenger Fare Revenue	$5,195	$108,731	$31,285	$26,164	$31,615
Net Operating Expenses (Subsidies)	$128,247	$27,232	$57,715	$54,000	$106,343
Operating Characteristics					
Unlinked Passenger Trips	478	700	781	385	661
Passenger Miles	6,692	9,800	203,150	5,390	171,941
Total Actual Vehicle Revenue Hours (a)	775.0	765.0	860.0	525.1	1,086.0
Total Actual Vehicle Revenue Miles (b)	33,669.0	32,120.0	36,589.0	20,057.0	35,208.0
Total Actual Vehicle Miles	37,476.0	34,507.0	39,258.0	21,472.0	37,817.0
Performance Characteristics					
Operating Cost per Revenue Hour	$172.18	$177.73	$103.49	$152.68	$127.03
Farebox Recovery Ratio	3.89%	79.97%	35.15%	32.64%	22.91%
Subsidy per Passenger	$268.30	$38.90	$73.90	$140.26	$160.88
Subsidy per Passenger Mile	$19.16	$2.78	$0.28	$10.02	$0.62
Subsidy per Revenue Hour (a)	$165.48	$35.60	$67.11	$102.85	$97.92
Subsidy per Revenue Mile (b)	$3.81	$0.85	$1.58	$2.69	$3.02
Passenger per Revenue Hour (a)	0.6	0.9	0.9	0.7	0.6
Passenger per Revenue Mile (b)	0.01	0.02	0.02	0.02	0.02

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- Palo Verde Valley Transit Agency -- SRTP Service Summary

FY 2020/21 Short Range Transit Plan

Non-Excluded Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	5	3	5	5	5
Financial Data					
Total Operating Expenses	$732,431	$673,375	$1,437,160	$830,287	$1,060,185
Total Passenger Fare Revenue	$84,966	$435	$360,268	$80,869	$229,770
Net Operating Expenses (Subsidies)	$647,465	$672,940	$1,076,892	$749,418	$830,415
Operating Characteristics					
Unlinked Passenger Trips	43,569	36,968	49,380	31,899	25,154
Passenger Miles	609,966	517,552	691,327	446,586	514,836
Total Actual Vehicle Revenue Hours (a)	7,181.0	5,389.0	7,136.0	4,876.0	5,197.0
Total Actual Vehicle Revenue Miles (b)	148,617.0	109,219.0	153,219.0	103,956.0	140,464.0
Total Actual Vehicle Miles	178,935.0	113,695.0	179,750.0	120,987.0	166,290.0
Performance Characteristics					
Operating Cost per Revenue Hour	$102.00	$124.95	$201.40	$170.28	$204.00
Farebox Recovery Ratio	11.60%	0.06%	25.06%	9.74%	21.67%
Subsidy per Passenger	$14.86	$18.20	$21.81	$23.49	$33.01
Subsidy per Passenger Mile	$1.06	$1.30	$1.56	$1.68	$1.61
Subsidy per Revenue Hour (a)	$90.16	$124.87	$150.91	$153.70	$159.79
Subsidy per Revenue Mile (b)	$4.36	$6.16	$7.03	$7.21	$5.91
Passenger per Revenue Hour (a)	6.1	6.9	6.9	6.5	4.8
Passenger per Revenue Mile (b)	0.29	0.34	0.32	0.31	0.18

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- Palo Verde Valley Transit Agency -- SRTP Service Summary

FY 2020/21 Short Range Transit Plan

Excluded Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	1	2	1	1	1
Financial Data					
Total Operating Expenses	$133,442	$249,207	$89,000	$80,164	$591,342
Total Passenger Fare Revenue	$5,195	$95,768	$31,285	$26,164	$126,676
Net Operating Expenses (Subsidies)	$128,247	$153,439	$57,715	$54,000	$464,666
Operating Characteristics					
Unlinked Passenger Trips	478	8,543	781	385	20,897
Passenger Miles	6,692	119,602	203,150	5,390	292,557
Total Actual Vehicle Revenue Hours (a)	775.0	1,833.0	860.0	525.1	2,775.0
Total Actual Vehicle Revenue Miles (b)	33,669.0	65,237.0	36,589.0	20,057.0	39,465.0
Total Actual Vehicle Miles	37,476.0	88,597.0	39,258.0	21,472.0	39,954.0
Performance Characteristics					
Operating Cost per Revenue Hour	$172.18	$135.96	$103.49	$152.68	$213.10
Farebox Recovery Ratio	3.89%	38.43%	35.15%	32.64%	21.42%
Subsidy per Passenger	$268.30	$17.96	$73.90	$140.26	$22.24
Subsidy per Passenger Mile	$19.16	$1.28	$0.28	$10.02	$1.59
Subsidy per Revenue Hour (a)	$165.48	$83.71	$67.11	$102.85	$167.45
Subsidy per Revenue Mile (b)	$3.81	$2.35	$1.58	$2.69	$11.77
Passenger per Revenue Hour (a)	0.6	4.7	0.9	0.7	7.5
Passenger per Revenue Mile (b)	0.01	0.13	0.02	0.02	0.53

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

Table 2.2A - Excluded Routes

Route #	Mode (FR/DR)	Service Type (DO/CO)	Route Description	Date of Implementation	Exemption End Date
Blue Route 1	FR	CO	Provides riders access to many civic locations within the City of Blythe. Blue Route 1 operates a deviated service in a clockwise loop type of route providing a 60 minute frequency with one bus five days a week.	7/1/2020	6/30/2023

Note: Excluded routes are new routes or new service extensions that are eligible for exemption from the farebox recovery requirements.

2.4 Service Performance

Based on the statistics below, route 1 is the primary line within the system carrying the most passengers with the best performance based on revenue hours and miles. This route is the universal lifeline service that circulates riders around the area and onto other routes. Route 3 utilizes a large amount of non-revenue miles to perform service as an express. Based on the data both route 5 and the BWE have the most challenges. Consequently, both routes are much needed to those riders in low-income, disabled and elder in age.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics
Palo Verde Valley Transit Agency -- 5
FY 2020/21
All Routes

Data Elements

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Net Subsidy
PVVTA-1	Weekday	1	20,897	292,557	2,775.0	2,822.0	39,465.0	39,954.0	$591,342	$126,676	$464,666
PVVTA-2	Weekday	1	9,391	131,474	1,848.0	1,945.0	41,961.0	44,396.0	$500,308	$107,174	$393,134
PVVTA-3	Weekday	1	7,143	99,998	804.0	1,287.0	23,545.0	41,913.0	$146,692	$31,428	$115,264
PVVTA-4	Weekday	1	6,640	92,956	1,164.0	1,475.0	32,914.0	34,831.0	$237,286	$50,832	$186,454
PVVTA-5	Saturday	1	1,319	18,467	295.0	309.0	6,836.0	7,333.0	$29,041	$6,221	$22,820
PVVTA-BWE	Weekday	1	661	171,941	1,086.0	1,487.0	35,208.0	37,817.0	$137,958	$31,615	$106,343
PVVTA-DAR	Weekday								$8,900	$2,500	$6,400
Service Provider Totals		6	46,051	807,393	7,972.0	9,325.0	179,929.0	206,244.0	$1,651,527	$356,446	$1,295,081

Looking at the indicators below, the route 3 performs well as steps were taken in previous years to come in line with costs and negative trends. The BWE is the biggest potential burden to the Agency as a whole but as mentioned throughout this plan, is the most needed service with the changing needs of the community of the Palo Verde Valley.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics
Palo Verde Valley Transit Agency -- 5
FY 2020/21
All Routes

Performance Indicators

Route #	Day Type	Operating Cost Per Revenue Hour	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
PVVTA-1	Weekday	$213.10	$14.98	$28.30	21.42%	$22.24	$1.59	$167.45	$11.77	7.5	0.53
PVVTA-2	Weekday	$270.73	$11.92	$53.28	21.42%	$41.86	$2.99	$212.73	$9.37	5.1	0.22
PVVTA-3	Weekday	$182.45	$6.23	$20.54	21.42%	$16.14	$1.15	$143.36	$4.90	8.9	0.30
PVVTA-4	Weekday	$203.85	$7.21	$35.74	21.42%	$28.08	$2.01	$160.18	$5.66	5.7	0.20
PVVTA-5	Saturday	$98.44	$4.25	$22.02	21.42%	$17.30	$1.24	$77.36	$3.34	4.5	0.19
PVVTA-BWE	Weekday	$127.03	$3.92	$208.71	22.91%	$160.88	$0.62	$97.92	$3.02	0.6	0.02
PVVTA-DAR	Weekday				28.08%						
Service Provider Totals		$207.17	$9.18	$35.86	21.58%	$28.12	$1.60	$162.45	$7.20	5.8	0.26

Currently, the Agency is understanding the affect of COVID-19 a world pandemic on all aspects of the transit and the community especially financially. This document was created during such pandemic so it is anticipated that this plans and things all together will be dramatically different in the weeks, months and years to come.

2.5 Productivity Improvement

Over the last few years, PVVTA has seen a decrease in ridership system-wide. Service performance is flat at best with increases seen in cost due to the State increase in minimum wage, changes in labor law and the cost of fuel. PVVTA has seen a steady growth in ridership from the Unincorporated Riverside County area of Ripley. This is specifically attributed to the utilization of subsidized housing for families relocating from western county.

Trip generators such as the Palo Verde College have more vacation periods which directly impacts transit performance. When such designations are not operating service is reduced to maintain cost control but a baseline number of employees must be maintained. Efforts have been made to have College directly contribute to transit service due to such impact.

Red Route 3 has continued to show a decline in service due to the expanded vanpool options and reduction in staff at the Prison facilities. PVVTA continues to engage Prison staff to promote and market services to employees.

Over the last few year, PVVTA has been working with both city and county planning departments to include conditions for transit usage on all major projects in the area. With those conditions PVVTA is also carefully planning the implementation or addition of services in the affected project areas.

PVVTA continues to see improvement on performance goals with the BWE. The Blythe Wellness Express (BWE) utilizes a shuttle bus to the Coachella Valley for medical trips, the TRIP program for medical trips further into Western Riverside County. Taking aspects of local medical needs, community partnerships and the overwhelming need to link Eastern Riverside County; the BWE continues to be a vital program for residents of the Palo Verde Valley. Planning for the BWE includes expanding the scope of rides and marketing towards a larger population for civic and social service trips.

For Blue Route 1 local service for the City of Blythe, plans are to expand service by five hours daily bringing 30-minute headways for riders during the peak periods of the day for this route. These efforts would allow riders to make trips to multiple trip generators for shopping and medical purposes fast throughout the day.

2.6 Trip Generators

This is a listing of the major trip generators throughout the PVVTA system:

Albertsons Market	Smart & Final Market	Palo Verde College
Rite Aid Pharmacy	Burtons Trailer Park	Desert Rose Apartments
Riverside County DPSS	Blythe Post Acute	Palo Verde Hospital
Casa Encinas	EZ-Mart West	Blythe Post Office
Dollar Tree	Villa Monterey	Union Bank
Blythe City Hall	Roy Wilson Community Center	

2.7 Service Changes

PVVTA Blue Route 1 - will increase frequency to 30 minutes in core areas between the hours 9am and 3pm daily.

PVVTA Gold Route 2 - will continue line service to 4:30pm Monday-Thursday, with an on-request service from 4:30pm to 6:45pm daily.

PVVTA Red Route 3 - will continue to run the existing route and schedule with no changes in routing.

PVVTA Green Route 4 - will continue to run the existing route and schedule with no changes in routing.

PVVTA Silver Route 5 - will continue to run the existing route and schedule with no changes in routing.

PVVTA will increase the Blythe Wellness Express; to three day a week to the Coachella Valley.

PVVTA will continue to operate XTend-A-Ride service which is a demand responsive micro transit service that addresses special areas in time where community require general public transit service that may not be available on the fixed route system.

PVVTA will continue to offer the Desert RoadTRIP program as well as promote use of services such as the BWE and Xtend-A-Ride.

3.1 Planned Service Changes FY21-23

PVVTA Blue Route 1 - will continue to run existing route between the hours 9am and 3pm daily.

PVVTA Gold Route 2 - will continue line service to 4:30pm Monday-Thursday, with an on-request service from 4:30pm to 6:45pm daily.

PVVTA Red Route 3 - will continue to run the existing route and schedule with no changes in routing.

PVVTA Green Route 4 - will continue to run the existing route and schedule with no changes in routing.

PVVTA Silver Route 5 - will continue to run the existing route and schedule with no changes in routing.

PVVTA will continue to run the Blythe Wellness Express three days a week to the Coachella Valley.

PVVTA will continue to operate XTend-A-Ride service which is a demand responsive micro transit service that addresses special areas in time where community require general public transit service that may not be available on the fixed route system.

PVVTA will continue to offer the Desert RoadTRIP program as well as promote use of services such as the BWE and Xtend-A-Ride.

3.2 Marketing Plans, Studies, and Promotion

The following community engagement activities as well as marketing efforts will be utilized to promote ridership growth in FY 2020/21.

1. Continuation of the marketing program, which includes brochures, flyers, advertisements in local newspapers, community transit fairs, participation in community events, and promotional materials.

2. Continuation of public outreach program, which includes meetings with schools, employers, senior service programs, persons with disabilities programs, social service agencies, the general public, city departments, and other organizations that benefit from public transportation in the Palo Verde Valley.

3. Continuing the Mobility Training program to teach the public about mass transit including those with disabilities.

4. Continue to offer information on Rideshare programs available to residents and visitors of the Palo Verde Valley.

5. Continue to foster new partnerships with Palo Verde College Association of Student Governments, and new businesses coming to the city through the Shop, Save and Get Home Free Program.

6. Continue to work with marketing consultants to improve the Blythe Wellness Express and the Agency website pvvta.com.

7. Continue to co-sponsor and stay involved in community events such as Run for the Wall, Summer Safety Event, Cleanup Day and local community events.

8. Initiate a Comprehensive Operation Analysis in hopes of find better ways and strategizes to delivery service and plan for the future.

3.3 Projected Ridership Growth

Over the last few years, PVVTA has seen a cooling in increased ridership system-wide. Service performance is flat at best with dramatic increases seen in cost due to the State increase in minimum wage and fuel tax. PVVTA has seen a nominal growth in ridership from the Unincorporated Riverside County area of Ripley. This is specifically attributed to the utilization of subsidized housing for families from western county.

Trip generators such as the Palo Verde College have more vacation time which directly impacts transit performance. When such designations are not operating service is reduced to maintain cost control. Efforts have been made to have College directly contribute to transit service due to such impact.

Red Route 3 had a decline in service due to the expanded vanpool options and reduction in staff at the Prison facilities but due to recent changes those trend have turned around to positive and hopeful increases in ridership.. PVVTA continues to engage Prison staff to promote and market services to employees.

Over the last two years, PVVTA has been working with both city and county planning departments to include conditions for transit usage on all major projects in the area. With those conditions PVVTA is also carefully planning the implementation or addition of services in the affected project areas.

PVVTA continues to see improvement on performance goals with the BWE. The Blythe Wellness Express (BWE) utilizes a shuttle bus to the Coachella Valley for medical trips, the TRIP program for medical trips further into Western Riverside County. Taking aspects of local medical needs, community partnerships and the overwhelming need to link Eastern Riverside County the BWE has shaped out to be a much needed program for residents of the Palo Verde Valley. Planning for the BWE includes expanding the scope of rides back to 3-days a week and marketing towards a larger population for civic and social service trips.

With the local services, PVVTA plans to add targeted increases in schedule frequency on the main line Blue Route 1. For the Green Route 4 service, local riders continue to asked for more service to Ripley. Using Xtend-A-Ride, Ripley is provided more access to transit for the growing community. Silver Route 5 varies in ridership throughout the different months mainly due to the climate and times when shopping is needed. Staff continues to factor in these specific operational characteristics when planning service.

3.4 Proposed Fare Structure

Currently there are no proposed fare rate increases until passenger fares are analyzed in FY 2021. Upon analysis, the proposed fare structure will be presented to the board for adoption.

3.5 Capital Improvement Plan

PVVTA plans to continue to replace rolling stock as buses reach their useful life of five years. The plan is to replace one bus in FY 2021, FY 2022, FY 2023, and two in 2024. The average cost of the buses PVVTA runs is about $120,000 and as long as funds are available, we will continue to replace once they have reached their useful life. This will allow PVVTA to continue to provide a reliable transit service with minimal to no down time at all.

PVVTA will continue to purchase and install bus stops throughout the Palo Verde Valley at strategic locations that promote new ridership through target marketing and partnerships.

In Fiscal Years 2022 and 2023, PVVTA plans to replace an administrative vehicle and a support truck as they will have reached their useful life.

3.6 Long Term Plans

PVVTA is in need of a modern and all-encompassing maintenance facility which includes infrastructure for electric and alternative fueled vehicles. In a management goal to complete such a project by 2024; PVVTA is working with our funding partners to identify the best financial stream to pool funds together to bring such project to fruition. This facility would include state of the art work stations, LEED compliancy and an interactive public space to hold meeting and training.

In 2024, PVVTA start down the path of having electric drive revenue vehicles. The plan is to start with a demo model then once a clear path emerges then ramp up procurements to bring in more EV buses online. Currently, PVVTA has applied for the VW Mitigation funds and has requested a E450 converted electric unit. Agency staff believes that factory supported equipment and standardized chassis is the best way to enter this technology.

4.1 Operating and Capital Budget FY 21 Table 4, 4A & 4B

Presented is the operating and capital budget based on the best estimates provided by RCTC, Caltrans and FTA. PVVTA utilizes Transit Development Act funding in both the; Local Transportation Fund (LTF) and State Transit Assistance (STA). Other State funding includes Low Carbon Transit Operations Program (LCTOP) funds and Caltrans State of Good Repair (SGR) funds. Rounding out the funds is FTA 5311 rural funds administered by Caltrans as well. The funding requests and planning are typical and normal as past fiscal years.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 4.0 - Summary of Funding Requests - FY 2020/21

Palo Verde Valley Transit Agency

Operating

Project	Total Amount of Funds	5310 OB	5311	AB 2766	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314
1 OPERATING ASSISTANCE	$1,186,992				$79,020			$1,064,307	$43,665				
2 OPERATING ASSISTANCE (5311 FUNDS)	$202,146		$202,146										
3 OPERATING ASSISTANCE (BWE)	$127,958			$20,000	$11,615	$20,000		$76,343					
4 LCTOP FREE RIDE VOUCHERS	$59,431					$57,756	$1,675						
5 COMPREHENSIVE OPERATIONAL STUDY	$75,000							$75,000					
Sub-total Operating	$1,651,527	$0	$202,146	$20,000	$90,635	$77,756	$1,675	$1,215,650	$43,665	$0	$0	$0	$0

Capital

Project	Total Amount of Funds	5310 OB	5311	AB 2766	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314
BULK TRANSIT BUS TIRES, FILTERS, ETC. - FY 21-3	$10,000											$2,063	$7,937
COMPUTER SOFTWARE UPGRADE - FY 21-4	$36,300											$36,300	
MINIVAN - BWE EXPANSION VEHICLE - FY 21-6	$56,000	$56,000											
REPLACE SUPPORT VEHICLE - FY 21-2	$45,000											$45,000	
REPLACEMENT OF FIXED ROUTE BUS (CNG) - FY 21-1	$145,000											$145,000	
SGR MAINTENANCE SHOP EQUIPMENT (FY19/20) - FY 21-5	$36,955									$35,565	$1,390		
Sub-total Capital	$329,255	$56,000	$0	$0	$0	$0	$0	$0	$0	$35,565	$1,390	$228,363	$7,937
Total Operating & Capital	$1,980,782	$56,000	$202,146	$20,000	$90,635	$77,756	$1,675	$1,215,650	$43,665	$35,565	$1,390	$228,363	$7,937

FY 2020/21 Projected Funding Details

5311	$202,146
AB 2766	$20,000
FARE	$90,635
LCTOP PUC99313	$77,756
LCTOP PUC99314	$1,675
LTF	$1,215,650
OTHR LCL	$43,665
Total Estimated Operating Funding Request	$1,651,527
5310 OB	$56,000
SGR PUC99313	$35,565
SGR PUC99314	$1,390
STA PUC99313	$228,363
STA PUC99314	$7,937
Total Estimated Capital Funding Request	$329,255
Total Funding Request	**$1,980,782**

FY 2020/21 SRTP

Palo Verde Valley Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: FY 21-1

FTIP No: Not Assigned - New Project

Project Name: REPLACEMENT OF FIXED ROUTE BUS (CNG)

Category: Bus

Sub-Category: Replacement

Fuel Type: CNG

Project Description: PVVTA is looking to purchase and replace one (1) CNG bus with seating capacity of 16 passengers/2 wheelchairs.

Project Justification: PVVTA has several buses that have either met their useful life or are very close and need to be replaced in order to continue to provide reliable fixed route service to the community.

Project Schedule:

Start Date	Completion Date
July 2020	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2020/21	$145,000
Total		$145,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2020/21 SRTP

Palo Verde Valley Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: FY 21-2

FTIP No: Not Assigned - New Project

Project Name: REPLACE SUPPORT VEHICLE

Category: Support Vehicles

Sub-Category: Replacement

Fuel Type: Gas

Project Description: 2021 5 passenger Ford Explorer

Project Justification: PVVTA is currently operating a support vehicle that will meet its useful life and will need to be replaced in FY2021.

Project Schedule:

Start Date	Completion Date
July 2020	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2020/21	$45,000
Total		$45,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2020/21 SRTP

Palo Verde Valley Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: FY 21-3

FTIP No: Not Assigned - New Project

Project Name: BULK TRANSIT BUS TIRES, FILTERS, ETC.

Category: Equipment

Sub-Category: Parts

Fuel Type: N/A

Project Description: Purchase in bulk transit bus tires, filters, coolants, etc.

Project Justification: Bus tires, filters, oil, coolants, brake kits, etc. will be purchased in bulk for the year. This will allow quicker repair of the buses with the supplies already on hand. In addition, it will allow the buses to be put back in service much quicker.

Project Schedule:

Start Date	Completion Date
July 2020	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2020/21	$2,063
STA PUC99314	FY 2020/21	$7,937
Total		$10,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2020/21 SRTP

Palo Verde Valley Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: FY 21-4

FTIP No: Not Assigned - New Project

Project Name: COMPUTER SOFTWARE UPGRADE

Category: ITS

Sub-Category: Systems

Fuel Type: N/A

Project Description: TransTrack Manager Upgrade

Project Justification: PVVTA would like to upgrade TransTrack so that operational data can be entered daily and reports can be generated monthly. This will allow single data entry and updated operational reports on a daily and or monthly basis.

Project Schedule:

Start Date	Completion Date
July 2020	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2020/21	$36,300
Total		$36,300

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2020/21 SRTP

Palo Verde Valley Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: FY 21-5

FTIP No: Not Assigned - New Project

Project Name: SGR MAINTENANCE SHOP EQUIPMENT (FY19/20)

Category: Equipment

Sub-Category: Upgrade

Fuel Type: N/A

Project Description: Upgrade/update heavy duty maintenance equipment.

Project Justification: The maintenance equipment in the maintenance shop is old and needs to be upgraded/updated. This purchase will provide more efficient and safe equipment for the maintenance mechanic to use for repairs of the transit buses . With more efficient maintenance equipment, the buses will be in service much quicker.

Project Schedule:

Start Date	Completion Date
July 2020	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2020/21	$35,565
SGR PUC99314	FY 2020/21	$1,390
Total		$36,955

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2020/21 SRTP

Palo Verde Valley Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: FY 21-6

FTIP No: Not Assigned - New Project

Project Name: MINIVAN - BWE EXPANSION VEHICLE

Category: Support Vehicles

Sub-Category: Expansion

Fuel Type: Gas

Project Description: Minivan - 5 ambulatory passengers with ramp

Project Justification: Expansion vehicle for the BWE service.

Project Schedule:

Start Date	Completion Date
July 2020	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5310 OB	FY 2020/21	$56,000
Total		$56,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

Table 4B - Fare Revenue Calculation
(consistent with Commission Farebox Recovery Policy)

Revenue Sources included in Farebox Calculation	Actual Amount from FY2018/19 Audit	FY2019/20 (Estimate)	FY 2020/21 (Plan)
1. Passenger Fares	82,448	79,000	90,635
2. Interest	50	70	65
3. General Fund Supplement	-		
4. Measure A	-		
5. Advertising Revenue	-		
6. Gain on Sale of Capital Assets	-		
7. CNG Revenue	26,981	27,000	30,635
8. Lease/ Other Revenue	-		
9. Federal Excise Tax Refund	-		
10. Investment Income	-		
11. CalPers CERBT	-		
12. Fare Revenues from Exempt Routes	(79,609)	11,285	
13. Other Revenues	66,333	274,200	314,542
TOTAL REVENUE for Farebox Calculation (1-13)	96,203	391,555	435,877
TOTAL OPERATING EXPENSES for Farebox Calculation	922,582	1,526,160	1,651,527
FAREBOX RECOVERY RATIO	**10.43%**	**25.66%**	**26.39%**

Other Revenues Include:

T.R.I.P. Revenue	$	1,000
RTAP Grant	$	1,500
Special Services	$	10,000
Misc. Revenues	$	465
MDAQMD Operating Funds	$	20,000
LCTOP	$	79,431
5311 Funds	$	202,146
	$	314,542

4.2 Funding Plan Table 4.1 & 4.2

The FY 2022 operating and capital budget is presented below. A modest increase of five percent is reflected in the operating budget for this fiscal year. PVVTA will look to purchase a fixed route bus and a support vehicle to replace those which have met their useful life.

Table 4.1 - Summary of Funds Requested for FY 2021/22

Project Description	Capital Project Number (1)	Total Amount of Funds	LTF	STA	5311 Funds	State Of Good Repair	Low Carbon Transit Operations Program	Fare Box	Other Funds
Operating Assistance		$ 1,247,342	$ 1,117,522					$ 82,971	$ 46,848
Operating Assistance (5311 Funds)		$ 202,146			$ 202,146				
Blythe Wellness Express Operating		$ 127,864	$ 96,225					$ 11,639	$ 20,000
		$ -							
Subtotal: Operating		$ 1,577,352	$ 1,213,748	$ -	$ 202,146	$ -	$ -	$ 94,610	$ 66,848
Replacement of Fixed Route Bus (CNG)	FY22-1	$ 145,000		$ 145,000					
Replace Support Vehicle	FY22-2	45,000		$ 45,000					
Bulk Transit Bus Tires, Filters, etc.	FY22-3	10,000		$ 10,000					
Bus Stop Amenities	FY22-4	10,000		$ 10,000					
SGR/ Maintenance Infrastructure FY20/21	FY22-5	$ 38,630				$ 38,630			
Subtotal: Capital		$ 248,630	$ -	$ 210,000	$ -	$ 38,630	$ -	$ -	$ -
Total: Operating & Capital		**$ 1,825,982**	**$ 1,213,748**	**$ 210,000**	**$ 202,146**	**$ 202,146**	**$ -**	**$ 94,610**	**$ 66,848**

(1) Number should tie to Table 4A - Capital Project Justification

Other Funds Include:

CNG Fuel Sales	$ 30,635
T.R.I.P. Revenue	$ 1,000
RTAP Grant	$ 1,500
Special Services	$ 10,000
Misc. Revenues/Interest	$ 530
MDAQMD Operating Funds	$ 20,000
	$ 66,848

The FY 2023 operating and capital budget is presented below. A modest increase of five percent is reflected in the operating budget for this fiscal year. PVVTA will look to purchase a fixed route bus and a support vehicle to replace those which have met their useful life.

Table 4.2 - Summary of Funds Requested for FY 2022/23

Project Description	Capital Project Number (1)	Total Amount of Funds	LTF	STA	5311 Funds	State Of Good Repair	Low Carbon Transit Operations Program	Fare Box	Other Funds
Operating Assistance		$ 1,307,691	$ 1,170,738					$ 86,922	$ 50,032
Operating Assistance (5311 Funds)		$ 202,146			$ 202,146				
Blythe Wellness Express Operating		$ 133,001	$ 100,807					$ 12,194	$ 20,000
		$ -							
Subtotal: Operating		$ 1,642,838	$ 1,271,545	$ -	$ 202,146	$ -	$ -	$ 99,116	$ 70,032
Replacement of Fixed Route Bus (CNG)	FY23-1	$ 145,000		$ 145,000					
Replace Support Vehicle	FY23-2	45,000		$ 45,000					
Bulk Transit Bus Tires, Filters, etc.	FY23-3	10,000		$ 10,000					
Bus Stop Amenities	FY23-4	10,000		$ 10,000					
Subtotal: Capital		$ 210,000	$ -	$ 210,000	$ -	$ -	$ -	$ -	$ -
Total: Operating & Capital		**$ 1,852,838**	**$ 1,271,545**	**$ 210,000**	**$ 202,146**	**$ 202,146**	**$ -**	**$ 99,116**	**$ 70,032**

(1) Number should tie to Table 4A - Capital Project Justification

Other Funds Include:

CNG Fuel Sales	$ 30,635
T.R.I.P. Revenue	$ 1,000
RTAP Grant	$ 1,500
Special Services	$ 10,000
Misc. Revenues/Interest	$ 530
MDAQMD Operating Funds	$ 20,000
	$ 70,032

4.3 Regulatory and Compliance Requirements. Table 4.3

PALO VERDE VALLEY TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2020/2021 - FY 2022/2023

TABLE 4.3–TDA TRIENNIAL

Audit Recommendation (Covering FY2015/2016 – FY2017/2018)	Action(s) Taken And Results
Work with local elected officials and stakeholders to expand upon the Blythe Wellness Express (BWE) to serve veterans.	PVVTA continues to work with key political stakeholders as well as local and regional Veteran advocates to strategically link services to identified needing segments of our community.
Ensure that Board meeting agendas and minutes are posted on the PVVTA website.	PVVTA fixed the link system in posting identified items. These can be found at pvvta.com/agencyfiles.
Pursue further discussions with the City of Blythe about defining roles and responsibilities.	PVVTA continues to engage in talks with the City of Blythe to define their roles in relation to the Agency. The hope is to have a living MOU by the end of FY 2020/21.

FY 2016-2018 , TDA Triennial Audit link:
https://www.dropbox.com/sh/2miuyjmtb4hw6qo/AAA-I-F6ZZ-nK3lMJ6_aRxRea/PVVTA%20FY2016-18%20TDA%20Triennial%20Audit.pdf?dl=0

PVVTA link
https://www.dropbox.com/sh/2miuyjmtb4hw6qo/AAA-rP3a2fFBuaJezMx397nsa/PVVTA%20ADA%20Plan%20021617.pdf?dl=0

PVVTA link PVVTA link

FY 2016-2018 , TDA Triennial Audit link:
https://www.dropbox.com/sh/2miuyjmtb4hw6qo/AAA-I-F6ZZ-nK3lMJ6_aRxRea/PVVTA%20FY2016-18%20TDA%20Triennial%20Audit.pdf?dl=0

PVVTA Title VI link:
https://www.dropbox.com/sh/2miuyjmtb4hw6qo/AABD9skbHDzWF54Hchj1uw0fa/PVVTA%20Title%20VI%20Program%202017.pdf?dl=0

Alternative Fueled Vehicles Utilization:
PVVTA follows the RCTC policy in utilizing alternative fueled vehicles. The makeup of the fleet is at a 55% compliant gasoline utilization and a 45% Compressed Natural Gas (CNG) utilization. Such utilization is compliant also with the Mojave Desert Air Quality Management District (MDAQMD) policy and alternative fuel.

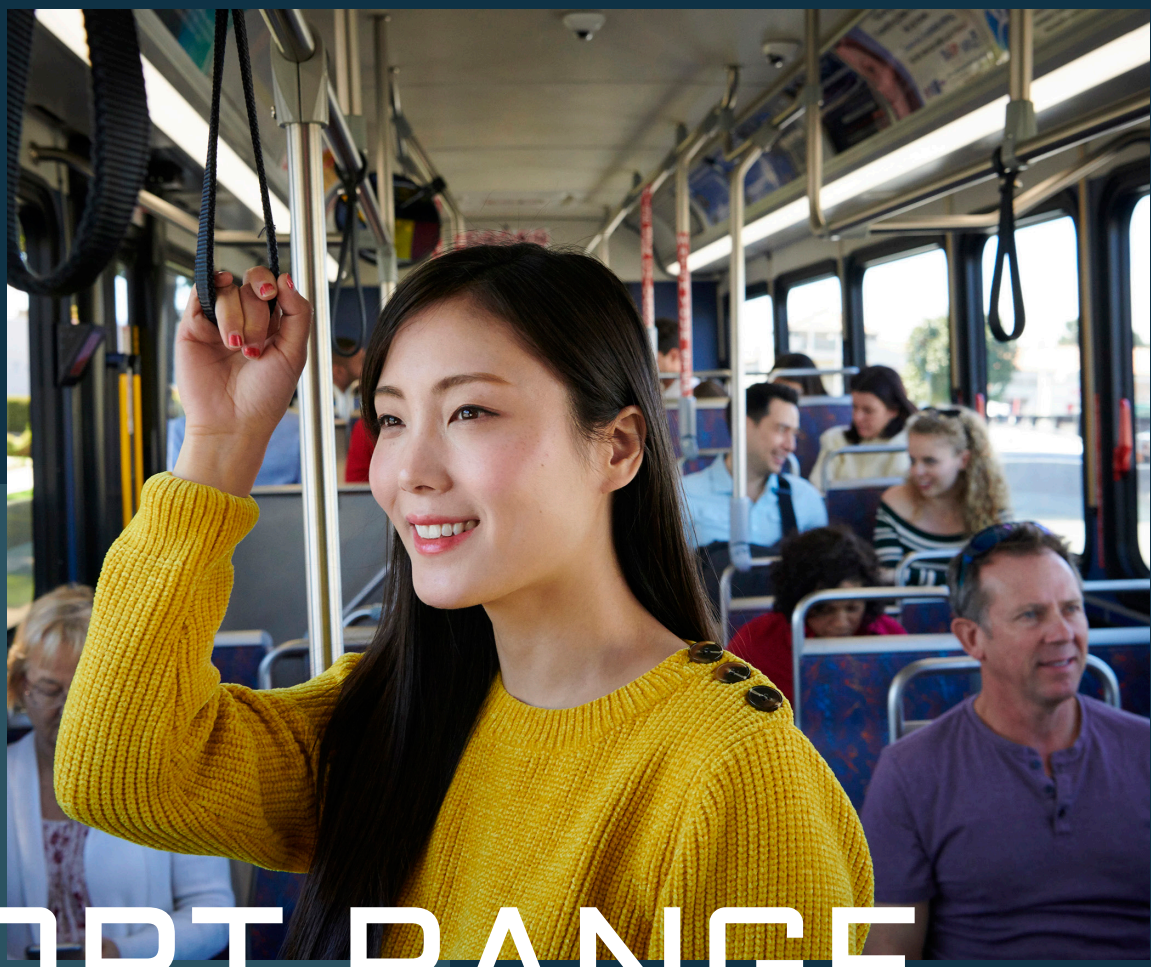
4.4 Open Projects Listing

Transit SuBSA

Table 4.4 Open Projects Prior to FY2020/2021

Project Name	SRTP Capital Project No's	Project Element	Funding Category	Beg to End - Project Timeline	Total Project Cost	Unfunded Balance
Bulk Transit Tires, Filters, Etc.	19-02	7	1	7/2018 - 6/2020	15,000	0
CNG Equipment Rehabilitation	19-03	4	1	7/2018 - 6/2020	54,000	0
Fixed Route Replacement Bus	20-01	1	1	7/2019 -6/2020	120,000	0
Purchase Shop/Maint. Truck	20-03	2	1	7/2019 -6/2020	45,000	0
Bulk Transit Tires, Filters, Etc.	20-04	7	1	7/2019 -6/2020	15,000	0
Bus Stop Amenities	20-05	3	1	7/2019 -6/2020	10,000	0
Solar Parking Light	20-06	4	1	7/2019 -6/2020	10,000	0
Maintenance Shop Equip. (SGR)	20-07	3	1	7/2019 -6/2020	35,758	0
8					**304,758**	**0**

RTA
Riverside Transit Agency



SHORT RANGE TRANSIT PLAN

FY21-FY23

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Glossary of Acronyms

5304	Discretionary grants for statewide and non-metropolitan transportation planning
5307	Formula grants for urbanized areas
5309	Discretionary grants for fixed guideway capital investments
5310	Discretionary grants for enhanced mobility of seniors and individuals with disabilities
5311	Formula grants for rural areas
5337	State of Good Repair
5339	Formula grants for bus and bus facilities
ADA	Americans with Disabilities Act
A&E	Architectural and Engineering
AHSC	Affordable Housing and Sustainable Communities Program
ATIS	Advanced Traveler Information System
BRT	Bus Rapid Transit
CARB	California Air Resources Board
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CNG	Compressed Natural Gas
COA	Comprehensive Operational Analysis
COVID-19	Coronavirus
CPUC	California Public Utilities Code
CTAF-CTSGP	California Transit Assistance Fund – California Transit Security Grant Program
CTSA	Consolidated Transportation Services Agency
DAR	Dial-A-Ride paratransit services
DBE	Disadvantaged Business Enterprise
EEO	Equal Employment Opportunity
EV	Electric Vehicle
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FY	Fiscal Year
GASB	Government Accounting Standards Board
GGRF	Greenhouse Gas Reduction Fund
GIS	Geographic Information System
Go-Pass	Community College Pass
HSR	California High-Speed Rail
ICT	Innovative Clean Transit
ITS	Intelligent Transportation System
LCFS	Low-Carbon Fuel Standard
LCTOP	Low Carbon Transit Operations Program
LEP	Limited English Proficiency
LTF	Local Transportation Fund
MJPA	March Joint Powers Authority
MPO	Metropolitan Planning Organization
MSJC	Mount San Jacinto College
OCTA	Orange County Transportation Authority
OPEB	Other Post-Employment Benefits
PEPRA	Public Employees' Pension Reform Act of 2012

PPP	Public Private Partnership
PTMISEA	Public Transportation Modernization, Improvement, and Service Enhancement Account
PVL	Perris Valley Line
RCC	Riverside City College
RCTC	Riverside County Transportation Commission
RINs	Renewable Identification Numbers
RTA	Riverside Transit Agency
RTPA	Regional Transportation Planning Agency
RPU	Riverside Public Utilities
§	Section
SB1	Senate Bill 1
SCAG	Southern California Association of Governments
SGR	State of Good Repair
SR	State Route
SRTP	Short Range Transit Plan
STA	State Transit Assistance
TCM	Transportation Control Measure
TDA	Transportation Development Act
TIRCP	Transit and Intercity Rail Capital Program
TMC	Travel Management Company
TNC	Transportation Network Company
T-NOW	Transportation NOW
TSP	Transit Signal Priority
TTS	Timed Transfer System
TUMF	Transportation Uniform Mitigation Fee
UCR	University of California, Riverside
U-Pass	University Pass
U.S.C.	United States Code
UZA	Urbanized Area as defined by the U.S. Census Bureau
WRCOG	Western Riverside Council of Governments
ZEB	Zero-Emission Bus
ZEV	Zero-Emission Vehicle

EXECUTIVE SUMMARY

The adoption of the 10-Year Network Plan (10-Year Plan) in January 2015 that resulted from the Comprehensive Operational Analysis (COA) charted an ambitious and strategic path forward for Riverside Transit Agency (RTA). The findings from the market and service assessments, survey results, analysis of data, passenger comments and policy guidance from the RTA Board of Directors contributed to the development of service and capital improvement recommendations in the 10-Year Plan. The key focuses of the plan were to improve service frequencies, improve connectivity and reduce travel times with the introduction of timed transfer connections, more late-night services and improved passenger amenities. The annual Short Range Transit Plan (SRTP) covers a three-year span and serves as the actual implementation and financial plan for year one only.

The FY21 – FY23 SRTP marks the sixth implementation year of the 10-Year Plan. During the five years, not counting the FY21 implementation year, RTA managed to implement service frequency improvements --- the most requested form of improvement from our customers --- on 10 routes. This included an increase from one to three routes offering 15-minute service seven days a week during peak times, serving the highest travel demand areas of Corona, Riverside, Moreno Valley and Perris. Seven new routes were added, including RTA's first arterial limited-stop RapidLink (Gold Line) service between Corona and UC Riverside (UCR), a new CommuterLink freeway express route linking Riverside to San Bernardino and Orange County/Disneyland utilizing the new toll lanes on State Route 91 (SR-91), plus three new routes feeding the newly implemented Perris Valley Metrolink rail service. Local service now runs 365 days a year on all routes (except special shuttles).

The recent COVID-19 pandemic has greatly affected RTA's revenue stream and it is estimated that this revenue loss will worsen in FY21. After experiencing ridership increases in January and February 2020, the Agency saw a huge ridership decline. By the beginning of April, the Agency's ridership had dropped approximately 75 percent, further depleting revenues and making required farebox recovery percentages impossible to reach. To better manage the uncertain future, RTA plans to run seven-day Sunday service, plus additional peak CommuterLink service for all of FY21. Dial-a-Ride (DAR) service will remain consistent with last year as the Agency strives to serve the most vulnerable population. Chapter 3 of the SRTP details the Agency's FY21 service plan.

It is important to note that there are current California transportation bills being reviewed that will make public transportation free for certain rider groups. Assembly Bill 1350 (AB 1350) is a California transportation bill that aims to make public transportation free for youth ages 18 and under. The bill passed through the Assembly on January 27, 2020 but has not been assigned to a Senate committee at this time. Additionally, Assembly Bill 2176 (AB 2176) is a transportation bill that aims to make public transportation free for all California Community Colleges, California State University and University of California students. Lastly, Assembly Bill 2012 (AB 2012) aims

to provide free transit passes to all seniors ages 65 and older in California. Both AB 2176 and AB 2012 have not yet passed through the Assembly. As of this writing, the California State Legislature has suspended legislative sessions due to the COVID-19 pandemic; however, these bills are expected to move forward once pandemic relief legislation is heard. When combined with already declining revenues due to the health pandemic, the Agency will struggle further without a revenue source to make up for lost farebox from these three groups, that together make up approximately 75 percent of the current ridership.

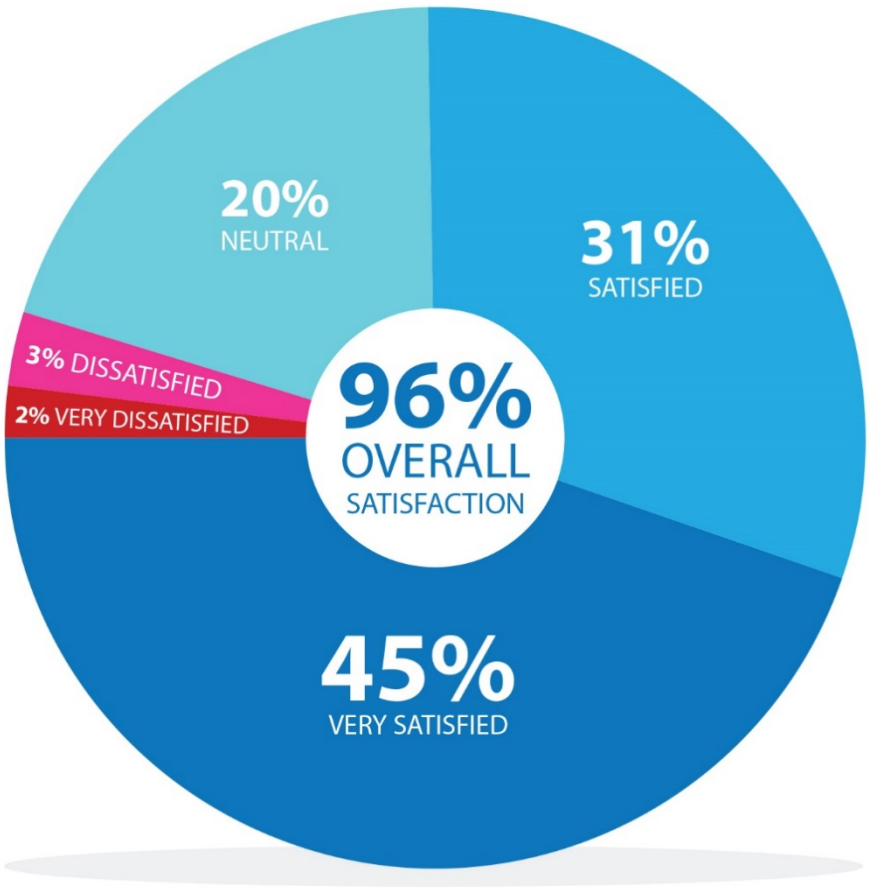
RTA is making investments in key capital improvements and will continue to focus on key long-term investments during FY21. The following is a high-level summary of the most significant capital projects progressing in response to the recommendations of the 10-Year Plan:

- **Hemet Mobility Hub.** The Hemet City Council approved the conceptual plan in January 2019 and the project will be delivered through a Public Private Partnership (PPP) with provisions made to accommodate possible future rail service. Additionally, the city will contribute five acres of city-owned land toward this project.

- **Preparation and Implementation of Bus Stop Improvement Plan.** Over 85 bus shelters with benches and trash receptacles have been installed at bus stops throughout the RTA service area since this plan was adopted in 2015. The plan calls for improving 25 bus stops in FY21.

- **The Vine Street Mobility Hub.** RTA is currently completing a conceptual plan and community outreach for this project. Upon completion, architectural, engineering and design work will commence.

According to RTA's 2018 Market Assessment and Strategic Direction Study (Market Assessment Study), RTA currently has a 96 percent overall satisfaction rating, as shown in the graph below. Due to rounding of numbers, the total will exceed 100 percent on the graph.



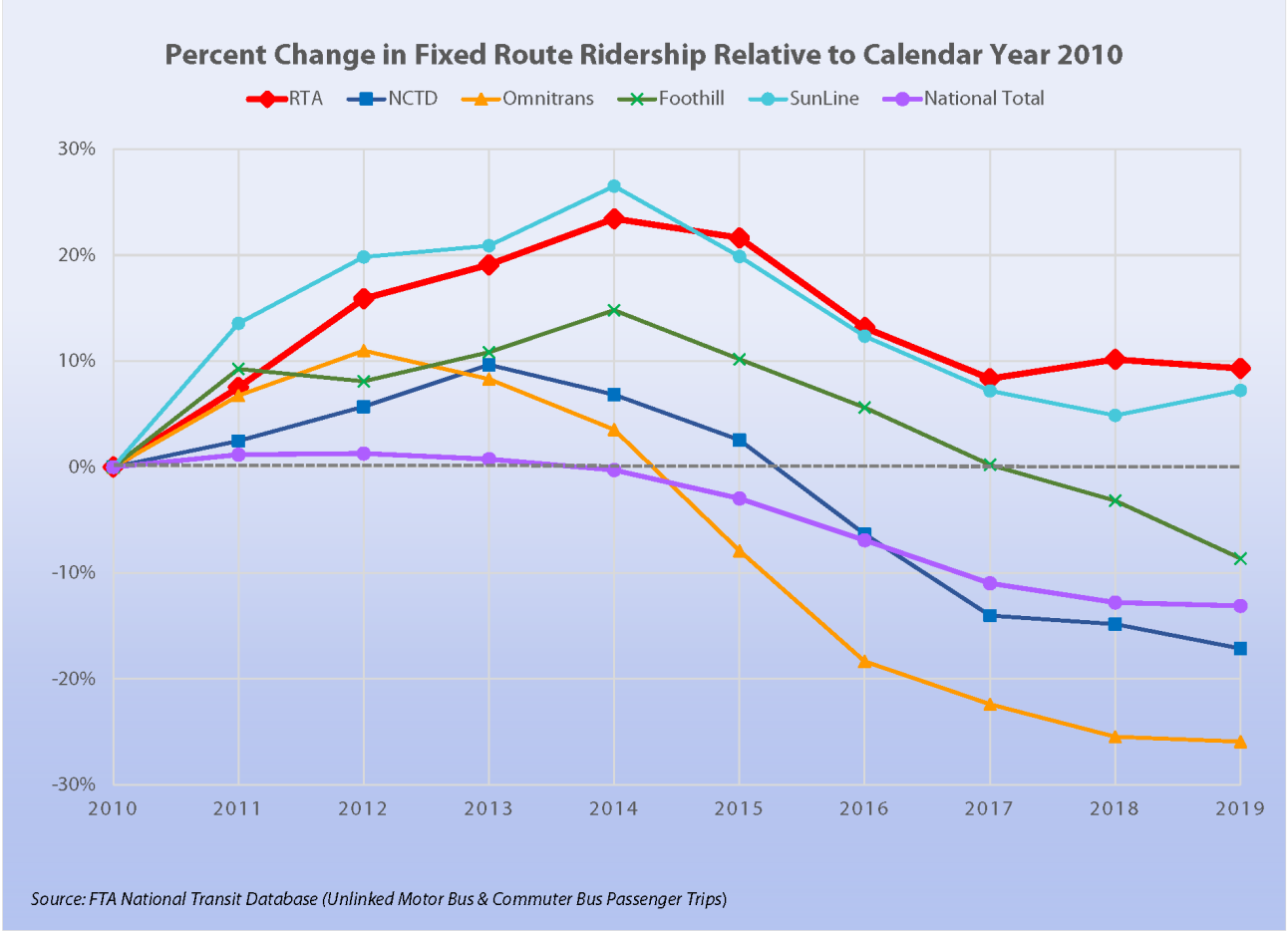
Since the current fiscal year (FY20) ends in June 2020, data from calendar years 2018 and 2019 are used to look at the most recent regional fixed route ridership trends among RTA's regional peers: Omnitrans from San Bernardino County, North County Transit District (NCTD) from San Diego County and Foothill Transit from San Gabriel Valley. In reference to the table below, RTA showed a ridership loss of less than one percent (.78 percent) from calendar year 2018 to 2019, which is less of a drop than most other transit agencies have experienced, especially considering RTA increased fares in July 2019.

Calendar Year (CY) to Calendar Year (CY) Fixed Route Comparison				
Agency	CY 2018 Ridership	CY 2019 Ridership	Net Difference	Percent Change
Riverside Transit Agency (Riverside County, CA)	8,287,164	8,222,689	-64,475	-0.78%
North County Transit District (San Diego County, CA)	6,495,343	6,319,663	-175,680	-2.70%
Omnitrans (San Bernardino County, CA)	10,605,688	10,541,433	-64,255	-0.61%
Foothill Transit (San Gabriel Valley, CA)	12,452,677	11,751,793	-700,884	-5.63%

Source: FTA National Transit Database (Unlinked Motor Bus & Commuter Bus Passenger Trips)

Similarly, long-term comparisons also suggest that RTA has consistently bucked the regional fixed-route ridership trends. While the fixed-route ridership of the four regional peers fell below

the calendar year 2010 baseline, RTA shows a 9.31 percent ridership gain over the same period as noted in the graph and the supporting data tables below.



Source: FTA National Transit Database (Unlinked Motor Bus & Commuter Bus Passenger Trips)

Calendar Year (CY) to Calendar Year (CY) Fixed Route Unlinked Passenger Trips										
Agency	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**
RTA	7,522,296	8,088,468	8,717,711	8,959,299	9,286,584	9,149,610	8,512,760	8,149,731	8,287,164	8,222,689
NCTD	7,626,585	7,814,669	8,060,890	8,363,039	8,147,895	7,821,113	7,144,265	6,557,310	6,495,343	6,319,663
Omnitrans	14,231,408	15,190,922	15,795,184	15,413,985	14,733,581	13,105,501	11,620,694	11,043,721	10,605,688	10,541,433
SunLine	3,775,678	4,287,978	4,524,834	4,564,667	4,777,304	4,526,442	4,242,481	4,047,368	3,959,472	4,048,831
Foothill	12,861,767	14,052,742	13,902,047	14,257,099	14,766,378	14,170,727	13,584,934	12,887,639	12,452,677	11,751,793
National Total	5,084,112,443	5,143,733,046	5,149,256,736	5,121,951,463	5,070,142,995	4,933,214,156	4,733,125,066	4,525,563,097	4,434,010,149	4,417,456,351

Percentage Change in Fixed Route Ridership Relative to Calendar Year (CY) 2010										
Agency	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**
RTA	0%	7.53%	15.89%	19.10%	23.45%	21.63%	13.17%	8.34%	10.17%	9.31%
NCTD	0%	2.47%	5.69%	9.66%	6.84%	2.55%	-6.32%	-14.02%	-14.83%	-17.14%
Omnitrans	0%	6.74%	10.99%	8.31%	3.53%	-7.91%	-18.34%	-22.40%	-25.48%	-25.93%
SunLine	0%	13.57%	19.84%	20.90%	26.53%	19.88%	12.36%	7.20%	4.87%	7.23%
Foothill	0%	9.26%	8.09%	10.85%	14.81%	10.18%	5.62%	0.20%	-3.18%	-8.63%
National Total	0%	1.17%	1.28%	0.74%	-0.27%	-2.97%	-6.90%	-10.99%	-12.79%	-13.11%

Source: FTA National Transit Database (Unlinked Motor Bus & Commuter Bus Passenger Trips)

With the aggressive implementation of the recommendations of the 10-Year Plan and the pending completion of the Vine Street and Hemet mobility hubs, RTA is poised to fully implement a systemwide Timed Transfer System (TTS) and streamline the route network that would further

reduce travel times and improve service reliability and efficiency. However, RTA, along with all transit agencies in California, is challenged with a new mandate from the California Air Resources Board (CARB) of incorporating zero-emission, 40-foot buses. This was not anticipated at the time of preparing the 10-Year Plan in 2015.

Hence, moving forward beyond the FY21 – FY23 SRTP, there is a necessity for RTA to pause further implementation of recommendations in the 10-Year Plan. This is because of the financial and operational constraints that will result from CARB's adoption of the Innovative Clean Transit (ICT) regulations in December 2018. The ICT initiative mandates public transit agencies transition entirely to a zero-emission bus (ZEB) fleet by 2040. This results in significant associated operating and capital cost impacts and calls for a complete evaluation of how RTA delivers service. Considering this regulation and the already uncertain economic future due to the COVID-19 pandemic, RTA will face budget cuts and contraction through at least FY21.

To meet the ICT mandate, each transit agency is required to submit a rollout plan (implementation plan) by July 1, 2020. The plan will demonstrate how the agency intends to comply with the mandate and when it plans to purchase 40-foot ZEBs and build the necessary support infrastructure to reach the 2040 ZEB target. On April 23, 2020, RTA received notification from CARB that extensions would be approved if agencies were experiencing delays due to the COVID-19 pandemic. RTA has submitted an extension request, asking to submit the plan by December 31, 2020. This extension will allow RTA staff to get key contract personnel here for the in-person Board meeting, something that is currently not an option due to travel bans between the United States and Canada. This extension will also allow the executive team the time to thoroughly review the documents, something that cannot be done right now as staff is busy keeping operations running while protecting employees and riders. Combining RTA's large service area with ZEB technology's current range issues will present an operational challenge to RTA. RTA will have to change the way it operates and make adjustments to afford the increased capital and operating costs. These adjustments will be reflected in future SRTPs as RTA begins programming funding for ZEB implementation. As a first step towards ZEB implementation, the Agency will conduct a route profile/Geographic Information System (GIS) update including some restructuring for ZEB implementation.

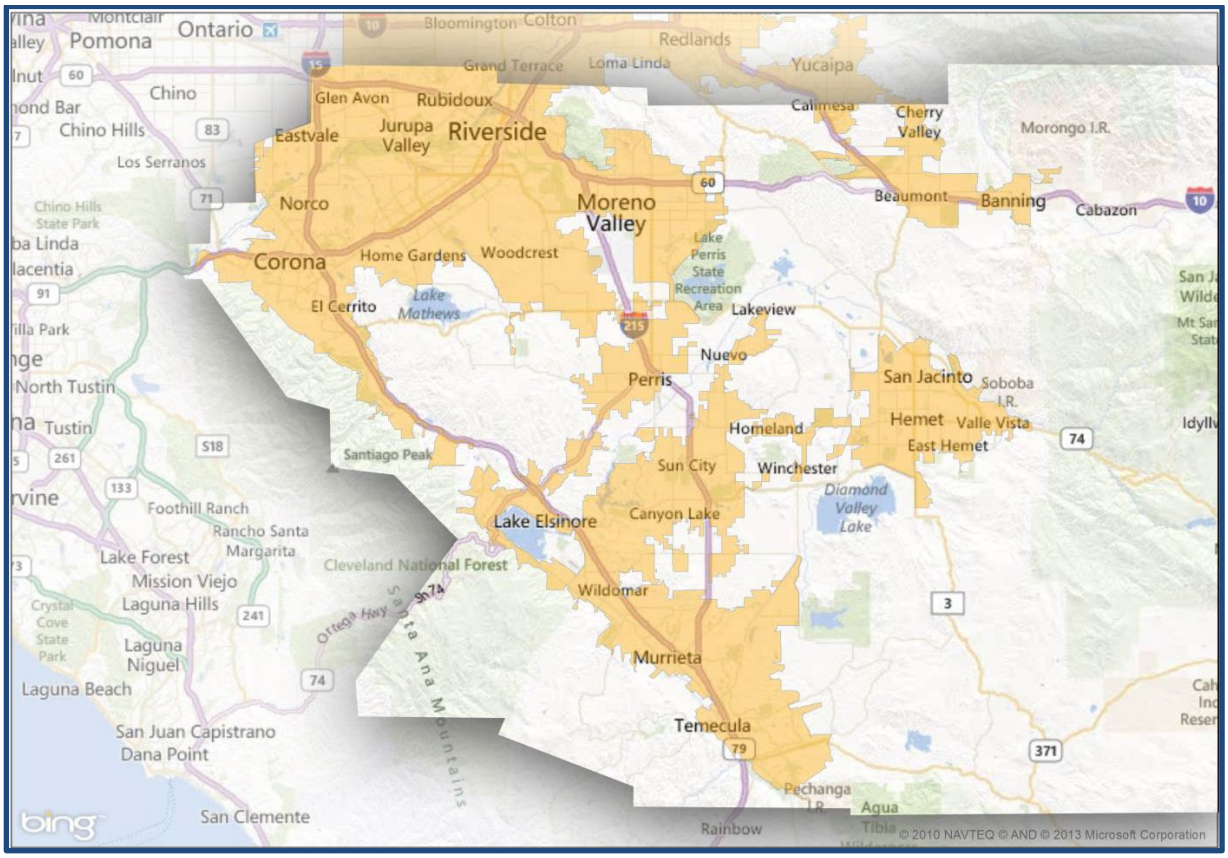
The ZEB rollout plan will include a comprehensive operational and financial analysis of the impacts on RTA's delivery model for transit services that would result from the cost of zero emission fuel. The plan will also identify potential limits on operating range for ZEBs between recharging/refueling, cost of elimination of current financial incentives to utilize compressed natural gas (CNG) and the capital cost of constructing support facilities and infrastructure. The purchase of more expensive ZEBs and the training needs for staff operating and maintaining a ZEB fleet will also be studied. Potential new financial resources and incentives that may become available to implement the ICT mandate will be identified.

The FY21 – FY23 SRTP is organized as follows: Chapter 1 provides an overview of the system. Chapter 2 describes route performance and existing service. Chapter 3 details planned service changes during FY21. Chapter 4 covers the financial and capital plans.

CHAPTER 1: SYSTEM OVERVIEW

1.1 JURISDICTION

RTA's jurisdiction is among the largest in the nation for a transit system, encompassing approximately 2,500 square miles of western Riverside County. Included in the boundaries are 18 incorporated cities, including Banning, Beaumont, Calimesa, Canyon Lake, Corona, Eastvale, Hemet, Jurupa Valley, Lake Elsinore, Menifee, Moreno Valley, Murrieta, Norco, Perris, Riverside, San Jacinto, Temecula and Wildomar, as well as the unincorporated areas of Riverside County supervisorial districts 1, 2, 3 and 5. RTA provides service in both urban and rural areas. Urbanized and rural areas are defined by the United States Census Bureau (US Census) based on population size and revised every 10 years with each new census. The urbanized zone areas (UZA) in the jurisdiction are Riverside-San Bernardino, Hemet and Murrieta-Temecula-Menifee. Portions of RTA routes also connect to Los Angeles-Long Beach-Anaheim and San Diego UZAs, providing interregional mobility options for RTA customers. The map below illustrates RTA's jurisdictional boundaries and highlights the portions of the region considered urbanized.

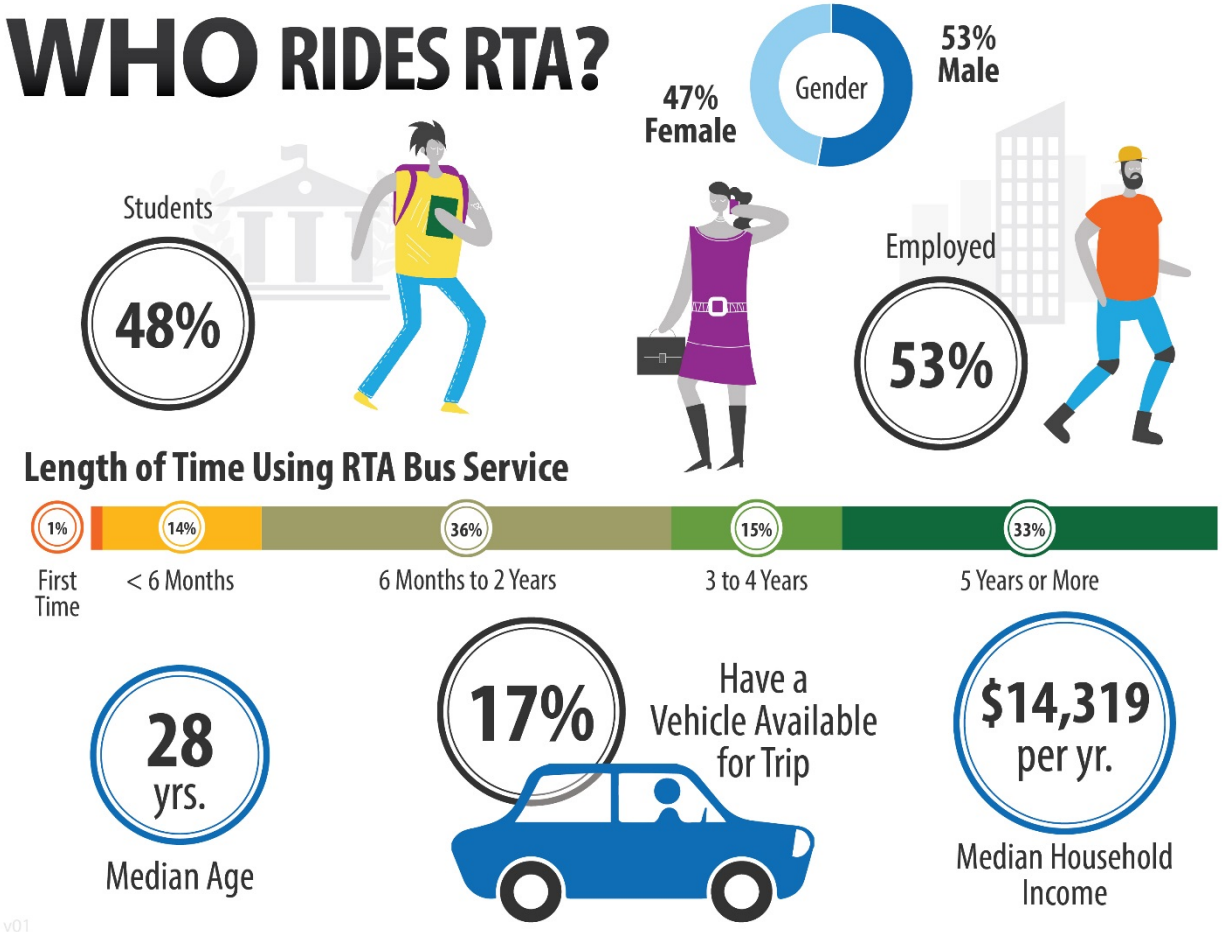


1.2 POPULATION PROFILE AND DEMOGRAPHIC PROJECTIONS

Due to changing demographics in various communities RTA continues to be proactive by planning routes that are customer-oriented and financially sustainable. By studying the characteristics of riders, a better understanding is gained to more appropriately plan for and meet the needs of the transit market. Rider characteristics, along with demographic and population changes, are used to shape and strategize how resources will be allocated in future years.

Population Profile – Rider Characteristics

RTA passenger characteristics were collected from on-board surveys in spring 2018 as part of the RTA Market Assessment Study. A demographic summary of RTA riders offered the following characteristics:



Source: RTA Market Assessment Study (2018).

Population Profile

Deployment of future transit service will directly correspond to demographic and land use changes within the RTA service area, driven by population growth and buffered by the aforementioned ICT impacts.

The table below shows population changes between 2010 and 2019 based on California Department of Finance data as of May 2019. Between 2012 (once Eastvale and Jurupa Valley were incorporated as cities) and 2019, population for the service area has grown by eight percent with growth experienced in most cities across this period. This growth provides potential future ridership possibilities for RTA.

RIVERSIDE COUNTY Historical Populations, with 2010 Census Counts												
City	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Change 2012 - 2019	% Change
Banning	29,603	29,903	30,283	30,300	30,346	30,456	30,497	30,914	30,950	31,044	761	2.51%
Beaumont	36,877	38,317	39,423	40,715	41,492	42,937	44,746	45,167	46,545	48,401	8,978	22.77%
Calimesa	7,879	7,935	8,007	8,050	8,261	8,421	8,487	8,805	9,080	9,159	1,152	14.39%
Canyon Lake	10,561	10,661	10,771	10,807	10,873	10,953	11,021	11,138	11,213	11,285	514	4.77%
Corona	152,374	153,987	156,151	158,659	160,505	161,299	162,819	165,427	167,013	168,101	11,950	7.65%
Eastvale	*	54,354	55,963	57,260	59,327	60,833	62,912	64,683	65,725	66,078	10,115	18.07%
Hemet	78,657	79,597	80,296	80,556	81,406	82,161	82,503	83,802	84,423	84,754	4,458	5.55%
Jurupa Valley	*	*	97,004	97,907	98,143	99,067	100,683	102,392	104,661	106,318	9,314	9.60%
Lake Elsinore	51,821	52,544	53,529	56,072	57,165	58,768	60,760	61,433	62,241	62,949	9,420	17.60%
Menifee	77,519	79,639	81,513	83,494	84,562	86,018	87,943	89,113	90,775	93,452	11,939	14.65%
Moreno Valley	193,365	195,137	198,019	199,803	200,394	201,346	203,216	203,934	206,046	208,297	10,278	5.19%
Murrieta	103,466	104,722	106,522	108,570	109,450	111,029	113,087	116,527	116,970	118,125	11,603	10.89%
Norco	27,063	27,106	27,287	26,868	26,768	26,049	26,560	26,527	26,464	26,386	(901)	-3.30%
Perris	68,386	69,775	70,892	72,119	72,799	73,360	75,113	75,659	76,260	76,971	6,079	8.58%
Riverside	303,871	308,124	311,622	314,701	316,400	318,914	321,723	323,934	326,270	328,101	16,479	5.29%
San Jacinto	44,199	44,688	45,261	45,708	45,934	46,199	46,778	47,053	47,607	48,878	3,617	7.99%
Temecula	100,097	101,835	103,920	105,251	106,764	109,393	110,474	112,170	113,248	113,826	9,906	9.53%
Wildomar	32,176	32,609	33,096	33,689	34,069	34,416	34,948	35,261	35,635	36,066	2,970	8.97%
Unincorporated**	378,294	340,551	269,340	269,243	273,497	276,910	279,214	285,765	290,320	295,650	26,310	9.77%
Incorporated (City Total)	1,317,914	1,390,933	1,509,559	1,530,529	1,544,658	1,561,619	1,584,270	1,603,939	1,621,126	1,638,191	128,632	8.52%
County Total	1,696,208	1,731,484	1,778,899	1,799,772	1,818,155	1,838,529	1,863,484	1,889,704	1,911,446	1,933,841	154,942	8.71%

**Previously unincorporated area*

***Unincorporated estimate is based on 75% of all the County unincorporated, not just western Riverside County (as per WRCOG guidance).*

Source: Californa Department of Finance

Riverside County Total Population			
2010	2015	2020	2025
2,198,503	2,332,491	2,468,145	2,597,656
% Change	6.09%	5.82%	5.25%

Across the RTA service area, the highest population and employment densities continue to be found in the corridor linking Corona, Riverside and Moreno Valley, encompassing more than one-third of the estimated 1.9 million residents in western Riverside County[1] and the highest concentration of jobs are in, around and between the cities of Riverside and Corona and in the Murrieta/Temecula area in western Riverside County[2]. The population and employment densities of these cities make public transit a more viable option for travel.

Most of the other cities and unincorporated areas consist of lower density suburban single-family homes or rural living. This condition often results in lower transit usage.

[1] California Department of Finance, Demographic Research Unit (May 2019).

[2] RCTC Long Range Transportation Study (December 2019).

1.3 FIXED-ROUTE AND PARATRANSIT SERVICES

On April 5, 2020, RTA reduced service to a seven-day Sunday schedule with additional CommuterLink peak service on weekdays due to the COVID-19 pandemic. For FY21, RTA plans to continue operating at this service level.

Fixed-route Services

RTA fixed-route services fall within two categories:

- 33 local routes
- Five CommuterLink express routes

See Table 1 for a complete listing of routes and the areas they serve.

Paratransit Services

RTA offers complementary demand-response paratransit Dial-A-Ride (DAR) service to persons with disabilities and seniors (age 65 and older). DAR is an advanced-reservation service:

- DAR trips must begin/end within 0.75 miles of an active RTA fixed-route (excluding express buses)
- DAR service operates at times equivalent to the local fixed-route bus services

RTA Has Three Types of DAR Services:

- Americans with Disabilities Act (ADA) Priority DAR Service: RTA gives priority service to individuals who are certified under ADA law for trips throughout the RTA service area based on the above two criteria.
- Senior and Disabled DAR Service: Seniors age 65 and older and persons with disabilities are eligible for local DAR service for trips that begin/end within a single city based on the above two criteria.
- DAR Plus Service: To provide service to those who live in rural areas that do not have access to public transportation, RTA began the DAR Plus Lifeline Service program in July 2015. This program extends the DAR service boundary around local fixed routes by an additional two miles (2.75-mile radius) to qualified applicants needing life-sustaining services. The program provides wheelchair accessible service to seniors aged 65 and older and to persons with disabilities for lifeline services such as doctor's appointments, dialysis and chemotherapy treatments, trips to the pharmacy, trips to the grocery store for food and trips to the senior center to access hot meal service.

1.4 EXISTING FIXED-ROUTE AND DIAL-A-RIDE SERVICE

In FY20, RTA budgeted 916,704 revenue hours for the operation of 13,902,698 revenue miles system-wide:

- 713,672 revenue hours and 10,484,779 revenue miles budgeted for operation of 47 fixed-routes
- 203,032 revenue hours and 3,417,919 revenue miles budgeted for operation of complementary DAR service

In FY14, passenger growth exceeded projections due to factors such as significant increases in pass programs, customer satisfaction, high gasoline prices and a high unemployment rate. In FY15 through FY18, ridership declined due to continued improvements in the economy coupled with continued low gas prices and record automobile purchases. In FY19, RTA had an increase in ridership, thus reversing the trend of the past four years. Contributing factors are the increased service RTA has deployed in FY18 and FY19 together with increasing gas prices. From July 2019 thru February 2020, ridership has kept pace with FY19 despite a projected decrease in ridership due to the fare increase that was implemented in July 2019. In March 2020, ridership across all forms of public transportation, including RTA, dropped dramatically due to the COVID-19 pandemic.

1.5 CURRENT FARE STRUCTURE

In October 2018, the Board authorized a contract award to conduct a fare study. In April 2019, the Board approved a fare increase that was implemented in July 2019. In addition, the Board authorized a subsequent increase in fares effective July 2021. The table below shows the current fare structure. Prior to this increase, RTA had not increased fares for 10 years.

FIXED-ROUTE FARES				
Fare Categories	Base Fares	Day Pass*	7-Day Pass*	30-Day Pass*
General	$1.75	$5.00	$20.00	$60.00
Youth (grades 1-12)**	$1.75	$5.00	$20.00	$45.00
Senior / Disabled**	$0.75	$2.50	$20.00	$30.00
Medicare Card Holder	$0.75	$2.50	$20.00	$30.00
Veteran**	$0.75	$2.50	$20.00	$30.00
Child (46" tall or under)	$0.50	N/A	N/A	N/A

COMMUTERLINK FARES		COMMUTERLINK + LOCAL	
Fare Categories	Base Fares	Day Pass	30-Day Pass
General	$3.50	$10.00	$95.00
Youth (grades 1-12)**	$3.50	$10.00	$95.00
Senior / Disabled**	$2.75	$7.00	$70.00
Medicare Card Holder	$2.75	$7.00	$70.00
Veteran**	$2.75	$7.00	$70.00
Child (46" tall or under)	$2.75	N/A	N/A

DAR FARES | Not accepted on fixed-route buses		
Fare Categories	Base Fares	10-Ticket Books
Senior / Disabled	$3.50	$35.00
Medicare Card Holder	$3.50	$35.00
Child (46" tall or under)	$0.75	N/A

**Accepted as base fare. CommuterLink trips require an additional $2.00 (Senior, Disabled, Medicare, and Veteran) or $1.75 (General / Youth) per trip.*

***Proper identification is required at time of boarding.*

In addition to these fare categories, RTA also currently has U-Pass, Go-Pass and City Pass programs. Cardholders of these programs get unlimited rides on any fixed-route, including CommuterLink, in the RTA network by showing valid identification. It is important to note that the State of California is proposing to make public transit free for youth 18 and under and students of state funded colleges and universities. The Agency anticipates that college pass programs would be terminated should that legislation pass. Active duty military, police and fire personnel in uniform with valid identification are also eligible for complimentary rides on RTA fixed-routes.

Cooperative Fare and Subsidy Programs

RTA makes every effort to create partnerships that will improve service for customers by developing fare programs that promote the use of public transit.

In FY21, the following cooperative fare and subsidy programs are expected to continue:

- City of Riverside – City Pass for Employees
- County of Riverside – Route 50 Jury Trolley

Additionally, the college pass programs will be placed on hold as RTA is receiving LCTOP funding to run a fare-free program for youth and college students. The program will be in effect for the FY21 school year. RTA staff is working with colleges to extend current agreements for another

year, considering this year will be free for those students whose schools have an active agreement with RTA. The regular college pass program, whereby students ride with an active school ID and fares are paid for by the school, would resume in Summer 2021.

The City of Riverside subsidizes the City Pass fare program for its employees to ride the bus for free and serves as a pass outlet (Riverside Go Transit) for its residents by discounting 20 to 30 percent off 7-day and 30-day passes, respectively. Other subsidized transit services include the trolley and circulator routes which are funded by UCR or local jurisdictions. These subsidized routes could be placed into service in FY21, should the ridership warrant their implementation.

1.6 REVENUE FLEET

As of March 31, 2020, the Riverside Transit Agency (RTA) has a total active fleet of 333 buses:

- One hundred forty-five 40-foot buses, which run on compressed natural gas (CNG), for high ridership fixed-route services directly operated by RTA drivers. These buses are, on average, six years old and have 322,029 miles. They are replaced when they reach their useful life of 12 years or 500,000 miles. On average, the Agency will purchase 35 of these vehicles every two years.
- Seventy-eight 32-foot buses, which run on either gasoline or CNG, for lower ridership fixed-route services operated by contracted drivers. These buses are, on average, two years old and have 150,000 miles. They are replaced when they reach their useful of seven years or 200,000 miles. On average, the Agency will purchase 30 vehicles every year.
- One hundred ten Dial-A-Ride buses, which run on gasoline, for paratransit services operated by contracted drivers. These buses are, on average, three years old and have 110,915 miles on them. They are replaced when they reach their useful life of five years or 150,000 miles. On average, the Agency will purchase 25 vehicles every other year.

See Table 1.1 for a complete inventory of the RTA fleet.

1.7 EXISTING FACILITIES

Existing Facilities

RTA's primary facility is Division I in the City of Riverside. RTA's secondary facility is Division II in the City of Hemet. RTA's Riverside facility is utilized for directly operated routes in the northern portion of the system's network while RTA's Hemet facility is utilized for directly operated routes in the southern portion of the system's network. As an effort to better utilize the available office space at Riverside and Hemet, Contract Operations, Information Technology and Travel Training staff were relocated to the Hemet facility in summer 2018. After this move, the Riverside facility has 413 active employees on site and the Hemet facility has 107 active employees on site.

In FY21, RTA's contracted fixed-route service will continue to be provided by Empire Transportation, operating from a facility they lease in the City of Perris. DAR service is currently provided by Southland Transit, Inc. and operates from a facility they lease in the City of Perris. Both contractors are responsible for housing, operating and maintaining RTA vehicles. The DAR facility in Perris also houses the DAR reservation call center. DAR Plus will also be provided by Southland. For FY21, DAR overflow is not anticipated, as ridership has seen a drastic decline due to the COVID-19 pandemic. Southland is prepared to handle all DAR needs for the coming fiscal year.

Existing Passenger Transit Facilities

In addition to improvements to service frequency and expanding service, the 10-Year Plan recommends the creation of a TTS and improving support infrastructure such as transit hubs to meet the growing demand for transit service in the most efficient manner. It is neither feasible nor cost effective to run direct service from every trip origin to destination. Therefore, the only system that can meet the growing demand efficiently is one that enables timed transfer connections from one service or mode to another. Strategically placed transit hubs are essential to making a TTS work at its optimum.

Furthermore, transit hubs are more than just a place to make bus connections. They can be community-centered, multi-modal facilities where bus and rail customers share a selection of mobility choices. These modes of travel can include single-occupancy vehicles, carpools, vanpools, bicycles, pedestrian walkways, local and commuter express buses, light rail and regional rail networks. Transit hubs are generally owned by various public agencies and are well-situated for the advancement of public-private investment partnerships leading to transit-oriented commercial and residential development.

The following is a summary of the existing transit facilities in the RTA service area:

Perris Station Transit Center: This transit center is in the City of Perris at C Street and 4th Street (SR-74) and has eight bus bays served by nine RTA routes. The facility handles multi-modal transfers between Metrolink; RTA local, regional and express routes; RTA's Dial-A-Ride and park-and-ride patrons in the southwest region.

Corona Transit Center: This transit center is in the City of Corona off Grand Boulevard and North Main Street and includes eight bus bays and a pedestrian bridge to trains at the North Main Corona Metrolink Station.

Galleria at Tyler Bus Stop Improvements: The demand for enhanced connections and improved bus stop amenities prompted RTA to improve the stops at the Galleria at Tyler Mall, which is served by 10 routes. The upgrade was completed in October 2014 and nearly doubled the size of the facility, which now includes six bus bays with new passenger shelters equipped with solar lighting. The facility also includes arrival and departure information and customer amenities that comply with ADA design standards. Reinforced concrete bus pads were installed to protect the roadway and increase the useful life of this facility. Further improvements were made in 2017 to add two additional stops on Magnolia Avenue to accommodate new RapidLink Gold Line service. In March of 2020, RTA completed construction of a new turnout for the westbound routes on Magnolia Avenue to avoid blocking the travel lanes.

Moreno Valley Mall Transfer Station: Similar to the Galleria at Tyler, the transit facility at Moreno Valley Mall is an integral part of establishing transfers within RTA's network. Completed in March 2015, the upgraded facility, which is utilized by eight RTA bus routes, has tripled in size to include six upgraded bus bays with pedestrian amenities that comply with ADA design standards. New bus shelters with solar lighting, information kiosks, benches and trash receptacles were installed. Concrete bus pads were also installed to preserve the roadway and increase the useful life of the stop. On

average, more than 1,500 boardings and alightings occur at this station every day. In January 2020, space for two bus bays were added to help ease bus congestion that resulted from RTA's frequency improvements on routes 16 and 19.

Downtown Riverside Stop Improvements: This operating plan, which modernized the service in downtown Riverside by creating an on-street grid system, was a key recommendation in the 10-Year Plan and was necessary due to the closure of the Riverside Downtown Transit Terminal. The operating plan improved passenger transfers, consolidated routes to enhance service delivery and boost productivity and reduced the number of buses traveling to downtown thereby improving traffic circulation. This project was completed in December 2016.

RapidLink Gold Line (Corona to UCR Corridor): RTA identified the corridor between UCR and Corona primarily along University and Market/Magnolia Avenues as a candidate for limited-stop service. More than 9,000 customers use bus services along this corridor on weekdays. Fifteen bus stops were upgraded to include bus shelters with solar lighting, benches and trash cans as well as new RapidLink signage on the shelter roof. RapidLink Gold Line service launched in August 2017.

Promenade Mall Mobility Hub: RTA and the City of Temecula worked together to identify a project site located at Promenade Mall in Temecula, which is owned and operated by Temecula Towne Center Associates (TTCA). Promenade Mall had a single bus stop that was served by seven RTA bus routes. RTA had outgrown this facility and passengers were often left in the elements waiting for their bus due to the lack of an adequate shade structure and waiting area.

RTA staff worked with TTCA on delivering this project as a PPP, with RTA providing construction funds and TTCA agreeing to own and maintain the hub. The project was completed on January 13, 2019 and placed into service. The new hub features five shelter areas/shade structures, nine benches, improved lighting, sidewalk upgrades, real-time passenger information and expanded room for up to five full-sized buses.

La Sierra Metrolink Station Expansion: This project was completed in January 2019 and was delivered through a public-public partnership with RCTC. The La Sierra Metrolink Station is emerging as a major intermodal mobility hub that brings together rail, two RTA routes, one OCTA route, plus last-mile-first-mile solutions including bikeways and pedestrian walkways and market-rate housing. This station expansion project supports RTA's goal of implementing timed transfer connections and intermodal connectivity between rail and bus and includes six bus bays with passenger amenities as well as a coach operator restroom facility.

Transit Enhancements: During FY20, 10 stops were enhanced which included adding or replacing shelters, benches and trash cans and improving the accessibility of the stops. These enhancements were made in accordance with the Board-adopted Bus Stop Strategic Policy.

1.8 EXISTING COORDINATION BETWEEN TRANSIT AGENCIES

RTA is one of two designated Consolidated Transportation Services Agencies (CTSA) in Riverside County, the other being SunLine Transit Agency in the Coachella Valley. RTA's role as a CTSA is to assist RCTC in coordinating public transit throughout RTA's approximate 2,500-square-mile jurisdiction, support driver training and technical workshops and assist with preparing grant applications.

Regional Coordination

RTA coordinates regional services with the Corona Cruiser and Pass Transit systems in the cities of Corona, Beaumont and Banning. During FY20, RTA coordinated with the city staff for construction of bus stops for the new RTA Route 4 between Eastvale, Norco and Corona. The Route 4 schedule was also created in coordination with Metrolink and Corona Cruiser schedules. In the City of Riverside, RTA coordinates with Riverside Special Services, which provides

complementary ADA-compliant service to RTA's fixed-routes. Additionally, RTA staff periodically meets with social service providers, bus riders and other advocates through forums such as RCTC's Citizens Advisory Committee, RTA's ADA meetings, Transportation NOW (T-NOW) chapters and surrounding regional transit operators.

As a CTSA, RTA continues to assist other agencies throughout western Riverside County by helping them to apply for federal and state funds such as the FTA § 5310 program. The projects funded through the 5310 program improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the available transportation options. In FY20, RTA also assisted the City of Corona with their Public Transportation Agency Safety Plan (PTASP), a new federal requirement.

Interregional Coordination and Transfer Agreements

While most trips are completed within RTA's jurisdiction, there is a demand to provide connectivity to areas outside of this area. As such, RTA has collaborated with other transit agencies on agreements for funding splits and/or jurisdictional overlap, to further interregional connectivity via public transportation.

As a result of these collaborations, RTA has transfer agreements with the following agencies: Metrolink, Omnitrans, OCTA, Corona Cruiser, SunLine and Pass Transit. Metrolink tickets and passes are accepted on RTA fixed routes that serve Metrolink stations during the period from one hour before to one hour after Metrolink service hours and are valid on the day of travel. Fare media from Omnitrans and Pass Transit are accepted at transfer locations at the equivalent base fare rate, excluding CommuterLink service, on the day of travel. Corona Cruiser fare media is accepted at transfer locations and adjacent stops. OCTA fare media is accepted for base fare on CommuterLink routes 200 and 205 at transfer locations in Orange County as well as La Sierra Metrolink between RTA routes 15 and 200 and OCTA Route 794. Current and retired employees as well as dependents of Omnitrans and OCTA are eligible to ride at no cost on any local fixed-route or CommuterLink in the RTA service area.

In FY18, as part of the introduction of new CommuterLink Route 200, RTA and Omnitrans reached an agreement to allow Route 200 to include a stop at the Downtown San Bernardino Transit Center. RTA also reached agreement with OCTA and the City of Anaheim to allow Route 200 to serve stops in Anaheim including Harbor Boulevard at Disneyland.

Omnitrans and RTA also coordinated on developing a new transfer point in South Fontana for RTA routes 21 and 49, and Omnitrans Route 82, as well as identified space for future Omnitrans service at the new Amazon Eastvale transit hub.

In FY21, RTA will continue to collaborate with these agencies to continue to provide options for enhanced interregional connectivity via transfer and funding agreements and jurisdictional overlap.

1.9 RECENT STUDIES AND PLANS

RTA regularly conducts various studies in order to provide efficient, reliable, safe and accessible transportation that meets the needs of the community. These studies also lay out plans for RTA's future service, replacement and maintenance of capital equipment, financial projections and transition to ZEBs. Studies and plans are also completed in order to meet federal and local requirements to apply for grant funding. Listed below are the recent studies that have been completed and/or updated.

Title	Summary	Calendar Year of Completion/ Update	Location
Comprehensive Operational Analysis (COA)	A two-year study that reviewed RTA's network structure, route performance, market conditions and service performance. Findings from the study led to the development of phased recommendations that will help maximize ridership and improve the overall passenger experience while improving the system's financial sustainability. The COA is meant to guide RTA's service planning decisions over the next decade.	2015	RTA Website
Market Assessment and Strategic Directions Study	This study surveyed both riders and non-riders in RTA's service area to gain a better understanding of the factors that contribute to ridership and identify strategies that can be implemented immediately to encourage additional ridership.	2018	RTA Website
Transit Asset Management (TAM) Plan	The TAM Plan, which is reviewed every two years, includes an inventory and condition assessment of RTA's assets as well as a plan to maintain the assets in a state of good repair. The plan forecasts when assets will need to be repaired or replaced and outlines future financial capital needs.	2018	RTA Board of Directors Meeting Agenda September 2018
Zero Emission Bus Analysis and Rollout Plan	This study analyzed RTA's current route profiles, service area, energy consumption needs and ridership to determine which	2020	Will be available on RTA's website

	type(s) of ZEB technology would be operationally feasible and cost effective for the Agency. The Rollout Plan will provide a detailed timeline and estimated cost for a phased transition to ZEBs that meets CARB requirements. The study and Rollout Plan is a fluid document and requires Board of Director approval.		once completed and approved by RTA Board of Directors
Public Transportation Agency Safety Plan (PTASP)	The PTASP is reviewed annually and summarizes RTA's safety plans and includes the process and procedures to implement Safety Management Systems (SMS). This ensures RTA is performing the necessary risk management activities, monitoring the results and making the necessary adjustments in order to maintain a safe system.	2020	RTA Board of Directors Meeting Agenda March 2020
Contagious Virus Response Plan	This plan was developed in response to the COVID-19 pandemic. This plan details RTA's contingency plan if service reductions are needed due to increased staff absenteeism or as mandated by the Board of Directors or other governmental authority. The reduction of service is presented in increasing tiers with the final third tier being a complete suspension of service.	2020	RTA Board of Directors Meeting Agenda March 2020

CHAPTER 2: ROUTE PERFORMANCE AND EXISTING SERVICE

2.1 KEY PERFORMANCE INDICATORS

RTA evaluates and plans for its services using the RTA Board-adopted Service Standards and Warrants metrics, which are updated as needed.

Service Standards and Warrants

The Service Standards and Warrants guidelines are design standards that set the requirements for a minimum level of service that respects service quality characteristics such as route structure, service area coverage, operating hours and on-time performance. There are several factors that are typically considered when objectively measuring service performance. These factors, used in conjunction with the Annual State of Public Transit Report, help determine whether service is cost effective.

SUMMARY OF SERVICE STANDARDS AND WARRANTS	
Population Density	Density is determined by the number of people housed per square mile or the number of employees per square mile. RTA aims to provide at least 85 percent of all residences, places of work, high schools, colleges and shopping centers with access to bus service.
Route Classifications	RTA service can be classified into three fixed-route service types: local, RapidLink limited stops and CommuterLink express. Complementary to the fixed-route service is DAR. See Table 1 for the route classification of each route.
Span of Service	The span of service or the hours of operation refers to the start and end time of a route. The span of service will vary based on the demand in the community and the classification of the route.
Bus Stop Spacing and Amenities	Depending on the population density, bus stop spacing in urban areas usually averages about 1,500 ft. (.28 miles) to 2,500 ft. (.47 miles). As service approaches more suburban and rural areas, bus stop spacing may be limited to locations with accessible curb and gutters and sidewalks suitable for ADA compliance. The new bus stop spacing standards allows spacing of 0.25 to 0.33 miles to support local, regional and community feeder routes; 0.25 to 0.5 miles for frequent key corridor local service; and 0.5 mile stop spacing for RapidLink service. Bus stops with 10 or more average weekday boardings may qualify for a shelter and stops with five or more boardings may qualify for a bench, subject to funding availability that is determined in the annual budget process. These standards were adopted in the Bus Stop Strategic Policy (2015).
On-Time Performance	RTA requires that no bus shall leave a time point early and should arrive at a time point no later than six minutes after the scheduled arrival time. This limit is appropriate for RTA's service area due to the average distance traveled by each route and the combined rural and urban areas.
Headways (Frequency)	Headways are the timed intervals between each scheduled trip within a fixed-route bus (e.g., the bus runs every 30 minutes). Headways range anywhere from every 15 minutes to every 120 minutes depending on the density and are aimed at operating in 15-minute increments for frequent key corridors supporting local and regional connector tiers. Community feeders and CommuterLink routes may vary depending on demand.

Transfer Wait Time	Transfer Wait Time refers to the amount of time a passenger has to wait when transferring from one mode of transportation to the next, whether it is bus or rail. In denser UZAs such as downtown Riverside, average transfer wait times should not be longer than approximately 20 minutes. In smaller urbanized and even in rural areas, the average transfer wait time can reach up to 30 to 45 minutes depending on the frequencies of the routes in the area.
Load Factor (Maximum Vehicle Loads)	Depending on the bus, the maximum number of passengers should not exceed 150 percent of the seating capacity or the legal weight limit of the bus. DAR vehicles should not exceed 100 percent of the seated capacity.

Source: RTA's Service Standards and Warrants (2012), Bus Stop Strategic Policy (2015)

Productivity vs. Coverage Target

The Transportation Development Act (TDA) of 1971 established fiscal performance requirements of 20 percent farebox recovery in urbanized areas and 10 percent in rural areas. To help remain in compliance with this state mandate, and to improve effectiveness and efficiency, RTA has adopted the following policy for service deployment:

- Sixty percent of fixed-route service should be deployed in areas with higher population and employment densities where transit is able to meet productivity standards, and
- Forty percent of fixed-route service should be to maintain coverage in areas where lower population and employment densities limit transit service productivity.

The 60/40 split establishes a benchmark for RTA to meet mandatory farebox recovery. By state mandate, new or significantly modified service is exempt from meeting the required criteria for up to two years plus the year of commencement. The objective is to give these routes time to perform up to standards. Other key metrics monitored are operating cost per revenue hour, passenger per revenue hour and mile, and key subsidy measurements. These key metrics are noted in Table 2.0.

2.2 SRTP PERFORMANCE REPORT

Due to the COVID-19 pandemic and the uncertain future, RTA plans to run seven-day Sunday service, plus additional peak CommuterLink service for all of FY21. DAR service will remain consistent with last year as the Agency strives to serve the most vulnerable population. For FY2020/21, RTA projects 537,914 revenue hours for the operation of 8,211,940 revenue miles systemwide. Ridership is projected to be 3,413,076, a significant decrease from FY20 ridership due to the pandemic. Table 2.1 shows detailed information on the FY21 Performance Report.

2.3 SRTP SERVICE SUMMARY

For FY21, the projected systemwide revenue miles and hours are distributed as follows:

- 325,781 revenue hours and 4,861,106 revenue miles budgeted for directly operated routes.

- 133,455 revenue hours and 2,125,585 revenue miles budgeted for contract operated routes.
- 78,678 revenue hours and 1,225,249 revenue miles budgeted for operation of DAR and DAR Plus service.

For FY21, of the projected systemwide revenue miles and hours, 94,049 revenue hours and 1,689,423 revenue miles are for excluded routes. Table 2.1 provides detailed information on RTA's FY21 projected service and Table 2.2 lists the excluded routes and dates they will expire. As noted previously, The FY21 projections consider the effects of the COVID-19 pandemic on ridership, service levels, operational capacity and revenue.

2.4 SERVICE PERFORMANCE

On April 5, 2020 RTA reduced service to a seven-day Sunday schedule with additional CommuterLink peak service on weekdays. For FY21, RTA will continue to run this service which consists of 38 fixed routes and complementary DAR service. The total projected revenue miles and hours are provided in route level detail in Table 2.3. Estimated number of passengers, passenger miles, revenue hours and miles, operating costs and passenger revenue information are provided for each route including DAR which is summarized by UZAs. The FY21 projections take into account the effects of the COVID-19 pandemic on ridership, service levels, operational capacity and revenue.

2.5 PRODUCTIVITY IMPROVEMENT EFFORTS

RTA continually monitors key service performance metrics such as farebox recovery and passengers per hour or trip. These metrics are key factors in evaluating the performance of individual routes and trips.

In FY20, RTA completed a performance review of all fixed route trips. In order to identify underperforming trips and routes, the following metrics were used:

- Trips (or sequence of trips) with less than or equal to six boardings were subject to discontinuation.
- Peak trips (above base daytime frequency) with less than 20 boardings were subject to discontinuation.
- Route service days with less than six passengers per revenue service hour were subject to reduction in frequency.

This review resulted in the discontinuation of many under-performing trips across the RTA network. This process of review allows RTA to make the RTA network more financially sustainable.

In the last year, RTA invested in higher productivity local routes 1 (Corona – UCR), 16 (Moreno Valley Mall – UCR) and 19 (Perris – Moreno Valley) and CommuterLink routes 204, 206, 208 and 217. Under-performing trips were discontinued and LCTOP funding was used to minimize the increase in operational costs. This approach to service investment is intended to improve both ridership and productivity.

Due to declining ridership triggered by the COVID-19 pandemic, many of the service improvements made in FY20 are currently suspended. Per the Board adopted Contagious Virus Response Plan, RTA is running Sunday service levels seven days a week as of April 5, 2020.

2.6 MAJOR TRIP GENERATORS

The education-related, work-related and retail and recreational trips are RTA's largest trip purposes. Customer surveys conducted in 2018 for the Market Assessment Study indicated that:

- 48 percent of riders are students
- 31 percent of all trips were to/from college or school
- 29 percent of trips were for work purposes
- 26 percent of trips were for retail or recreational purposes

These market segments will remain critical to ridership expansion.

RTA's student pass programs with local colleges and universities have been a great source of ridership growth over the last decade and continue to be marketed heavily to the college populations. RTA continues to make every effort to coordinate transit service with K-12 school bell schedules and boundaries.

Ridership on our CommuterLink Express buses has seen in general decline due to low gas prices. This service type will continue to be monitored and service levels adjusted in line with demand. As service levels are adjusted, RTA will develop plans to effectively communicate these changes to customers.

The 10-Year Plan and the Market Assessment Study point to the ongoing need for service improvements concentrated on four core themes:

1. Service Frequency: Key improvement required for RTA services to attract new ridership.
2. Connectivity: Better coordination between RTA services at key connection points.
3. Streamlining: Focus routes on major streets/corridors, reduce circuitous and overlapping routing of service, improve travel times and ease of understanding of network.
4. Span of Service: Add late-night service for major employment centers, colleges and universities.

RTA will continue to explore service changes that address these key service attributes to retain existing and attract new ridership.

2.7 RECENT SERVICE CHANGES

Key service expansions implemented in FY20 are listed below:

- Route 1 weekend frequency increased from every 30 to every 15 minutes during peak periods.
- Route 12 was extended to Corona Hills (McKinley St.) retail area and weekday frequency was improved to every 55 minutes instead of every 70 minutes.
- Route 13 daytime weekday service frequency was improved from every 65 minutes to every 50 minutes.
- Route 14 daytime weekday service frequency was improved from every 70 minutes to every 50 minutes.
- Added early morning and late evening trips to routes 19 and 28 weekdays, Saturday, and/or Sundays to better match warehouse shift times at Perris and Moreno Valley.
- Route 22 daytime weekday service frequency was improved from every 60 minutes to every 45 minutes.
- Routes 23, 24 and 61 were rerouted to terminate at the recently upgraded Promenade Mall bus stop.
- Route 28 Saturday and Sunday frequencies were improved from 65-75 minutes to 45 minutes and implemented a weekend schedule.
- Route 30 east loop was extended to travel along portions of Dunlap Drive, Nuevo and Evans Roads. Due to high ridership, a weekday trip was also added departing Orange Vista High School during school days only.
- Route 31 weekday frequencies increased to every 60 minutes and weekend frequency increased to every 70 minutes between Moreno Valley, Beaumont/Banning, San Jacinto and Hemet.
- Route 79 was extended from Hemet Valley Mall to MSJC San Jacinto providing a coordinated schedule with Route 74 thus maximizing frequency between Winchester, Hemet and San Jacinto.
- Increased weekend frequency on routes 16 and 19 from every 30 to every 15 minutes.
- Additional weekday trips were added through the midday period on CommuterLink routes 204, 206, 208 and 217 due to increasing demand for regional and intercounty trips, variable working hours of many riders and to connect with all weekday Metrolink trains.

The FY20 service expansions listed above were implemented as scheduled but some of them are not currently in service due to the COVID-19 pandemic service reduction. The new Route 4 was scheduled to begin in May of 2020. However, due to the COVID-19 pandemic, Route 4 implementation has been postponed. In FY20, RTA also reviewed ridership on all fixed-route

trips. A small number of trips with low ridership were discontinued. This approach minimized the impact on existing riders while making the service more efficient and financially sustainable.

CHAPTER 3: FUTURE SERVICE PLANS, FARE CHANGES, CAPITAL PLANNING AND MARKETING

3.1 PLANNED SERVICE CHANGES

The preparation of the FY21 service plan began with a performance review of all fixed-route bus service and the resulting findings influenced adjustments to service levels on selected RTA routes to improve service reliability, increase ridership and improve efficiency. Moreover, due to the COVID-19 pandemic, a Sunday schedule seven days a week is planned for FY21. It is unknown when COVID-19 pandemic related mandates to stay at home will be lifted and how long the social, economic and financial impacts will last.

RTA is also currently completing a ZEB Analysis that will produce a rollout plan for the Agency's ZEB fleet transition as mandated by CARB. No new service is projected for FY21 until the financial and operational impacts of transitioning to ZEBs are finalized. To prepare for the ZEB transition, provide more efficient service and use taxpayer dollars wisely, trips with low ridership will be discontinued on several routes. Elimination of unproductive trips helps create a stronger, more efficient system and optimizes routes for future use of ZEB technology. See Table 3 for highlights on RTA's FY21 service changes, operating budget and capital budget.

The following service changes listed below are planned for FY21. Implementation of these service changes may change depending on COVID-19 pandemic developments.

- September 2020 service changes:
    - Route 20: The 7:50 p.m. (Saturday only) weekend westbound trip departing Iris and Lasselle will be discontinued.
    - Route 24: The 7:04 p.m. weekday northbound trip departing Temecula Valley Hospital and the 6:49 a.m. weekday southbound trip departing Promenade Mall will be discontinued. Also, proposed to be discontinued is the alternate routing that serves the Temecula Library.
    - Route 26: Due to low ridership, Route 26, which serves portions of Moreno Valley and Riverside, will be discontinued.
    - Route 27: The 9:02 p.m. weekday southbound and the 5:30 a.m. southbound weekend trips departing Galleria at Tyler will be discontinued.
    - Route 28: The 5:05 a.m. weekend westbound trip departing Hemet Valley Mall will be discontinued.
    - Route 30: The west loop will be discontinued while the east loop will remain.
    - Route 40: The 8:56 a.m., 11:26 a.m., 1:56 p.m. and 4:23 p.m. weekend eastbound trips departing Lake Elsinore Walmart, and the 7:36 a.m., 10:14 a.m., 12:41 p.m., 3:08 p.m. and 6:02 p.m. weekend westbound trips departing Cherry Hills and Bradley will be discontinued.

  - Route 49: The 5:52 a.m. weekday westbound trip departing Riverside-Downtown Metrolink Station will be discontinued.
  - Route 61: The 4:35 a.m. weekday northbound trip departing Promenade Mall will be discontinued.
  - Route 210: The route will be discontinued due to low ridership.
- January 2021 service changes:
  - Route 9: The 5:02 a.m. weekday northbound trip departing the Lake Elsinore Outlet Center and the 6:50 a.m. weekend southbound trip departing Perris Station Transit Center will be discontinued.
  - Route 11: The 6:04 a.m. weekday clockwise trip departing Moreno Valley Mall will be discontinued.
  - Route 12: The 7:13 p.m. weekday westbound trip departing La Cadena and Stephens will be discontinued.
  - Route 13: The 4:30 a.m. weekday eastbound trip departing Galleria at Tyler will be discontinued.
  - Route 23: The 7:24 p.m. weekday northbound trip and the 10:06 a.m. and 6:10 p.m. weekend northbound trips departing Promenade Mall will be discontinued.
  - Route 32: The 5:50 a.m. weekday southbound trip departing Mt. San Jacinto College and the alternate routing along Commonwealth and Villines Avenues, Las Rosas Road and 7th Street will be discontinued.

In April 2020, RTA issued a booklet summarizing the above proposed changes (English and Spanish). The booklet was available to the public on all fixed-route buses as well as online at RTA's website. In response to the COVID-19 pandemic, Governor Newsom issued an executive order on March 19, 2020 for all individuals living in the State of California to stay home or at their place of residence except as needed to maintain continuity of operations of the federal critical infrastructure sectors. As a result, in-person community outreach for the FY21 proposed service changes was suspended. RTA's outreach was predominantly done online through the website, RTA Reader, Rider News, press releases and social media. Customers were invited to comment on the proposals by phone, email, traditional mail or by attending the May 2020 Board of Directors meeting.

RTA will partner with the County of Riverside to provide the subsidized jury trolley (Route 50) through December 2020, at which time a new contract will be necessary to continue service. In partnership with Metrolink rail service, RTA usually operates the Route 54f shuttle service for Riverside's Mission Inn Festival of Lights on four Friday and Saturday evenings in November and December. This shuttle is well utilized and helps reduce traffic congestion at this popular event. If the event occurs this winter, RTA will work with Metrolink on an agreement to fund the 54 shuttle and update RCTC staff.

There are two routes that are normally subsidized by agency partners that are not currently in the budget for FY21. Route 51, funded by UCR, and Route 55, funded by the City of Temecula, both need new funding agreements before services will be provided. RTA staff will keep RCTC

informed regarding the status of these subsidized routes and update the budget accordingly should the need to provide service arise in the coming fiscal year.

3.2 MODIFICATIONS TO PARATRANSIT SERVICE

The provision of ADA services remains a challenge. It is costly both to RTA and to the passengers who use it. Efforts to mitigate the increasing expenses in DAR service included the launch of a senior, disabled and Veteran Travel Training Program. The Travel Training Program commenced in fall 2011 and covers all aspects of public transit from training on how to ride the bus, how to use a bus schedule and map, as well as help in overcoming physical and social barriers that may prevent passengers from using a fixed-route bus. Participants benefit by developing a greater level of independence and increased mobility, ultimately bringing significant financial savings to both customers and RTA.

In FY19, more than 450 trainees actively participated in travel training. Program participants took more than 98,500 trips on fixed-route buses. From July 1, 2019 to February 2020, more than 400 trainees actively participated in the program and have taken over 64,000 trips on fixed-route buses. Since the program's inception, travel training has served more than 2,400 seniors and persons with disabilities, resulting in more than 636,000 trips on fixed-route buses through February 2020.

Based on FY19 actual performance, RTA can save an estimated $12,200 a year for every five-day-a-week rider who makes the switch from DAR to fixed-route service. During FY19, the program saved RTA over $900,000, and since the program's inception it has saved over $3.1 million.

The recent COVID-19 pandemic and resulting social distancing standards have greatly reduced ridership demand on both fixed route and demand response service. In addition, these standards and lack of demand have rendered RTA's traditional Travel Training program delivery impractical and inefficient. For FY21, RTA will continue its mobility management assistance for seniors, disabled persons and veterans using our customer information center located in Hemet. Passengers will still be given step-by-step training on how to travel using RTA's fixed route system and will benefit from receiving instructions through phone calls and emails, limiting in-person contact. RTA staff confirmed with Caltrans, who administers the 5310 grant, that the funds awarded for the Travel Training program delivery can be used for this form of mobility management.

The Medi-Cal Reimbursement Program was implemented in early 2012 and was developed in cooperation with the State Medi-Cal Program for paratransit trips taken to and from qualifying medical facilities. This program provides reimbursement of 50 percent of the net expenses associated with these trips and provides access to alternative sources of state and federal funding for DAR services. With the passage of Assembly Bill 2394 (AB2394), providers of State Medi-Cal insurance plans must now begin to provide their members with transportation services for

qualified medical, dental, mental health or substance use disorder appointments, and, to pick-up prescriptions and other medical supplies. Prior to the passing of this bill, these transportation services were provided by the Agency and reimbursed through the State's Medi-Cal program.

AB2394 will have a negative impact on the Agency as it will limit the amount the Agency will be able to bill for medically purposed trips taken on DAR. While the guidance received from the County of Riverside (LGA) is still evolving, it is estimated the reimbursement rate will be approximately 34.58 percent of 50 percent of total eligible trips which will lead to a reduction in Medi-Cal revenue.

3.3 FUTURE MARKETING PLANS, STUDIES AND PROMOTION

The Marketing Department executes marketing and communication campaigns targeted at existing and potential riders, commuters, students, elected officials, members of the business community, the media and non-profit groups. With the Agency's vision, mission and core values in mind, the department's efforts address community, media and public relations; allocates resources to increase the awareness of RTA's services; promotes the increased use of those services as well as to develop a positive relationship between the Agency and the people we serve. More specifically, the Marketing Department seeks to address the following areas:

- Increasing fixed-route ridership and awareness of RTA services
- Encouraging trial and repeat use among residents who currently do not ride the bus
- Enhancing a positive image among riders, potential riders, community leaders and elected officials
- Ensuring public awareness and education for new and expanded bus service
- Educating the public on the benefits of public transportation
- Coordinating timely updates to RTA's website: RiversideTransit.com
- Promoting our services on social media and presence at community events
- Providing excellent customer service
- Coordinating media and public relations
- Enhancing government relations
- Assisting with employee communication

The department has identified objectives, target markets and strategies that can result in maximum impact both now and for years to come. The coming year provides a variety of opportunities for the department, including the promotion of new mobility hubs, and continued efforts to push mobile ticketing as well as popular free-ride programs for area college students. The department will also examine new ways to promote our service to our youngest and oldest riders, especially given the possibility of new legislation that would grant free rides to youth, college students and seniors.

Service Adjustments: Marketing promotes information regarding service adjustments through a variety of advertising methods to reach customers including rider alerts, press releases, website information, brochures, newspaper ads, on-bus information and social media.

Customer Information Materials: RTA aims to make the transit system easier to understand and use through enhanced passenger information and signage. Materials are developed for both novice riders and experienced users to read and understand. Informational documents are readily available and designed to attractively promote RTA services to new users, while maintaining interest and engagement from existing riders.

Public Speaking Opportunities: Presentations are customized for a variety of market segments. Outreach to business and community leaders is used to educate these groups about the economic benefits that transit provides to the RTA community, while presentations for social service agencies or other gatekeeper organizations are tailored to educate these groups on how transit can enhance personal mobility and how they can help to promote its usage. Presentations also occur at senior centers, colleges and school orientation programs that focus on how those populations can use the bus to accomplish their various tasks.

Community Relations: Many of RTA's strategies rely on working through local organizations and businesses to direct specific promotional messages to constituencies with realistic potential for using RTA's transit services. Community-based marketing and partnerships with local businesses and public agencies of this kind are cost-effective. A way RTA builds upon these relationships is by participating in community events such as expos and parades, which provides the opportunity to attract potential new users and promote RTA as an active community partner.

Website and Social Media: RTA's website is used to publish up-to-date information about Agency services, policies and publications. RTA also utilizes social media, including Facebook, Twitter, YouTube, Instagram and iAlerts. Social media is a relatively inexpensive advertising format that allows RTA to provide information quickly and easily to users while raising RTA's profile and brand.

Customer Information Center: The Customer Information Center provides phone information to customers seven days a week. As call volumes fluctuate, RTA maintains staffing levels to adequately meet its customers' needs. Various resources such as Google Transit trip planners and BusWatch real-time bus tracking allow customer representatives to quickly and accurately answer customer inquiries. English and Spanish speaking clerks are always available to assist callers. For other language requirements, both written and verbal, RTA uses the service of LanguageLine Solutions which provides interpretation and translation in more than 200 languages.

Transportation NOW: T-NOW was formed in 1992 as a grassroots advocacy group comprised of public transit advocates. Members of T-NOW range from elected officials to community activists to everyday transit users who are committed not only to addressing regional transportation

issues but meeting the needs of individual communities. There are six T-NOW chapters throughout the service area that include Greater Riverside, Hemet / San Jacinto Area, Northwest, Moreno Valley / Perris, San Gorgonio Pass Area and Southwest. Each chapter meets monthly and sets goals and objectives relevant to their communities.

Media and Public Relations: Media relations allow RTA to generate awareness and recognition as well as to reinforce marketing messages and activities, influence community or industry members and positively position the Agency in the public's eye. Press releases are sent throughout the year to alert the media and the general public of developments, route or schedule changes, holiday schedules or Agency events. The Agency also produces an annual report which is distributed by mail and on the Agency website.

Free Fares for Youth and College Students Program: From August 17, 2020 – June 30, 2021, RTA will implement the Free Fares for Youth and College Students Program across all RTA fixed routes for youth ages 18 and under and college students. During this time, students will be able to ride any RTA fixed route for free by showing appropriate ID. Transportation is often a barrier for many students. Providing students with access to free, reliable transportation can help increase school attendance and improve grades. This program will provide RTA with a realistic estimate on the actual number of students that will ride and the potential cost of the program if it were to be implemented year-round, as is suggested in AB1350. The program will also increase awareness of RTA routes and help promote farebox recovery during the transition back to normalcy from the COVID-19 pandemic. The Free Fares for Youth and College Students Program is funded through the Low Carbon Transit Operations Program (LCTOP).

3.4 PROJECTED RIDERSHIP GROWTH (FY21-23)

Due to the COVID-19 pandemic, the projected ridership for FY21 will be significantly lower than the previous year at 3,413,076, a decrease of 60 percent from FY20. The projected ridership is reflective of RTA's reduced operations to seven-day Sunday service, plus additional peak CommuterLink service for FY21. It is unknown when pandemic related mandates to stay at home will be lifted and what the social, economic and financial situations will be post the COVID-19 pandemic. As society begins to adapt to a new normal, it is anticipated that RTA will see an increase in ridership however the timing of that is unknown.

3.5 PROPOSED FARE STRUCTURE CHANGES

In April 2019, the Board approved a two-phase fare increase, the first of which was implemented in July 2019. The second fare increase will be implemented in July 2021. The table below shows the current fare structure and the fare increase that will take place in July 2021.

FARE TYPE	CURRENT FARE	JULY 2021
LOCAL FIXED ROUTE		
CASH		
General	$1.75	$2
Senior/Disabled/ Medicare Card Holder	75¢	$1
Veteran	75¢	$1
Child (46" tall or under)	50¢	75¢
DAY PASS		
General	$5	$6
Senior/Disabled/ Medicare Card Holder	$2.50	$3
Veteran	$2.50	$3
7-DAY PASS		
General	$20	$25
30-DAY PASS		
General	$60	$65
Senior/Disabled/ Medicare Card Holder	$30	$35
Veteran	$30	$35
Youth (grades 1-12)	$45	$50
COMMUTERLINK		
CASH		
General	$3.50	$4
Senior/Disabled/ Medicare Card Holder	$2.75	$3
Veteran	$2.75	$3
Child (46" tall or under)	$2.75	$3
DAY PASS		
General	$10	$12
Senior/Disabled/ Medicare Card Holder	$7	$8
Veteran	$7	$8
30-DAY PASS		
General	$95	$110
Senior/Disabled/ Medicare Card Holder	$70	$85
Veteran	$70	$85
DIAL-A-RIDE AND DIAL-A-RIDE PLUS		
SENIOR/DISABLED		
Cash	$3.50 - $10.50	$4 - $12
10-Ticket Book	$35	$40
CHILD (46" TALL OR UNDER)		
Cash	75¢	$1

3.6 CAPITAL IMPROVEMENT PLANNING

Capital improvements to the transit system are necessary in order to maintain facilities and equipment in a state of good repair, reduce costly repairs and ensure the safety and security of the public. Moreover, capital projects such as improvements to stops and installation of passenger amenities can lead to an increase in ridership. Listed below are RTA's upcoming

projects pending available funding. These projects are estimated to begin within the next fiscal years.

Revenue Vehicles

RTA purchases revenue vehicles to replace older vehicles that have reached their minimum useful life in years or mileage as defined by the FTA. Projections on when vehicles will need to be replaced are based on service levels and are outlined in the Agency's TAM Plan. Future purchases of replacement revenue vehicles will follow the ZEB Rollout Plan and meet CARB's ICT mandate. Revenue vehicles projected to be purchased in FY21-23 are funded.

Non-Revenue Vehicles

Non-revenue vehicles are used for coach operator shift change, operations supervisors and administrative staff. Trucks are used for the stops and zones crew that service all of RTA's bus stop amenities. RTA purchases non-revenue vehicles to replace older vehicles that have reached their minimum useful life in years or mileage as defined by the FTA. RTA will be purchasing electric support cars to minimize greenhouse gas emissions. Non-revenue vehicles purchased in FY21-23 are funded.

Equipment and Passenger Amenities

Transit Signal Priority (TSP): TSP is a tool that allows transit vehicles to travel through controlled intersections faster and more conveniently. Unlike signal pre-emption which is used on emergency vehicles, TSP technology on a bus utilizes a transmitter that allows the traffic signals along major streets to remain in "green" mode for several seconds longer, therefore allowing a late-running bus to advance more quickly along its route to maintain on-time performance. TSP is currently being used on Route 1 along the University Avenue and Magnolia Avenue corridors.

Electric Vehicle Charging Stations: RTA will be installing electric chargers at the administrative offices to charge the support vehicles. The proposed plan is to install six electric chargers in 2020 and another 10 will be installed in 2021. This project is fully funded and is estimated to cost $573,000.

Moreno Valley Mall Bus Stop Improvements: In January 2020, space for two additional bus stops were added at the Moreno Valley Mall Transit Center to ease bus congestion. RTA staff is drafting a plan to add passenger amenities and bus pads to protect the roadway. This project is currently unfunded. RTA staff is currently working on design plans. The project will go out to bid in the winter of 2020 and completion is tentatively scheduled for May 2021.

3.7 CAPITAL PROJECTS BEYOND FY23

In December 2018, CARB's ICT regulation was passed which requires RTA to transition to a ZEB fleet by the year 2040. RTA is currently in the middle of its ZEB Analysis and Rollout Plan. As previously mentioned, due to the COVID-19 pandemic RTA has requested an extension to December 31, 2020. This analysis will recommend – subject to board approval – the type(s) of ZEB technology RTA will use given RTA's service area, routes and ridership. The Rollout Plan will provide a detailed timeline and estimate the financial costs of transitioning to ZEB technology. Future capital purchases may include ZEBs, related recharging/refueling equipment, new facilities and on route charging.

CHAPTER 4: FINANCIAL PLANNING

The FY21 Operating and Capital budgets reflect the Agency's plan to address the current and projected impacts of the COVID-19 pandemic. The proposed budgets are developed to support overall Agency goals of providing as much safe and reliable public bus transportation in western Riverside County during this pandemic as practical, providing excellent customer service and preserving as much ridership as possible – all within estimated fiscal constraints. It should be noted that significant adjustments – positive or negative – to the requested budgets are likely after the commencement of FY21.

4.1 OPERATING AND CAPITAL BUDGET FOR FY21

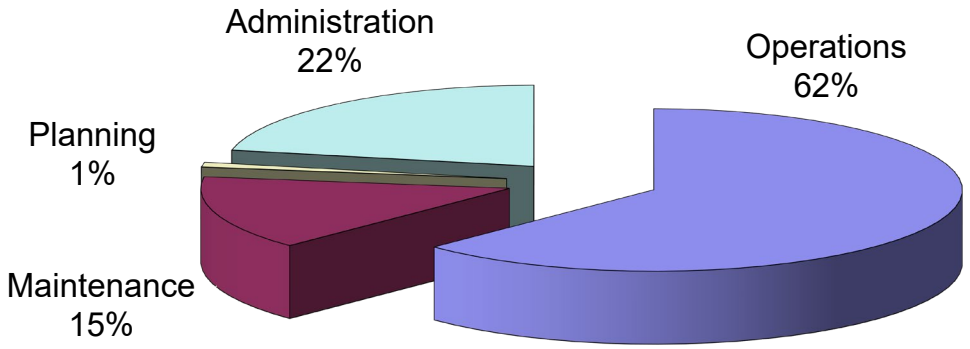
In the face of the COVID-19 pandemic, the Agency's FY21 budget reflects a plan to dramatically decrease the level of safe, reliable and effective fixed route public bus transportation service. This reduction is in line with the Agency's core values balanced with economic circumstances and fiscal reality. Compared to the current Board-approved FY20 budgeted service plan, fixed route revenue service is planned to decrease by 36 percent. With that in mind, the Agency is planning for a service level that balances forecasted fiscal constraints, safety of the public and our employees and the varied profile of the service area. Further, we are planning to deliver service aimed at preserving as much ridership as possible throughout the region while we await changes in conditions on many fronts. Staff remains fully committed to exploring all service and financial alternatives necessary to meeting the public transit needs of the citizens who live and work in western Riverside County.

With that in mind, the total proposed FY21 Budget for the Agency is $85,013,449. This includes $82,392,199 for operating expenses and $2,621,250 for capital projects.

The $82,392,199 FY21 Operating budget reflects a decrease of $10,042,833, or 11 percent, from the FY20 budget. The operating budget covers planned revenue service provided on both directly operated and contracted fixed routes, as well as DAR trips including DAR Plus. The budget also covers administrative costs to support operations and maintenance.

The $2,621,250 FY21 Capital budget is decreased by $39,462,780, or 94 percent, from the current FY20 Capital budget. Staff has prioritized the Agency's capital improvement needs with strong consideration toward maintenance of critical operations and vehicle procurements to maintain existing services while preparing for a post-COVID-19 pandemic future. The biggest driver in the decrease is not programming funding for the partial replacements of the heavy-duty CNG fleet, the contracted fixed route fleet and the DAR fleet. The capital budget includes the reprogramming of funds from the UCR Mobility Hub and the programming of additional SB 1 State of Good Repair funding.

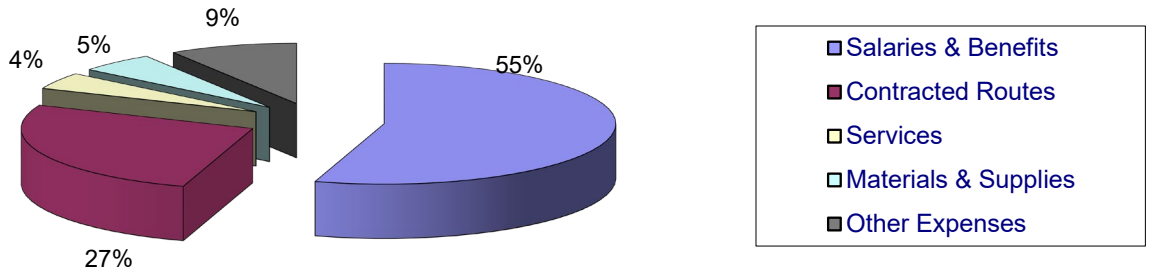
Operating Budget Profile:



The proposed operating budget totals $82,392,199. Operations, at 62 percent, constitutes the largest component of the proposed operating budget. Maintenance represents another 15 percent of the total. Together, Operations and Maintenance equate to 77 percent of the Agency Operating budget. Planning and Administration functions combine for the remaining 23 percent of the operating budget.

The operating budget contains five major cost elements. The elements are:

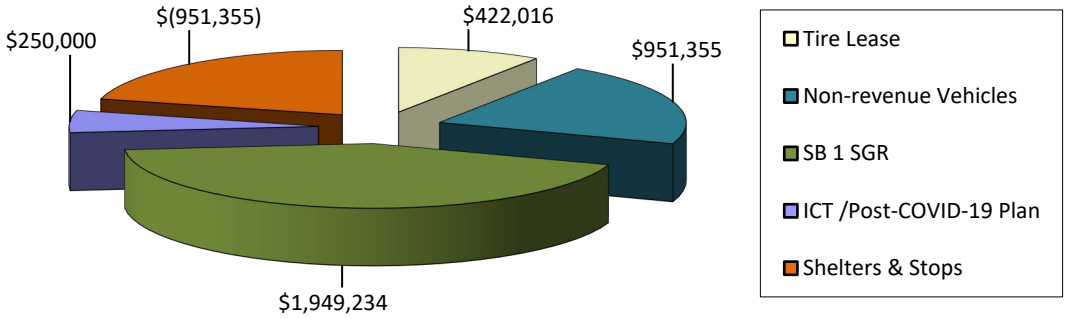
- Salaries and Benefits (55 percent), comprises employee wages/salaries and fringe benefits including, but not limited to, medical, pension, Worker's Compensation and OPEB
- Purchased Transportation (27 percent), represents the resources required for contracted transportation services for certain fixed routes and DAR demand
- Materials and Supplies (five percent), consists primarily of fuel, parts and lubricants for the operation, repair and maintenance of Agency vehicles
- Services (four percent), includes external auditing, legal counsel, legislative support, marketing, outside maintenance, custodial, armored transport, actuarial services, insurance brokerage and towing
- Other Expenses (nine percent), consists of insurance, utilities, printing and publications, advertising and promotion, dues and subscriptions and other miscellaneous expenses



Capital Budget Profile:

The proposed FY21 Capital budget totals $2,621,250. Capital funding will be used for the purchase of critical items to maintain existing operations and service levels.

FY21 capital budget profile by project element is shown below:

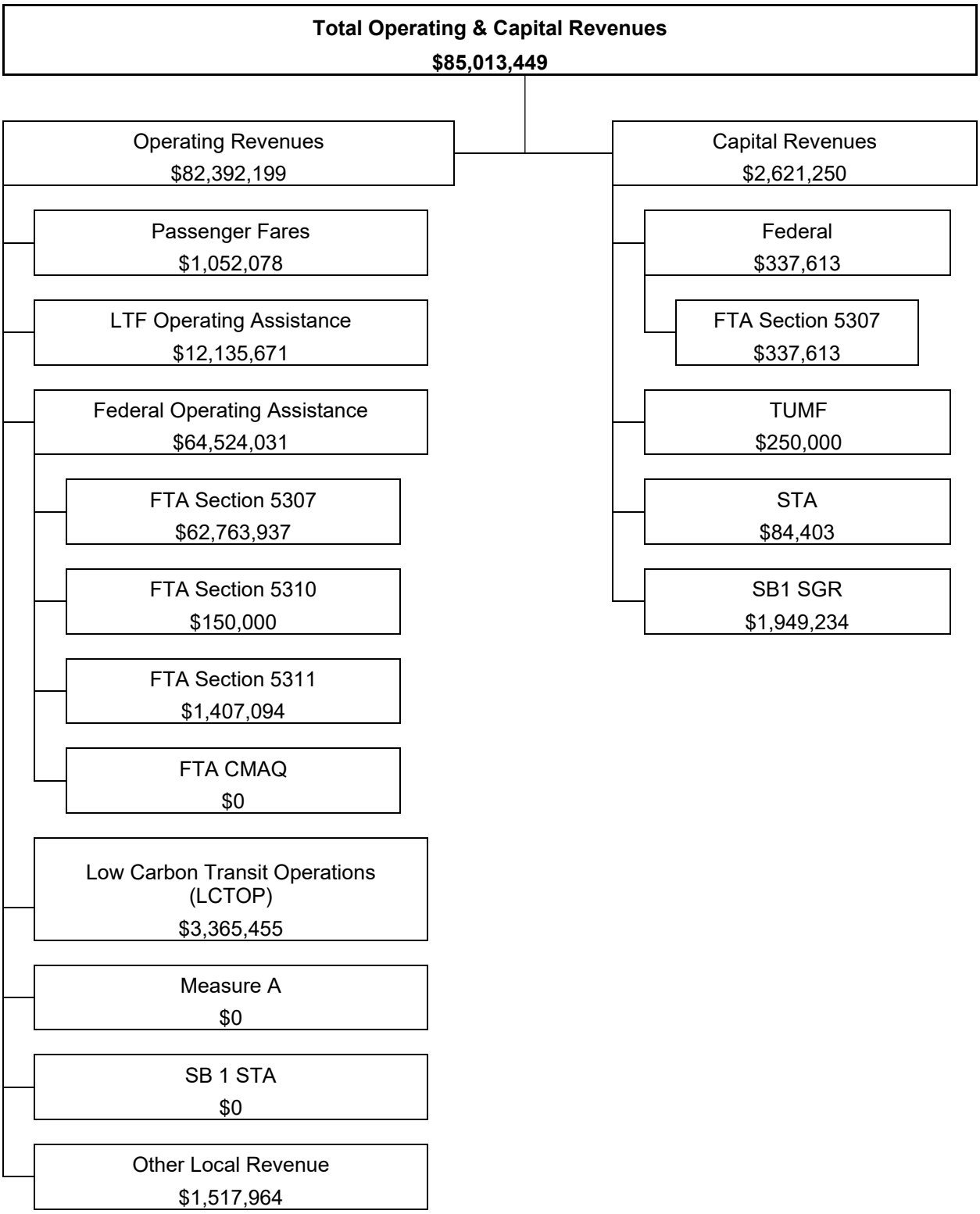


Notable capital projects included in the proposed FY21 budget are:

- Additional funds programming for 25 support vehicles to upgrade them from unleaded fuel to electric
- Replacement of 12 non-revenue vehicles (two trucks, 10 cars)
- Expansion of two non-revenue vehicles (two cars)
- Tire lease
- Associated Transit Improvements
- SB 1 State of Good Repair funding
- Programming of funds toward planning the impacts of the CARB ICT mandate to utilize ZEB vehicles in the future
- Reprogramming UCR Mobility Hub funds to Bus Turnouts on Canyon Crest and vehicle procurements listed above

4.2 FUNDING SOURCES FOR OPERATING AND CAPITAL PROGRAMS

Funding for the operating and capital budgets are generated from federal, state, and local revenue sources. The table shown below summarizes the allocation of each revenue source for FY21.


Total Operating & Capital Revenues
$85,013,449
Operating Revenues
$82,392,199
Passenger Fares
$1,052,078
LTF Operating Assistance
$12,135,671
Federal Operating Assistance
$64,524,031
FTA Section 5307
$62,763,937
FTA Section 5310
$150,000
FTA Section 5311
$1,407,094
FTA CMAQ
$0
Low Carbon Transit Operations (LCTOP)
$3,365,455
Measure A
$0
SB 1 STA
$0
Other Local Revenue
$1,517,964
Capital Revenues
$2,621,250
Federal
$337,613
FTA Section 5307
$337,613
TUMF
$250,000
STA
$84,403
SB1 SGR
$1,949,234

Funding for the FY22 and FY23 operating and capital budgets are also expected to be from federal, state and local revenue sources. Since we don't know what the circumstances will be when we get to those two fiscal years, Tables 4.1 and 4.2 are based on a few simple assumptions.

With respect to the operating budgets, these amounts are based on delivering the same level of service with the same staffing levels and contract providers. For planning sake, a year-over-year inflation factor of three percent was used starting with FY21. Once the estimated budget was established under these assumptions, we reviewed the funding sources for viability and expectation. As necessary, revenue sources were adjusted.

With respect to the capital budgets, these amounts are based on estimated needs over a longer time horizon based on today's expectation of the future. When the succeeding fiscal year's budgets are prepared in the future, the capital needs and plans will be re-addressed for current and expected circumstances.

4.3 TUMF PROGRAM

The WRCOG TUMF Program ensures that a new development pays its fair share for the increased traffic that it creates. As identified in the WRCOG TUMF Administrative Plan, RTA is currently allocated three percent of every TUMF dollar collected for use on projects of regional significance located in the TUMF network. Below is the comprehensive list of RTA's projects included in the 2016 TUMF Nexus Study:

PROJECT NAME	CATEGORY	UNIT COST	# OF UNITS	COST	TUMF SHARE
Riverside Mobility Hub at Vine Street	Transit Center 1	$6,000,000	1	$6,000,000	$3,630,000
Moreno Valley Mobility Hub(s)	Transit Center 2	$9,000,000	1	$9,000,000	$5,445,000
Jurupa Valley Mobility Hub(s)	Transit Center 2	$9,000,000	1	$9,000,000	$5,445,000
Banning Mobility Hub(s)	Transit Center 2	$9,000,000	1	$9,000,000	$5,445,000
Lake Elsinore / Canyon Lake Mobility Hub(s)	Transit Center 2	$9,000,000	1	$9,000,000	$5,445,000
Transit Enhancements in Temecula / Murrieta	Transit Center 2	$9,000,000	1	$9,000,000	$5,445,000
Hemet Mobility Hub	Transit Center 2	$9,000,000	1	$9,000,000	$5,445,000
San Jacinto Mobility Hub	Transit Center 2	$9,000,000	1	$9,000,000	$5,445,000
MSJC Mobility Hub	Transfer Facility	$1,000,000	1	$1,000,000	$605,000
Regional Operations and Maintenance Facility	O and M Facility	$50,000,000	1	$50,000,000	$30,251,000
Annual Transit Enhancements Program	Bus Stop	$40,000	290	$11,600,000	$7,018,000
Central Corridor RapidLink Implementation	BRT Service Capital	$60,000	42	$2,520,000	$1,525,000

Vehicle Fleet Medium Buses	Vehicle Fleet 1	$155,000	7	$1,085,000	$656,000
Vehicle Fleet Large Buses	Vehicle Fleet 2	$585,000	29	$16,965,000	$10,264,000
COA Study	COA Study	$950,000	1	$950,000	$575,000
TOTALS:				**$153,120,000**	**$92,639,000**

Source: TUMF Nexus Study – 2016 Program Update, Page 51.

The Nexus Study is a planning document, and programming of TUMF funds is subject to funding availability and done through the TUMF Project Expenditure Plan. Table 5 contains RTA's FY21 – FY25 TUMF Expenditure Plan effective July 1, 2020.

4.4 REGULATORY AND COMPLIANCE REQUIREMENTS

As a recipient of state and federal funding, RTA is required to comply with regulatory policies and procedures that are reviewed and audited regularly.

SUMMARY OF REGULATORY AND COMPLIANCE REQUIREMENTS
TDA Triennial Audit: Under the State of California, TDA provides two major sources of funding for public transportation: LTF and STA funds. These funds are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on population, taxable sales and transit performance. *See Table 4.3 for a summary of the recommendations and actions taken from the last Triennial in 2019.*
FTA Triennial Review: The triennial review is a comprehensive review of compliance with FTA requirements that is conducted of § 5307 grantees at least every three years. Even though the review is conducted of § 5307 grantees, it addresses all FTA programs for which the grantee is the direct recipient of funds, including § 5304, 5307, 5310, 5311 and 5339. It addresses the grantee's implementation of Federal requirements in 21 areas and its oversight of sub-recipients, operations contractors or lessees funded by these programs. *The last FTA Triennial Review was completed in November 2019 with no deficiencies found in any of the areas of review.*
ADA: The federal ADA Act of 1990 prohibits discrimination and ensures equal opportunity and access for persons with disabilities. Under the ADA Act, public transit operators are required to provide complementary paratransit service to persons who are ADA certified and are within three-quarters of a mile of a local fixed-route bus during the hours of bus service operation. *RTA remains fully compliant with all Federal ADA regulations and has had no ADA customers denied service on DAR.*
Disadvantaged Business Enterprise (DBE) Program: The federal DBE Program seeks to ensure nondiscrimination in the award and administration of FTA's Department of Transportation-assisted contracts in the Department's highway, transit and airport financial assistance programs and to create a level playing field on which DBEs can compete fairly for Department of Transportation-assisted contracts.

In accordance with U.S. Department of Transportation regulations found at 49 C.F.R. § 26.45, a new 3-year DBE goal was submitted for review to the FTA and became effective on October 1, 2018. RTA's DBE program will remain in effect through September 30, 2021.
Equal Employment Opportunity (EEO): The Federal Transit Laws, 49 U.S.C. § 5332 (b), provide that "no person in the United States shall on the grounds of race, color, religion, national origin, sex, or age be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any project, program or activity funded in whole or in part through financial assistance under this Act." This applies to employment and business opportunities and is considered to be in addition to the provisions of Title VI of the Civil Rights Act of 1964. *The EEO Program is submitted to FTA every four years and RTA is in compliance. The last submission was on March 2, 2018.*
Drug and Alcohol Testing: Per the Code of Federal Regulations (Title 49, Part 40 and 655), RTA established a Drug and Alcohol testing policy in an effort to deter drug and alcohol use in the workplace. The policy establishes the circumstances in which applicants and employees are tested for drugs and alcohol in the workplace and the consequences when they test positive. The purpose of the policy is to prevent accidents, injuries, and fatalities resulting from the misuse of alcohol and prohibited drugs by employees who perform safety-sensitive functions. *The Drug and Alcohol Report is in compliance with FTA and was last updated on January 1, 2018.*
Title VI of the Civil Rights Act of 1964: Title VI of the Civil Rights Act of 1964 provides that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." (42 U.S.C. § 2000d). *RTA submits Title VI Program to FTA every three years. The last report was submitted in October 2019.*
Limited English Proficiency (LEP): FTA issued regulations based on the Executive Order 13166 to all transit operators to establish LEP policies and procedures that ensures that RTA publications are issued in English and any other languages used by a significant number of the general population in the service area as determined by periodic demographic assessments. *RTA's updated LEP policy and plan was submitted with the Title VI Program in October 2019.*
Public Hearing Policy: U.S. Code Title 49 § 5307 under the Urbanized Area Formula Grant Program requires that transit systems maintain a process to solicit and consider public comments before raising fares or implementing major reductions in service. *RTA's Public Hearing Policy for Major Service and Fare Changes was last revised in October 2012.*
Alternative Fueled Vehicles: RCTC Resolution No. 00-018 established an emissions standards requirement for the acquisition of urban transit buses with federal, state, or local funds. All full-sized urban public transit buses purchased or leased with federal, state or local funds granted or programmed by RCTC shall meet the urban bus optional, reduced-emissions standards set by the California Air Resources Board for oxides of nitrogen and non-methane hydrocarbons. *RTA remains fully compliant with RCTC Resolution No. 00-0018 for vehicles purchased using federal, state or local funds.*

Southern California Air Quality Management District – Rule 1192: This rule requires public transit fleets of 15 or more revenue vehicles and operating in SCAQMD's jurisdiction to acquire alternative fuel heavy duty vehicles when procuring revenue vehicles. The rule applies whether revenue vehicles are operated by government agencies or by private entities under contract to government agencies that provide passenger transportation services including intra- and inter-city shuttle services.
National Transit Database (NTD): The NTD is the primary source for information and statistics on U.S. transit systems. Congress requires agencies to report NTD data on an annual basis if they receive or benefit from §5307 or §5311 formula grants. NTD also requires monthly operating and safety statistics reports from agencies that file as a "Full Reporter". FTA submits annual NTD reports that summarize transit service and safety data to Congress for review and use. *RTA submits monthly and annual NTD reports. The last annual report was submitted in October 2019.*

4.5 OPEN PROJECTS

Listed below are a few of RTA's current projects. Capital projects help to increase the safety, efficiency and reliability of the transit system and can lead to a growth in ridership. Detailed information on all open capital projects can be found in Table 4.4.

Planned Passenger Transit Facilities

Canyon Crest Bus Stops: Currently, 31 percent of UCR's population use RTA's services. UCR is one of the busiest transit destinations in the Agency's transit network, with over 1,700 boardings and alightings reported on an average weekday. Planned service improvements, the popular U-Pass Program, parking price increases, increased congestion and resulting environmental and sustainability challenges are projected to contribute toward positive ridership gains in the future.

The current on-street bus stops at UCR located on Canyon Crest Drive are utilized by routes 1, 16, 51, 52, 204 and RapidLink Gold Line. This stop currently does not have the space, bus shelters or other amenities essential to effectively accommodate the current and planned service levels. The proposed upgrades to the Canyon Crest Bus Stops will include approximately five bus bays with shelters, benches, trash cans and bus pads. Also included in the plan is a bidirectional bicycle track across the street, further enhancing safety by moving bicyclists out of bus traffic. The track is funded by the City of Riverside.

The upgrades to the Canyon Crest Bus Stops were originally envisioned as a state of the art UCR Mobility Hub. However, due to funding constraints related to construction bids, the UCR Mobility Hub is no longer moving forward. The Canyon Crest upgrades will be completed in partnership with the City of Riverside and are scheduled to begin in June 2021 and is estimated to be completed by September 2021.

Hemet Mobility Hub: Today, about 150,000 people reside in the Hemet-San Jacinto Valley, a rapidly growing area in western Riverside County. The City of Hemet has a projected population

of 126,500 in 2040[1], a 58 percent increase from 80,070 in 2016[2]. Population growth will result in an increased demand for transit service in the area.

The City of Hemet developed a Downtown Specific Plan in April 2017. The City's Downtown Specific Plan has identified a need for an intermodal mobility hub to meet the projected demand for local and regional transit services such as bus, rail, car, bike sharing and transportation network companies (TNCs) such as Uber and Lyft. The intermodal mobility hub will also serve as a park-and-ride facility and include solar power and electric vehicle (EV) charging stations to support emerging EV technologies. Furthermore, the potential extension of commuter rail service from the City of Perris to Hemet and San Jacinto (currently being studied by RCTC in their rail feasibility study) could also benefit from the intermodal mobility hub.

The plan identifies a city owned 14.5-acre site as the Transit Oriented District (TOD) and includes plans for a multi-modal mobility hub. The hub will be central to the Hemet Civic Center to the south, the County Administrative Center to the north and the Hemet Valley Hospital complex to the east. A substantial portion of this site will be available to transit supportive land uses that could be developed through PPP. The plan envisions a transit-oriented development that will include housing, retail, office, public spaces and entertainment venues that will include energy-efficient sustainable design features to fully activate the mobility hub to be a thriving community activity center. The vision for the project creates an opportunity to use cap-and-trade funding.

The proposed Hemet Mobility Hub will address current and future mobility, sustainability and efficiency needs of the City of Hemet and RTA. It will have the capacity to anchor RTA routes 28, 31, 32, 33, 42, 74, 79 and 217 that currently serve the Hemet-San Jacinto Valley.

RTA plans to construct a mobility hub in partnership with the City of Hemet. On October 27, 2016, the RTA Board of Directors approved staff's recommendation to enter into a MOU with the City of Hemet to prepare a conceptual plan. A contract was awarded for A&E in April 2017 to PSOMAS. Site selection, conceptual planning and initial design were completed in April 2018. In FY19, RTA had the project modeled by SCAG during the Federal Transportation Improvement Program (FTIP) update, programmed additional 5339 small urban funds for construction and submitted a grant for those funds. In January 2019, RTA received approval of the final conceptual report and direction to explore PPP options to deliver the project. In May 2019, the Hemet City Council approved moving forward with an RFP to develop all 14.5 acres of city-owned property. The City of Hemet received funding for an SB2 grant which includes funding for a Market Assessment and a Project Manager for the TOD portion. An MOU between RTA and the City of Hemet will be completed once a Project Manager is hired in spring of 2020.

Vine Street Mobility Hub: The City of Riverside's General Plan 2025 identified Vine Street as one of the preferred locations within downtown Riverside for a new mobility hub due to its proximity

[1] SCAG 2016-2040 RTP / SCS, Demographics and Growth Forecast
[2] California Department of Finance, Report E-1

to major employment centers, county and city government centers, UCR, Riverside Community College, the Convention Center, multiple entertainment venues and urban housing complexes. Thus, the Vine Street Mobility Hub will function as a regional multi-modal transportation hub that supports connectivity between multiple transit agencies such as RTA and SunLine Transit Agency in Riverside County; Omnitrans, the public transit provider in San Bernardino County; and Metrolink, the commuter rail service provider for Southern California.

The Vine Street Mobility Hub is to be located on land across from the Riverside-Downtown Metrolink Station on Vine Street. The Mobility Hub would be designed and developed with emerging technologies, renewable energy sources and mobility solutions in mind. RTA has constructed an interim on-street layover facility at Vine Street to accommodate the buses operating throughout downtown Riverside. RTA currently owns 4.5 acres on Vine Street and is currently working to acquire one additional parcel from Riverside Public Utilities (RPU), which currently has a vacated underground well. The well site, which is located in the center of RTA's land, was originally not available. In partnership with RPU, RTA will relocate the well site and obtain ownership of the center parcel. With the additional parcel, RTA will be able to construct a larger, more contiguous Mobility Hub.

The Vine Street Mobility Hub is currently in the conceptual design phase. Extensive community outreach and feedback was completed in early 2020 and is being incorporated into the design. The design will be shared with the community in June 2020 for additional feedback and approval. Once the conceptual design is completed, RTA will go out to bid for the Architectural and Engineering and construction of the Vine Street Mobility Hub. RTA has secured additional funding for construction of the Vine Street Mobility Hub through the Affordable Housing and Sustainable Communities Grant (AHSC). In partnership with the Wakeland Housing and Development Corporation, RTA was awarded $1.79 million towards the construction of the Vine Street Mobility Hub.

Operations and Maintenance Facility

RTA's main facility, located in Riverside, was built in 1986 and a secondary facility, located in Hemet, was purchased in 1999. The Riverside facility is at max capacity and cannot accommodate any more vehicles. Similarly, the Hemet facility is nearing capacity and has limited space for expansion. With the CARB mandate to switch to ZEBs by 2040, additional space will be needed to house all the necessary recharging/refueling equipment needed to run service. With the limited amount of space available, RTA will need to examine alternative solutions. Moreover, with the switch to zero emission technology, an additional facility located in a key location may be necessary to minimize deadhead and/or provide options to recharge/refuel. Further movement on the Operations and Maintenance Facility is pending results from the ZEB Analysis and Rollout Plan.

Equipment and Passenger Amenities

Scheduling and Operations Software Project: RTA began procurement of the Transit Scheduling and Operations software in May 2019. On February 27, 2020, the RTA Board of Directors approved the purchase of the Giro scheduling software. Once implemented, this software will allow RTA to create its own efficient schedules, vehicle blocking, run-cuts and rosters without relying on a vendor to provide such services. The procurement included a new customer comment database and the option of a new customer trip planner. It will also allow for improved operations management by integrating the daily crew and vehicle rostering and other operational functions into one system to improve the efficiency and administration of these processes.

Advanced Traveler Information System (ATIS): RTA has also introduced the ATIS technology with LED signage, known as BusWatch, which relay real-time arrival information on display at major transfer points. As part of the ITS upgrade program, new BusWatch real-time displays were installed at mobility hubs in the cities of Perris, Corona and Temecula. Additional BusWatch real-time displays will be installed at the Hemet Mobility Hub and Vine Street Mobility Hub when these projects are constructed. Passengers may also lookup real-time arrival information via RTA's BusWatch website, mobile application and SMS.

The ATIS project included querying and alerting of bus arrivals via text messaging, which was recently completed with the upgraded ITS program. Mobile application development is also part of this project, which allows passengers to lookup real-time arrival information for all RTA fixed routes.

Additional open projects can be found in Table in 4.4.

RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2020/2021 - FY2022/2023

Comparative Statistics: FY2020 Budget vs. Proposed FY2021 SRTP

	Unlinked Passengers		Revenue Hours		Revenue Miles		Fare Revenue (1)		Operating Expenses	
	FY2020	FY2021	FY2020	FY2021	FY2020	FY2021	FY2020	FY2021	FY2020	FY2021
Direct Operated Routes										
1	1,841,432	864,077	81,287	58,404	877,320	675,189	$ 2,073,821	$ -	$ 8,926,770	$ 9,947,938
1 RL	148,311	-	17,737	-	242,278	-	$ 119,078	$ -	$ 1,947,798	$ -
3	133,111	-	11,667	-	142,326	-	$ 126,083	$ -	$ 1,281,303	$ -
10	156,905	38,398	13,350	8,635	147,432	98,141	$ 180,300	$ -	$ 1,466,039	$ 1,470,731
11	107,232	34,770	10,067	6,759	115,956	79,674	$ 125,322	$ -	$ 1,105,531	$ 1,151,194
12	204,309	97,005	19,244	14,174	226,948	170,010	$ 230,563	$ -	$ 2,113,328	$ 2,414,295
13	219,056	122,133	18,934	11,510	215,412	142,897	$ 242,933	$ -	$ 2,079,291	$ 1,960,500
14	201,011	77,625	17,092	10,330	211,782	144,590	$ 228,168	$ -	$ 1,877,019	$ 1,759,553
15	456,003	157,899	31,737	18,139	362,517	231,554	$ 520,345	$ -	$ 3,485,339	$ 3,089,597
16	484,422	264,044	27,871	22,636	312,071	263,917	$ 517,605	$ -	$ 3,060,744	$ 3,855,525
18	120,676	28,787	10,328	8,707	131,766	118,481	$ 134,832	$ -	$ 1,134,166	$ 1,483,066
19	720,557	359,143	50,171	38,748	623,393	522,671	$ 860,057	$ -	$ 5,509,648	$ 6,599,938
20	286,639	88,571	23,469	13,809	327,278	213,733	$ 332,931	$ -	$ 2,577,380	$ 2,352,125
21	111,690	53,240	9,805	7,930	141,128	118,167	$ 139,925	$ -	$ 1,076,744	$ 1,350,665
22	294,543	121,740	21,541	15,278	326,523	249,299	$ 362,465	$ -	$ 2,365,612	$ 2,602,391
27	193,268	69,574	19,831	11,730	385,040	236,827	$ 246,397	$ -	$ 2,177,835	$ 1,998,043
28	396,395	204,967	30,441	21,795	521,820	379,100	$ 472,542	$ -	$ 3,342,939	$ 3,712,287
29	136,953	80,791	15,422	10,498	217,403	155,479	$ 167,371	$ -	$ 1,693,605	$ 1,788,120
41D	32,899	-	2,133	-	33,947	-	$ 36,557	$ -	$ 234,227	$ -
49	224,426	92,404	14,930	9,506	182,447	123,231	$ 269,670	$ -	$ 1,639,541	$ 1,619,223
54F	8,197	-	455	-	2,275	-	$ 78,053	$ -	$ 49,967	$ -
200	172,740	63,073	25,932	14,588	608,025	374,162	$ 453,288	$ 181,807	$ 2,847,833	$ 2,484,755
202D	3,063	-	615	-	19,830	-	$ 5,833	$ -	$ 67,494	$ -
204	61,883	19,321	8,429	6,208	177,755	134,640	$ 132,553	$ 37,608	$ 925,623	$ 1,057,413
205	21,737	8,822	4,471	4,352	111,659	111,812	$ 66,721	$ 21,311	$ 491,049	$ 741,279
206	47,313	5,571	6,368	5,107	130,876	139,002	$ 161,201	$ 16,701	$ 699,356	$ 869,913
208D	21,518	12,861	3,912	6,938	84,247	178,530	$ 37,393	$ 17,878	$ 429,602	$ 1,181,686
210D	1,886	-	367	-	4,824	-	$ 7,667	$ -	$ 40,296	$ -
217D	6,039	-	1,165	-	30,080	-	$ 16,024	$ -	$ 127,917	$ -
Total Directly Operated Routes	**6,814,214**	**2,864,817**	**498,771**	**325,780**	**6,914,358**	**4,861,106**	**$ 8,345,698**	**$ 275,304**	**$ 54,773,996**	**$ 55,490,238**
% Change - FY21 vs. FY20		-57.96%		-34.68%		-29.70%		-96.7%		1.3%
Contracted Fixed Routes										
3	8,838	30,172	1,502	4,976	19,131	64,023	$ 11,600	$ -	$ 138,273	$ 594,728
4	32,863	-	3,388	-	56,568	-	$ 43,137	$ -	$ 312,000	
8	180,705	51,209	17,042	12,885	245,214	203,676	$ 233,308	$ -	$ 1,569,375	$ 1,539,895
9	61,534	20,146	6,643	4,904	118,530	96,306	$ 79,858	$ -	$ 611,750	$ 586,103
19	2,559	265	257	392	3,457	3,580	$ 2,494	$ -	$ 23,712	$ 46,872
23	91,996	22,361	14,403	11,510	207,785	160,717	$ 114,121	$ -	$ 1,326,330	$ 1,375,651
24	60,788	18,643	12,085	8,949	144,876	116,012	$ 75,487	$ -	$ 1,112,890	$ 1,069,493
26	8,798	-	4,331	-	57,318	-	$ 9,528	$ -	$ 398,835	$ -
30	61,057	8,102	7,610	4,009	92,371	56,143	$ 69,904	$ -	$ 700,763	$ 479,127
31	148,146	49,638	22,913	17,228	548,582	340,240	$ 197,552	$ -	$ 2,110,078	$ 2,059,010
32	108,510	30,806	9,721	8,419	105,630	96,492	$ 137,276	$ -	$ 895,222	$ 1,006,239
33	38,177	9,302	6,986	3,906	86,963	49,566	$ 45,552	$ -	$ 643,324	$ 466,767
40	31,335	10,053	9,017	7,308	154,733	128,872	$ 46,022	$ -	$ 830,376	$ 873,369
41C	39,565	10,914	5,193	4,392	85,319	82,769	$ 43,510	$ -	$ 478,265	$ 524,931
42	45,811	5,357	5,775	3,766	85,501	51,857	$ 52,944	$ -	$ 531,831	$ 450,045
50	2,213	1,773	2,352	2,231	15,794	14,734	$ 208,239	$ 110,000	$ 216,551	$ 266,641
51	28,260	-	1,898	-	19,367	-	$ 158,101	$ -	$ 174,823	$ -
52	49,107	-	3,210	-	22,420	-	$ 48,763	$ -	$ 295,576	$ -
54	1,384	-	1,741	-	6,918	-	$ 449	$ -	$ 160,310	$ -
55	9,011	-	794	-	9,339	-	$ 13,812	$ -	$ 73,099	$ -
61	103,910	35,450	19,400	12,343	327,452	214,620	$ 150,140	$ -	$ 1,786,583	$ 1,475,187
74	183,478	57,019	21,443	13,316	369,588	233,333	$ 252,099	$ -	$ 1,974,702	$ 1,591,515
79	103,797	39,792	18,644	12,921	281,298	212,645	$ 132,767	$ -	$ 1,716,955	$ 1,544,257
202	11,286	-	3,698	-	88,071	-	$ 28,960	$ -	$ 340,573	$ -
208	31,074	-	6,123	-	170,100	-	$ 82,638	$ -	$ 563,848	$ -
210	2,155	-	550	-	16,248	-	$ 6,946	$ -	$ 50,647	$ -
212	-	-	-	-		-	$ -	$ -	$ -	$ -
217	45,439	-	8,182	-	231,848	-	$ 126,717	$ -	$ 753,512	$ -
Total Contracted Fixed Routes	**1,491,796**	**401,001**	**214,901**	**133,454**	**3,570,421**	**2,125,585**	**$ 2,371,924**	**$ 110,000**	**$ 19,790,203**	**$ 15,949,830**
% Change - FY21 vs. FY20		-73.12%		-37.90%		-40.47%		-95.4%		-19.4%
TOTAL FIXED ROUTES	**8,306,010**	**3,265,819**	**713,672**	**459,234**	**10,484,779**	**6,986,691**	**$ 10,717,622**	**$ 385,304**	**$ 74,564,199**	**$ 71,440,069**
% Change - FY21 vs. FY20		-60.68%		-35.65%		-33.36%		-96.4%		-4.2%

RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2020/2021 - FY2022/2023

Comparative Statistics: FY2020 Budget vs. Proposed FY2021 SRTP

	Unlinked Passengers		Revenue Hours		Revenue Miles		Fare Revenue (1)		Operating Expenses	
	FY2020	FY2021	FY2020	FY2021	FY2020	FY2021	FY2020	FY2021	FY2020	FY2021
Dial-A-Ride Routes										
Riv-San UZA	250,957	93,422	123,744	49,914	2,037,861	776,886	$ 1,041,846	$ 422,477	$ 10,855,166	$ 6,927,904
Murr-Tem-Men UZA	82,994	30,235	40,923	16,154	673,938	244,575	$ 344,548	$ 137,521	$ 3,589,898	$ 2,322,027
Hemet UZA	58,293	21,114	28,744	11,281	473,361	179,283	$ 242,004	$ 95,448	$ 2,521,475	$ 1,515,301
Non-UZA	2,964	2,487	1,462	1,329	24,069	24,505	$ 12,305	$ 11,327	$ 128,211	$ 186,899
Total Dial-A-Ride Routes	**395,208**	**147,258**	**194,873**	**78,679**	**3,209,229**	**1,225,249**	**$ 1,640,703**	**666,774**	**$ 17,094,750**	**10,952,130**
% Change - FY21 vs. FY20		-62.74%		-59.63%		-61.82%		-59.4%		-35.9%
Taxi Service										
Riv-San UZA	8,633	-	5,024	-	128,979	-	$ 40,303	$ -	$ 479,435	$ -
Murr-Tem-Men UZA	3,046	-	1,551	-	38,662	-	$ 14,034	$ -	$ 144,231	$ -
Hemet UZA	2,246	-	1,509	-	39,838	-	$ 10,657	$ -	$ 147,594	$ -
Non-UZA	159	-	75	-	1,211	-	$ 728	$ -	$ 4,823	$ -
Total Taxi Routes	**14,084**	**-**	**8,159**	**-**	**208,690**	**-**	**$ 65,722**	**-**	**$ 776,083**	**-**
% Change - FY21 vs. FY20		-100.00%		-100.00%		-100.00%		-100.0%		-100.0%
TOTAL DAR and TAXI SERVICE	**409,292**	**147,258**	**203,032**	**78,679**	**3,417,919**	**1,225,249**	**$ 1,706,425**	**$ 666,774**	**$ 17,870,833**	**$ 10,952,130**
% Change - FY21 vs. FY20		-64.02%		-61.25%		-64.15%		-60.9%		-38.7%
GRAND TOTAL	**8,715,302**	**3,413,077**	**916,704**	**537,913**	**13,902,698**	**8,211,940**	**$ 12,424,047**	**$ 1,052,078**	**$ 92,435,032**	**$ 82,392,199**
% Change - FY21 vs. FY20		-60.84%		-41.32%		-40.93%		-91.5%		-10.9%

(1) Total Passenger Fare Revenue consists of cash fares, tickets, passes and subsidy agreements. It does not include other local revenues.

RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2020/2021 - FY2022/2023

Table 1: FY2020/21 Individual Route Descriptions as of July 1, 2020

[1] This route has selected trips that are/will be both directly operated and contract operated.

Route #	Route Class	Route Description	Cities/Communities Served	Connections
Directly Operated Fixed Routes				
1	Regional	From UCR and downtown Riverside to Galleria at Tyler and Corona primarily via University Ave. and Magnolia Ave.	Riverside, Home Gardens, Corona	Metrolink, Corona Cruiser, Omnitrans, SunLine
3 [1]	Local	10th St. and Belle Ave. in Corona via Main St. and Grand Ave. to the Corona Transit Center, Norco College, Jurupa Valley and Eastvale via Hamner Ave. and Limonite Ave. to Amazon Eastvale	Corona, Riverside, Eastvale, Jurupa Valley	Metrolink, Corona Cruiser
10	Local	From Big Springs St. on Riverside's Northside to Galleria at Tyler primarily via Blaine St., Third St., Victoria Ave. and Lincoln Ave.	Riverside	Omnitrans
11	Local	Circulator between Moreno Valley Mall and March Air Reserve Base primarily via Frederick St., Ironwood Ave., Heacock St. and JFK Dr.	Moreno Valley, March Joint Powers Authority	SunLine
12	Local	From Stephens Ave. and Center St. on Riverside's Northside, through downtown, then to Merced Dr. at Magnolia Ave. via Magnolia Ave., California Ave. and Jurupa Ave.	Riverside	Omnitrans
13	Local	From Hunter Park Metrolink Station to Galleria at Tyler in Riverside via Chicago Ave., MLK Blvd., Magnolia Ave., Central Ave., Arlington Ave., Colorado Ave. and Tyler St.	Riverside	Metrolink, Omnitrans
14	Regional	From Galleria at Tyler to downtown Riverside via Indiana Ave. and Brockton Ave., then University Ave. and Iowa Ave. and Center St then to Loma Linda VA Hospital via Mount Vernon Ave. and Barton Rd.	Riverside, Highgrove, Loma Linda	Omnitrans
15	Local	From downtown Riverside to Galleria at Tyler to Magnolia Ave. and Merced Dr. via Magnolia Ave., Arlington Ave., La Sierra Ave., Tyler St. and Indiana Ave.	Riverside	Metrolink, Omnitrans, SunLine, OCTA
16	Local	From Moreno Valley Mall to UCR via Day St., Box Springs Rd., Sycamore Canyon Blvd., Central Ave., Canyon Crest Dr., Campus Dr., University Ave., Iowa Ave. and Blaine St.	Moreno Valley, Riverside	SunLine
18	Local	From Moreno Valley College to Moreno Valley Mall via Kitching St., Perris Blvd., Cottonwood St. and Frederick St., then Pigeon Pass Rd. to Sunnymead Ranch	Moreno Valley	SunLine
19 [1]	Regional	From Moreno Valley Mall to Perris Station Transit Center via Sunnymead Blvd. and Perris Blvd. and Moreno Valley College with service to distribution centers at Indian St. and Morgan St.	Moreno Valley, Perris	Metrolink, SunLine
20	Regional	From Magnolia Ave. and Elizabeth Ln. in Riverside to Moreno Valley College via Central Ave., Alessandro Blvd., Moreno Beach Dr. and Iris St. with selected trips serving Moreno Valley March Field Metrolink Station weekdays	Riverside, Moreno Valley	
21	Local	From Galleria at Tyler in Riverside to Fontana via Van Buren Blvd., Mission Blvd. and Country Village	Jurupa Valley, Fontana, Riverside	Omnitrans
22	Regional	From Perris Station Transit Center to downtown Riverside via Old Elsinore Rd., Clarke St., Wood Rd., Alessandro Blvd., Chicago Ave. and University Ave.	Riverside, Woodcrest, Mead Valley, Perris	Metrolink, Omnitrans
27	Regional	From Perris Station Transit Center to Galleria at Tyler in Riverside via I-215 Fwy and Van Buren Blvd.	Riverside, Woodcrest, March Joint Powers Authority, Perris	Metrolink
28	Regional	From Florida Ave. and Lincoln Ave. in East Hemet to Perris Station Transit Center	Perris, Romoland, Homeland, Hemet, East Hemet, Valle Vista	Metrolink
29	Regional	From downtown Riverside to Amazon Eastvale via Rubidoux Blvd. and Limonite Ave. Selected trips deviate via Jurupa Valley/Pedley station weekdays.	Eastvale, Jurupa Valley, Riverside	Metrolink, Omnitrans, SunLine
41 [1]	Regional	From the Mead Valley Community Center to Moreno Valley with stops at Moreno Valley College and Riverside University Medical Center	Moreno Valley, Perris, Mead Valley	
49	Regional	From downtown Riverside to Country Village and Fontana via Mission Blvd.	Jurupa Valley, Riverside, Fontana	Omnitrans, SunLine
200	Express	From San Bernardino Transit Center to Anaheim via SR-91 and SR-55 Freeways with stops at downtown Riverside and La Sierra Metrolink Stations, Village at Orange and Anaheim Resort district	Riverside, Corona, Orange, Anaheim	Omnitrans, Metrolink, OCTA, SunLine
204	Express	From UCR to Montclair TransCenter via downtown Riverside, Country Village and Ontario Mills Mall	Riverside, Jurupa Valley, Ontario, Montclair	Metrolink, Omnitrans, Foothill Transit
205	Express	From the Promenade Mall in Temecula to Village at Orange via I-15 and SR-91 Fwys with stops in Murrieta, Lake Elsinore, Temescal Valley, Dos Lagos and Corona Transit Center	Temecula, Murrieta, Lake Elsinore, Temescal Valley, Corona, Orange	Metrolink, Corona Cruiser, OCTA
206	Express	From Promenade Mall Temecula to Corona Transit Center via I-15 Freeway with stops in Murrieta, Lake Elsinore, Temescal Valley and Dos Lagos	Temecula, Murrieta, Lake Elsinore, Temescal Valley, Corona	Metrolink, Corona Cruiser
208 [1]	Express	From Promenade Mall Temecula to Riverside Downtown Metrolink Station via I-215 with stops in Murrieta, Perris, Moreno Valley and downtown Riverside	Temecula, Murrieta, Menifee, Perris, Riverside, Moreno Valley	Metrolink, Omnitrans, SunLine

RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2020/2021 - FY2022/2023

Table 1: FY2020/21 Individual Route Descriptions as of July 1, 2020

[1] This route has selected trips that are/will be both directly operated and contract operated.

Route #	Route Class	Route Description	Cities/Communities Served	Connections
Contracted Fixed Routes				
3 [1]	Local	10th St. and Belle Ave. in Corona via Main St. and Grand Ave. to the Corona Transit Center, Norco College, Jurupa Valley and Eastvale via Hamner Ave. and Limonite Ave. to Amazon Eastvale	Corona, Riverside, Eastvale, Jurupa Valley	Metrolink, Corona Cruiser
8	Local	Serving Lake Elsinore Outlet Center, Walmart on Railroad Canyon Rd. and Lakeland Village via Lakeshore Dr., Mission Trail, Grand Ave. and Riverside Dr.	Lake Elsinore, Lakeland Village, Wildomar	
9	Local	From Lake Elsinore OutLet Center to Perris Station Transit Center via Hwy 74, Theda St., Ellis Ave.	Perris, Good Hope, Meadowbrook, Lake Elsinore	Metrolink
19 [1]	Regional	From Perris Station Transit Center to Exceed Facility on Trumble Rd.	Perris	Metrolink
23	Local	From Central & Palomar St. in Wildomar through Murrieta to County Center Dr. in Temecula	Wildomar, Murrieta, Temecula	
24	Local	Temecula service with stops at County Center Dr., Old Town, Pechanga Resort and Temecula Valley Hospital	Temecula	
30	Local	Perris local circulator serving the Perris Transit Center, Walmart, May Ranch and Weston Rd. & Carter Dr.	Perris	Metrolink
31	Regional	Service from Hemet Valley Mall to Moreno Valley Mall via Banning and Beaumont with stops at Mt. San Jacinto Community College, Sun Lakes Village, Walmart on Moreno Beach Dr., Moreno Valley Senior Center and Riverside University Medical Center	Moreno Valley, Banning, Beaumont, San Jacinto, Hemet	Pass Transit, SunLine
32	Local	From Hemet Valley Mall to Mt. San Jacinto College via downtown San Jacinto and San Jacinto Ave.	San Jacinto, Hemet	
33	Local	From Super-Walmart on Sanderson Ave. and the Hemet Valley Mall in west Hemet to Stanford St. and Thornton Ave. in east Hemet	Hemet, East Hemet, Valle Vista	
40	Regional	From Walmart in Lake Elsinore to Cherry Hills Blvd. in Menifee with stops in Canyon Lake, Quail Valley, MSJC Menifee Campus and Heritage Lake	Menifee, Canyon Lake, Lake Elsinore	
41 [1]	Regional	From the Mead Valley Community Center to Moreno Valley with stops at Moreno Valley College and Riverside University Medical Center	Moreno Valley, Perris, Mead Valley	
42	Local	From the Hemet Valley Mall to Soboba Casino in San Jacinto via Kirby St., Cottonwood Ave., Santa Fe Ave. and East Main St.	Hemet, San Jacinto	
50	Trolley	Riverside downtown Jury Trolley service	Riverside	
61	Regional	From the Perris Station Transit Center to Cherry Hills Blvd. and Bradley Rd. in Menifee and Temecula with stops at MSJC Menifee campus, Loma Linda University Medical Center - Murrieta and County Center Dr.	Perris, Menifee, Murrieta, Temecula	Metrolink
74	Regional	From San Jacinto and Hemet to Menifee and Perris, serving MSJC San Jacinto campus, Hemet Valley Mall, Winchester, MSJC Menifee campus and Perris Station Transit Center	San Jacinto, Hemet, Winchester, Menifee, Perris	Metrolink
79	Regional	From the Hemet Valley Mall to Old Town Temecula via Winchester Rd. (State Hwy 79). Also serves County Center Dr., Promenade Mall, Temecula City Hall, French Valley and Southwest Justice Center	Hemet, Winchester, French Valley, Murrieta, Temecula	
208 [1]	Express	From Promenade Mall Temecula to Riverside Downtown Metrolink Station via I-215 with stops in Murrieta, Perris, Moreno Valley and downtown Riverside	Temecula, Murrieta, Menifee, Perris, Riverside, Moreno Valley	Metrolink, Omnitrans, SunLine

Table 1: FY2020/21 Individual Route Descriptions as of July 1, 2020

[1] This route has selected trips that are/will be both directly operated and contract operated.

Route #	Route Class	Route Description	Cities/Communities Served	Connections
Contracted Paratransit Routes				
Riverside-San Bernadino UZA		Origin-to-Destination	Banning, Beaumont, Corona, Eastvale, Good Hope, Highgrove, Jurupa Valley, Loma Linda, Mead Valley, Meadowbrook, Moreno Valley, Norco, Perris, Quail Valley, Riverside, Woodcrest	
Hemet UZA		Origin-to-Destination	East Hemet, Gillman Springs, Green Acres, Hemet, Homeland, San Jacinto, Valle Vista, Winchester	
Murrieta-Temecula-Menifee UZA		Origin-to-Destination	Canyon Lake, French Valley, Lake Elsinore, Lakeland Village, Menifee, Murrieta, Temecula, Wildomar, Romoland	
Non-UZA		Origin-to-Destination	March Joint Powers Authority	

Bus (Motorbus) / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2019/20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20
2013	GIL	G27D102N4	38	82	42	CN	82		27,023,330	30,985,356	377,870
2014	GIL	G27D102N4	38	9	42	CN	9		2,307,614	2,707,899	300,877
2016	GIL	G27D102N4	38	30	42	CN	30		3,300,986	4,208,698	140,289
		Totals:	114	121			121		32,631,930	37,901,953	313,239

Bus (Motorbus) / Purchased Transportation

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2019/20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20
2016	EDN	AerElit320	26	9	33	GA	9		2,112,577	2,308,908	256,545
2016	EDN	AerElit320	26	23	33	GA	23		5,705,275	6,342,620	275,766
2018	GLV	Entourage	28	3	33	CN	3		185,183	211,655	70,551
2019	GLV	Entourage	28	27	33	CN	27		397,339	1,710,167	63,339
2018	SPC	Senator II	12	4	32	CN	4		238,717	431,231	107,807
2018	ZZZ	Villager	28	5	32	CN	5		111,281	181,859	36,371
		Totals:	148	71			71		8,750,372	11,186,440	157,555

Commuter Bus / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2019/20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20
2013	GIL	G27D102N4	38	15	42	CN	15		4,527,464	4,959,186	330,612
2014	GIL	G27D102N4	38	2	42	CN	2		402,517	466,900	233,450
2016	GIL	G27D102N4	38	7	42	CN	7		759,749	1,105,936	157,990
		Totals:	114	24			24		5,689,730	6,532,022	272,168

Commuter Rail / Purchased Transportation

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2019/20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20
2018	GLV	Entourage	28	7	33	CN	7			463,459	66,208
		Totals:	28	7			7			463,459	66,208

Demand Response / Purchased Transportation

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2019/20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20
2016	EDN	AeroTch220	12	36	23	GA	36		4,687,910	5,814,354	161,509
2013	GCC	GCII	12	5	22	GA	5		9,182,095	1,171,889	234,377
2017	GLV	Universal	12	30	24	GA	30		2,650,196	3,105,231	103,507
2018	SPC	Senator II	12	39	22	GA	39		1,145,953	2,108,454	54,062
		Totals:	48	110			110		17,666,154	12,199,928	110,908

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.0 -- Service Provider Performance Targets Report

FY 2019/20 Short Range Transit Plan Review

Riverside Transit Agency

Data Elements	FY 2019/20 Plan	FY 2019/20 Target	FY 2019/20 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	8,715,302			
Passenger Miles	74,865,016			
Total Actual Vehicle Revenue Hours	916,704.0			
Total Actual Vehicle Revenue Miles	13,902,698.0			
Total Actual Vehicle Miles	17,233,789.0			
Total Operating Expenses	$92,435,032			
Total Passenger Fare Revenue	$14,645,321			
Net Operating Expenses	$77,789,711			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	21.16%	>= 16.81%	21.33%	Meets Target
Discretionary:				
1. Operating Cost Per Revenue Hour	$100.83	<= $99.45	$98.48	Meets Target
2. Subsidy Per Passenger	$8.93	>= $6.23 and <= $8.43	$8.24	Meets Target
3. Subsidy Per Passenger Mile	$1.04	>= $0.88 and <= $1.20	$0.96	Meets Target
4. Subsidy Per Hour	$84.86	>= $61.57 and <= $83.29	$77.47	Meets Target
5. Subsidy Per Mile	$5.60	>= $4.05 and <= $5.47	$5.13	Meets Target
6. Passengers Per Revenue Hour	9.51	>= 8.42 and <= 11.39	9.40	Meets Target
7. Passengers Per Revenue Mile	0.63	>= 0.55 and <= 0.75	0.62	Meets Target

Note: Must meet at least 4 out of 7 Discretionary Performance Indicators

Productivity Performance Summary:

Service Provider Comments:

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

FY 2020/21 - Table 2.1 -- SRTP Performance Report

Service Provider: Riverside Transit Agency

All Routes

Performance Indicators	FY 2018/19 End of Year Actual	FY 2019/20 3rd Quarter Year-to-Date	FY 2020/21 Plan	FY 2020/21 Target	Plan Performance Scorecard (a)
Passengers	8,697,652	6,244,521	3,413,076	None	
Passenger Miles	60,974,297	53,795,212	23,753,074	None	
Revenue Hours	880,029.4	664,041.2	537,914.0	None	
Total Hours	1,005,385.6	753,264.7	620,363.0	None	
Revenue Miles	13,376,948.5	10,023,015.7	8,211,940.0	None	
Total Miles	16,559,181.1	12,344,505.7	10,345,926.0	None	
Operating Costs	$73,902,008	$65,396,958	$82,392,199	None	
Passenger Revenue	$18,302,160	$13,952,115	$2,570,042	None	
Measure-A Revenue				None	
LCTOP Revenue			$3,365,455	None	
Operating Subsidy	$55,599,848	$51,444,843	$79,822,157	None	
Operating Costs Per Revenue Hour	$83.98	$98.48	$153.17	<= $98.01	Fails to Meet Target
Operating Cost Per Revenue Mile	$5.52	$6.52	$10.03	None	
Operating Costs Per Passenger	$8.50	$10.47	$24.14	None	
Farebox Recovery Ratio	24.77%	21.33%	7.20%	>= 0.2	Fails to Meet Target
Subsidy Per Passenger	$6.39	$8.24	$23.39	>= $7.23 and <= $9.79	Better Than Target
Subsidy Per Passenger Mile	$0.91	$0.96	$3.36	>= $0.82 and <= $1.12	Better Than Target
Subsidy Per Revenue Hour	$63.18	$77.47	$148.39	>= $63.04 and <= $85.28	Better Than Target
Subsidy Per Revenue Mile	$4.16	$5.13	$9.72	>= $4.14 and <= $5.60	Better Than Target
Passengers Per Revenue Hour	9.88	9.40	6.35	>= 7.41 and <= 10.03	Fails to Meet Target
Passengers Per Revenue Mile	0.65	0.62	0.42	>= 0.48 and <= 0.66	Fails to Meet Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2020/21 Plan to the FY 2020/21 Primary Target.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- Riverside Transit Agency -- SRTP Service Summary

FY 2020/21 Short Range Transit Plan

All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	61	63	184	63	142
Financial Data					
Total Operating Expenses	$76,320,585	$73,902,008	$92,435,032	$65,396,958	$82,392,199
Total Passenger Fare Revenue	$16,551,836	$18,302,160	$14,645,321	$13,952,115	$2,570,042
Net Operating Expenses (Subsidies)	$59,768,749	$55,599,848	$77,789,711	$51,444,843	$79,822,157
Operating Characteristics					
Unlinked Passenger Trips	8,583,410	8,697,652	8,715,302	6,244,521	3,413,076
Passenger Miles	61,095,376	60,974,297	74,865,016	53,795,212	23,753,074
Total Actual Vehicle Revenue Hours (a)	871,285.7	880,029.4	916,704.0	664,041.2	537,914.0
Total Actual Vehicle Revenue Miles (b)	13,314,621.9	13,376,948.5	13,902,698.0	10,023,015.7	8,211,940.0
Total Actual Vehicle Miles	16,636,856.2	16,559,181.1	17,233,789.0	12,344,505.7	10,345,926.0
Performance Characteristics					
Operating Cost per Revenue Hour	$87.60	$83.98	$100.83	$98.48	$153.17
Farebox Recovery Ratio	21.69%	24.77%	21.16%	21.33%	7.20%
Subsidy per Passenger	$6.96	$6.39	$8.93	$8.24	$23.39
Subsidy per Passenger Mile	$0.98	$0.91	$1.04	$0.96	$3.36
Subsidy per Revenue Hour (a)	$68.60	$63.18	$84.86	$77.47	$148.39
Subsidy per Revenue Mile (b)	$4.49	$4.16	$5.60	$5.13	$9.72
Passenger per Revenue Hour (a)	9.9	9.9	9.5	9.4	6.4
Passenger per Revenue Mile (b)	0.64	0.65	0.63	0.62	0.42

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- Riverside Transit Agency -- SRTP Service Summary

FY 2020/21 Short Range Transit Plan

Excluded Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	9	21	73	12	31
Financial Data					
Total Operating Expenses	$14,458,642	$17,341,511	$25,224,674	$13,124,210	$15,368,025
Total Passenger Fare Revenue	$1,505,152	$2,919,347	$3,490,631	$1,819,518	$72,187
Net Operating Expenses (Subsidies)	$12,953,490	$14,422,164	$21,734,043	$11,304,692	$15,295,838
Operating Characteristics					
Unlinked Passenger Trips	535,732	2,411,134	2,459,523	1,340,234	568,589
Passenger Miles	5,764,439	19,261,465	34,144,615	13,694,362	6,069,244
Total Actual Vehicle Revenue Hours (a)	226,289.6	251,382.6	233,578.0	123,924.0	94,049.0
Total Actual Vehicle Revenue Miles (b)	3,667,202.1	4,179,317.8	4,045,690.0	2,051,501.9	1,689,423.0
Total Actual Vehicle Miles	4,635,167.2	5,211,672.7	4,970,649.0	2,481,928.9	2,232,587.0
Performance Characteristics					
Operating Cost per Revenue Hour	$63.89	$68.98	$107.99	$105.91	$163.40
Farebox Recovery Ratio	10.41%	16.83%	28.76%	13.86%	5.28%
Subsidy per Passenger	$24.18	$5.98	$8.84	$8.43	$26.90
Subsidy per Passenger Mile	$2.25	$0.75	$0.64	$0.83	$2.52
Subsidy per Revenue Hour (a)	$57.24	$57.37	$93.05	$91.22	$162.64
Subsidy per Revenue Mile (b)	$3.53	$3.45	$5.37	$5.51	$9.05
Passenger per Revenue Hour (a)	2.4	9.6	10.5	10.8	6.1
Passenger per Revenue Mile (b)	0.15	0.58	0.61	0.65	0.34

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- Riverside Transit Agency -- SRTP Service Summary

FY 2020/21 Short Range Transit Plan

Non-Excluded Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	52	52	111	57	111
Financial Data					
Total Operating Expenses	$61,861,943	$56,560,497	$67,210,358	$52,272,748	$67,024,174
Total Passenger Fare Revenue	$15,046,684	$15,382,813	$11,154,690	$12,132,597	$2,497,855
Net Operating Expenses (Subsidies)	$46,815,259	$41,177,684	$56,055,668	$40,140,151	$64,526,319
Operating Characteristics					
Unlinked Passenger Trips	8,047,678	6,286,518	6,255,779	4,904,287	2,844,487
Passenger Miles	55,330,937	41,712,832	40,720,401	40,100,850	17,683,830
Total Actual Vehicle Revenue Hours (a)	644,996.1	628,646.7	683,126.0	540,117.2	443,865.0
Total Actual Vehicle Revenue Miles (b)	9,647,419.8	9,197,630.7	9,857,008.0	7,971,513.7	6,522,517.0
Total Actual Vehicle Miles	12,001,689.0	11,347,508.3	12,263,140.0	9,862,576.8	8,113,339.0
Performance Characteristics					
Operating Cost per Revenue Hour	$95.91	$89.97	$98.39	$96.78	$151.00
Farebox Recovery Ratio	24.32%	27.20%	18.31%	23.21%	7.64%
Subsidy per Passenger	$5.82	$6.55	$8.96	$8.18	$22.68
Subsidy per Passenger Mile	$0.85	$0.99	$1.38	$1.00	$3.65
Subsidy per Revenue Hour (a)	$72.58	$65.50	$82.06	$74.32	$145.37
Subsidy per Revenue Mile (b)	$4.85	$4.48	$5.69	$5.04	$9.89
Passenger per Revenue Hour (a)	12.5	10.0	9.2	9.1	6.4
Passenger per Revenue Mile (b)	0.83	0.68	0.63	0.62	0.44

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- RTA-BUS -- SRTP Service Summary

FY 2020/21 Short Range Transit Plan

All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	27	29	121	29	104
Financial Data					
Total Operating Expenses	$45,344,067	$43,633,672	$54,790,401	$39,790,737	$55,490,238
Total Passenger Fare Revenue	$12,196,667	$14,126,671	$10,566,973	$11,172,911	$1,793,268
Net Operating Expenses (Subsidies)	$33,147,400	$29,507,001	$44,223,428	$28,617,826	$53,696,970
Operating Characteristics					
Unlinked Passenger Trips	6,733,159	6,825,680	6,814,214	4,894,513	2,864,816
Passenger Miles	45,420,633	45,497,976	55,325,782	38,725,794	19,588,964
Total Actual Vehicle Revenue Hours (a)	454,083.8	477,158.4	498,771.0	370,325.3	325,781.0
Total Actual Vehicle Revenue Miles (b)	6,414,366.3	6,634,855.0	6,914,358.0	5,141,865.9	4,861,106.0
Total Actual Vehicle Miles	7,439,877.6	7,755,931.7	8,022,582.0	5,968,920.4	6,116,386.0
Performance Characteristics					
Operating Cost per Revenue Hour	$99.86	$91.44	$109.85	$107.45	$170.33
Farebox Recovery Ratio	26.90%	32.38%	24.92%	28.08%	9.29%
Subsidy per Passenger	$4.92	$4.32	$6.49	$5.85	$18.74
Subsidy per Passenger Mile	$0.73	$0.65	$0.80	$0.74	$2.74
Subsidy per Revenue Hour (a)	$73.00	$61.84	$88.66	$77.28	$164.83
Subsidy per Revenue Mile (b)	$5.17	$4.45	$6.40	$5.57	$11.05
Passenger per Revenue Hour (a)	14.8	14.3	13.7	13.2	8.8
Passenger per Revenue Mile (b)	1.05	1.03	0.99	0.95	0.59

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- RTA Bus (Contract) -- SRTP Service Summary

FY 2020/21 Short Range Transit Plan

All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	26	27	63	26	38
Financial Data					
Total Operating Expenses	$16,517,876	$15,278,960	$19,773,798	$13,937,072	$15,949,830
Total Passenger Fare Revenue	$2,850,017	$2,696,440	$2,371,923	$1,587,148	$110,000
Net Operating Expenses (Subsidies)	$13,667,859	$12,582,520	$17,401,875	$12,349,924	$15,839,830
Operating Characteristics					
Unlinked Passenger Trips	1,434,349	1,465,889	1,491,796	1,083,105	401,002
Passenger Miles	10,554,990	10,477,439	16,089,468	11,783,841	2,351,365
Total Actual Vehicle Revenue Hours (a)	206,028.0	209,163.3	214,901.0	159,378.0	133,455.0
Total Actual Vehicle Revenue Miles (b)	3,437,415.0	3,424,493.8	3,570,421.0	2,578,701.1	2,125,585.0
Total Actual Vehicle Miles	4,844,391.0	4,725,227.7	4,918,739.0	3,528,573.3	2,707,607.0
Performance Characteristics					
Operating Cost per Revenue Hour	$80.17	$73.05	$92.01	$87.45	$119.51
Farebox Recovery Ratio	17.25%	17.65%	16.93%	11.39%	0.68%
Subsidy per Passenger	$9.53	$8.58	$11.67	$11.40	$39.50
Subsidy per Passenger Mile	$1.29	$1.20	$1.08	$1.05	$6.74
Subsidy per Revenue Hour (a)	$66.34	$60.16	$80.98	$77.49	$118.69
Subsidy per Revenue Mile (b)	$3.98	$3.67	$4.87	$4.79	$7.45
Passenger per Revenue Hour (a)	7.0	7.0	6.9	6.8	3.0
Passenger per Revenue Mile (b)	0.42	0.43	0.42	0.42	0.19

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- RTA-DAR -- SRTP Service Summary

FY 2020/21 Short Range Transit Plan

All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	4	4		4	
Financial Data					
Total Operating Expenses	$13,847,982	$14,365,383	$17,094,750	$11,326,234	$10,952,130
Total Passenger Fare Revenue	$1,451,606	$1,428,510	$1,640,703	$1,151,631	$666,774
Net Operating Expenses (Subsidies)	$12,396,376	$12,936,873	$15,454,047	$10,174,603	$10,285,357
Operating Characteristics					
Unlinked Passenger Trips	403,099	393,713	395,208	259,100	147,258
Passenger Miles	4,962,149	4,846,607	3,230,031	3,189,521	1,812,745
Total Actual Vehicle Revenue Hours (a)	204,026.7	186,938.4	194,873.0	130,477.6	78,678.0
Total Actual Vehicle Revenue Miles (b)	3,265,002.9	3,140,400.5	3,209,229.0	2,207,920.8	1,225,249.0
Total Actual Vehicle Miles	4,154,750.0	3,900,822.5	4,083,778.0	2,752,484.3	1,521,933.0
Performance Characteristics					
Operating Cost per Revenue Hour	$67.87	$76.85	$87.72	$86.81	$139.20
Farebox Recovery Ratio	10.48%	9.94%	14.60%	10.17%	6.08%
Subsidy per Passenger	$30.75	$32.86	$39.10	$39.27	$69.85
Subsidy per Passenger Mile	$2.50	$2.67	$4.78	$3.19	$5.67
Subsidy per Revenue Hour (a)	$60.76	$69.20	$79.30	$77.98	$130.73
Subsidy per Revenue Mile (b)	$3.80	$4.12	$4.82	$4.61	$8.39
Passenger per Revenue Hour (a)	2.0	2.1	2.0	2.0	1.9
Passenger per Revenue Mile (b)	0.12	0.13	0.12	0.12	0.12

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- RTA Taxi -- SRTP Service Summary

FY 2020/21 Short Range Transit Plan

All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	4	4		4	
Financial Data					
Total Operating Expenses	$610,660	$623,993	$776,083	$342,915	$0
Total Passenger Fare Revenue	$53,546	$50,539	$65,722	$40,425	$0
Net Operating Expenses (Subsidies)	$557,114	$573,454	$710,361	$302,490	$0
Operating Characteristics					
Unlinked Passenger Trips	12,803	12,370	14,084	7,803	0
Passenger Miles	157,605	152,275	219,735	96,055	0
Total Actual Vehicle Revenue Hours (a)	7,147.3	6,769.4	8,159.0	3,860.2	0.0
Total Actual Vehicle Revenue Miles (b)	197,837.7	177,199.3	208,690.0	94,527.8	0.0
Total Actual Vehicle Miles	197,837.7	177,199.3	208,690.0	94,527.8	0.0
Performance Characteristics					
Operating Cost per Revenue Hour	$85.44	$92.18	$95.12	$88.83	
Farebox Recovery Ratio	8.77%	8.10%	8.46%	11.79%	
Subsidy per Passenger	$43.51	$46.36	$50.44	$38.77	
Subsidy per Passenger Mile	$3.53	$3.77	$3.23	$3.15	
Subsidy per Revenue Hour (a)	$77.95	$84.71	$87.06	$78.36	
Subsidy per Revenue Mile (b)	$2.82	$3.24	$3.40	$3.20	
Passenger per Revenue Hour (a)	1.8	1.8	1.7	2.0	
Passenger per Revenue Mile (b)	0.06	0.07	0.07	0.08	

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2020/2021 - FY2022/2023

Table 2.2A Excluded Routes

Excluded routes are new routes or new service extentions that are eligible for exemption from the farebox recovery requirements.

Route #	Mode (FR/DAR)	Service Type (DO/CO)	Route Description	Date of Implementation	Exemption End Date
4 [1]	FR	CO	New route from Amazon Eastvale to Corona Transit Center via Archibald Ave. and River Rd. through Eastvale, Norco and Corona	---	---
9	FR	CO	From the Lake Elsinore Outlet Mall to Perris Station Transit Center via Hwy 74	9/9/2018	6/30/2021
12	FR	DO	Riverside (La Cadena & Stephens) to downtown Riverside, Galleria at Tyler Mall and Corona Hills Plaza	9/8/2019	6/30/2022
22	FR	DO	From Perris Station Transit Center to downtown Riverside via Hwy 74, Old Elsinore Rd. and Alessandro Blvd.	9/9/2018	6/30/2021
27	FR	DO	From Perris Station Transit Center to Galleria at Tyler in Riverside via Florida Ave., 215 Fwy and Van Buren Blvd.	1/13/2019	6/30/2021
28	FR	DO	New route from Florida Ave. and Lincoln Ave. in east Hemet to Perris Station Transit Center	1/13/2019	6/30/2021
30	FR	CO	Perris local circulator serving the Perris Transit Center, Walmart, May Ranch and Weston Rd. & Carter Dr.	4/5/2020	6/30/2022
33	FR	CO	From Super-Walmart on Sanderson Ave. and the Hemet Valley Mall in west Hemet to Stanford St. and Thornton Ave. in east Hemet	4/5/2020	6/30/2022
204 [2]	FR	DO	From UCR, downtown Riverside and Jurupa Valley to Ontario Mills Mall and Montclair Transit Center	1/12/2020	6/30/2022
206 [2]	FR	DO	From the Promenade Mall in Temecula to Corona Transit Center via 15 Fwy with stops at Murrieta, Lake Elsinore Outlet Center and Temescal Valley	1/12/2020	6/30/2022
208 [2]	FR	CO/DO	Serves the Promenade Mall in Temecula to the Riverside Downtown Metrolink Station and downtown area via 1-215 with stops in Murrieta, Menifee, Perris and Moreno Valley	1/12/2020	6/30/2022
217 [3]	FR	CO/DO	Serves Hemet and San Jacinto to Temecula and Escondido	1/12/2020	6/30/2022

[1] Route 4 implementation has been postponed due to the COVID-19 pandemic.
[2] Additional mid-day service was suspended as of 4/5/20 due to the COVID-19 pandemic.
[3] As of 4/5/20, Route 217 is no longer running due to the COVID-19 pandemic.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

Riverside Transit Agency -- 7

FY 2020/21

All Routes

Data Elements

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
RTA-0	All Days									$1,517,964		
RTA-1	All Days	18	864,077	4,650,598	58,404	63,755	675,189	824,475	$9,947,938	$0		$1,536,000
RTA-10	All Days	3	38,398	206,608	8,635	9,171	98,141	111,836	$1,470,731	$0		
RTA-101	All Days	0	0	0	0	0	0	0	$0	$0		
RTA-11	All Days	3	34,770	187,300	6,759	7,440	79,674	100,163	$1,151,194	$0		
RTA-12	All Days	4	97,005	521,803	14,174	15,449	170,010	201,719	$2,414,295	$0		
RTA-13	All Days	3	122,133	657,187	11,510	12,782	142,897	171,371	$1,960,500	$0		
RTA-14	All Days	4	77,625	418,012	10,330	11,687	144,590	181,260	$1,759,553	$0		
RTA-15	All Days	5	157,899	849,828	18,139	19,895	231,554	273,876	$3,089,597	$0		
RTA-16/16E	All Days	7	264,044	1,422,004	22,636	24,439	263,917	300,509	$3,855,525	$0		$500,000
RTA-18	All Days	3	28,787	154,863	8,707	9,495	118,481	142,907	$1,483,066	$0		
RTA-19	All Days	8	359,143	1,932,565	38,748	43,392	522,671	678,731	$6,599,938	$0		$589,270
RTA-19C	All Days	0	265	1,805	392	587	3,580	10,208	$46,872	$0		
RTA-20	All Days	6	88,571	476,836	13,809	15,050	213,733	243,435	$2,352,125	$0		
RTA-200	All Days	6	63,073	1,307,664	14,588	16,778	374,162	442,161	$2,484,755	$181,807		
RTA-202	All Days	0	0	0	0	0	0	0	$0	$0		
RTA-202D	All Days	0	0	0	0	0	0	0	$0	$0		
RTA-204D	All Days	2	19,321	363,807	6,208	6,810	134,640	145,487	$1,057,413	$37,608		$289,900
RTA-205	All Days	3	8,822	166,121	4,352	6,810	111,812	192,613	$741,279	$21,311		
RTA-206D	All Days	3	5,571	104,901	5,107	8,474	139,002	239,546	$869,913	$16,701		$185,727
RTA-208	All Days	0	0	0	0	0	0	0	$0	$0		
RTA-208D	All Days	2	12,861	242,178	6,938	10,679	178,530	300,425	$1,181,686	$17,878		$264,558
RTA-21	All Days	2	53,240	286,333	7,930	9,086	118,167	150,394	$1,350,665	$0		
RTA-210	All Days	0	0	0	0	0	0	0	$0	$0		
RTA-210D	All Days	0	0	0	0	0	0	0	$0	$0		
RTA-217	All Days	0	0	0	0	0	0	0	$0	$0		
RTA-217D	All Days	0	0	0	0	0	0	0	$0	$0		
RTA-22	All Days	6	121,740	1,443,842	15,278	17,962	249,299	330,874	$2,602,391	$0		
RTA-23	All Days	3	22,361	153,306	11,510	13,255	160,717	213,548	$1,375,651	$0		
RTA-24	All Days	3	18,643	127,328	8,949	10,396	116,012	161,308	$1,069,493	$0		
RTA-26	All Days	0	0	0	0	0	0	0	$0	$0		
RTA-27	All Days	4	69,574	825,870	11,730	13,137	236,827	283,703	$1,998,043	$0		
RTA-28	All Days	6	204,967	2,438,927	21,795	25,455	379,100	476,947	$3,712,287	$0		
RTA-29	All Days	3	80,791	434,793	10,498	11,495	155,479	174,865	$1,788,120	$0		
RTA-3	All Days	1	30,172	188,795	4,976	6,619	64,023	110,415	$594,728	$0		
RTA-30	All Days	1	8,102	56,119	4,009	4,374	56,143	59,282	$479,127	$0		

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

Riverside Transit Agency -- 7

FY 2020/21

All Routes

Data Elements

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
RTA-31	All Days	5	49,638	341,980	17,228	21,243	340,240	436,491	$2,059,010	$0		
RTA-32	All Days	2	30,806	211,240	8,419	9,733	96,492	128,649	$1,006,239	$0		
RTA-33	All Days	2	9,302	64,381	3,906	4,514	49,566	64,860	$466,767	$0		
RTA-3D	All Days	0	0	0	0	0	0	0	$0	$0		
RTA-40	All Days	1	10,053	69,716	7,308	8,530	128,872	158,392	$873,369	$0		
RTA-41C	All Days	1	10,914	75,193	4,392	5,122	82,769	95,909	$524,931	$0		
RTA-41D	All Days	0	0	0	0	0	0	0	$0	$0		
RTA-42	All Days	1	5,357	36,781	3,766	4,337	51,857	64,304	$450,045	$0		
RTA-49	All Days	3	92,404	496,924	9,506	10,535	123,231	149,089	$1,619,223	$0		
RTA-50	All Days	2	1,773	3,245	2,231	3,055	14,734	34,733	$266,641	$110,000		
RTA-51	All Days	0	0	0	0	0	0	0	$0	$0		
RTA-52	All Days	0	0	0	0	0	0	0	$0	$0		
RTA-54	All Days	0	0	0	0	0	0	0	$0	$0		
RTA-55	All Days	0	0	0	0	0	0	0	$0	$0		
RTA-61	All Days	4	35,450	245,016	12,343	13,621	214,620	247,068	$1,475,187	$0		
RTA-74	All Days	4	57,019	394,186	13,316	15,732	233,333	292,937	$1,591,516	$0		
RTA-79	All Days	4	39,792	274,692	12,921	14,983	212,645	268,891	$1,544,257	$0		
RTA-8	All Days	3	51,209	100,166	12,885	13,827	203,676	230,868	$1,539,895	$0		
RTA-9	All Days	1	20,146	7,416	4,904	6,295	96,306	129,744	$586,103	$0		
RTA-HEMDAR	All Days		21,114	259,916	11,281	13,231	179,283	217,222	$1,515,301	$95,448		
RTA-HemTax	All Days		0	0	0	0	0	0	$0	$0		
RTA-MTMDAR	All Days		30,235	372,191	16,154	19,919	244,575	317,729	$2,322,027	$137,521		
RTA-MTMTax	All Days		0	0	0	0	0	0	$0	$0		
RTA-NonDAR	All Days		2,487	30,619	1,329	1,362	24,505	24,888	$186,899	$11,327		
RTA-NonTax	All Days		0	0	0	0	0	0	$0	$0		
RTA-RSBDAR	All Days		93,422	1,150,019	49,914	59,852	776,886	962,094	$6,927,904	$422,477		
RTA-RSBTax	All Days		0	0	0	0	0	0	$0	$0		
		142	3,413,076	23,753,074	537,914	620,363	8,211,940	10,345,926	$82,392,199	$2,570,042		$3,365,455

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

Riverside Transit Agency -- 7

FY 2020/21

All Routes

Performance Indicators

Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Mile	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
RTA-0	All Days	($1,517,964)										
RTA-1	All Days	$9,947,938	$170.33	$14.73	$11.51	15.44%	$11.51	$2.14	$170.33	$14.73	14.79	1.28
RTA-10	All Days	$1,470,731	$170.32	$14.99	$38.30	0.00%	$38.30	$7.12	$170.32	$14.99	4.45	0.39
RTA-101	All Days	$0										
RTA-11	All Days	$1,151,194	$170.32	$14.45	$33.11	0.00%	$33.11	$6.15	$170.32	$14.45	5.14	0.44
RTA-12	All Days	$2,414,295	$170.33	$14.20	$24.89	0.00%	$24.89	$4.63	$170.33	$14.20	6.84	0.57
RTA-13	All Days	$1,960,500	$170.33	$13.72	$16.05	0.00%	$16.05	$2.98	$170.33	$13.72	10.61	0.85
RTA-14	All Days	$1,759,553	$170.33	$12.17	$22.67	0.00%	$22.67	$4.21	$170.33	$12.17	7.51	0.54
RTA-15	All Days	$3,089,597	$170.33	$13.34	$19.57	0.00%	$19.57	$3.64	$170.33	$13.34	8.70	0.68
RTA-16/16E	All Days	$3,855,525	$170.33	$14.61	$14.60	12.96%	$14.60	$2.71	$170.33	$14.61	11.66	1.00
RTA-18	All Days	$1,483,066	$170.33	$12.52	$51.52	0.00%	$51.52	$9.58	$170.33	$12.52	3.31	0.24
RTA-19	All Days	$6,599,938	$170.33	$12.63	$18.38	8.92%	$18.38	$3.42	$170.33	$12.63	9.27	0.69
RTA-19C	All Days	$46,872	$119.57	$13.09	$176.88	0.00%	$176.88	$25.97	$119.57	$13.09	0.68	0.07
RTA-20	All Days	$2,352,125	$170.33	$11.00	$26.56	0.00%	$26.56	$4.93	$170.33	$11.00	6.41	0.41
RTA-200	All Days	$2,302,949	$170.33	$6.64	$39.39	7.31%	$36.51	$1.76	$157.87	$6.15	4.32	0.17
RTA-202	All Days	$0										
RTA-202D	All Days	$0										
RTA-204D	All Days	$1,019,805	$170.33	$7.85	$54.73	30.97%	$52.78	$2.80	$164.27	$7.57	3.11	0.14
RTA-205	All Days	$719,968	$170.33	$6.63	$84.03	2.87%	$81.61	$4.33	$165.43	$6.44	2.03	0.08
RTA-206D	All Days	$853,212	$170.34	$6.26	$156.15	23.26%	$153.15	$8.13	$167.07	$6.14	1.09	0.04
RTA-208	All Days	$0										
RTA-208D	All Days	$1,163,808	$170.32	$6.62	$91.88	23.90%	$90.49	$4.81	$167.74	$6.52	1.85	0.07
RTA-21	All Days	$1,350,665	$170.32	$11.43	$25.37	0.00%	$25.37	$4.72	$170.32	$11.43	6.71	0.45
RTA-210	All Days	$0										
RTA-210D	All Days	$0										
RTA-217	All Days	$0										
RTA-217D	All Days	$0										
RTA-22	All Days	$2,602,391	$170.34	$10.44	$21.38	0.00%	$21.38	$1.80	$170.34	$10.44	7.97	0.49
RTA-23	All Days	$1,375,651	$119.52	$8.56	$61.52	0.00%	$61.52	$8.97	$119.52	$8.56	1.94	0.14
RTA-24	All Days	$1,069,493	$119.51	$9.22	$57.37	0.00%	$57.37	$8.40	$119.51	$9.22	2.08	0.16
RTA-26	All Days	$0										
RTA-27	All Days	$1,998,043	$170.34	$8.44	$28.72	0.00%	$28.72	$2.42	$170.34	$8.44	5.93	0.29
RTA-28	All Days	$3,712,287	$170.33	$9.79	$18.11	0.00%	$18.11	$1.52	$170.33	$9.79	9.40	0.54
RTA-29	All Days	$1,788,120	$170.33	$11.50	$22.13	0.00%	$22.13	$4.11	$170.33	$11.50	7.70	0.52
RTA-3	All Days	$594,728	$119.52	$9.29	$19.71	0.00%	$19.71	$3.15	$119.52	$9.29	6.06	0.47
RTA-30	All Days	$479,127	$119.51	$8.53	$59.14	0.00%	$59.14	$8.54	$119.51	$8.53	2.02	0.14

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

Riverside Transit Agency -- 7

FY 2020/21

All Routes

Performance Indicators

Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Mile	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
RTA-31	All Days	$2,059,010	$119.52	$6.05	$41.48	0.00%	$41.48	$6.02	$119.52	$6.05	2.88	0.15
RTA-32	All Days	$1,006,239	$119.52	$10.43	$32.66	0.00%	$32.66	$4.76	$119.52	$10.43	3.66	0.32
RTA-33	All Days	$466,767	$119.50	$9.42	$50.18	0.00%	$50.18	$7.25	$119.50	$9.42	2.38	0.19
RTA-3D	All Days	$0										
RTA-40	All Days	$873,369	$119.51	$6.78	$86.88	0.00%	$86.88	$12.53	$119.51	$6.78	1.38	0.08
RTA-41C	All Days	$524,931	$119.52	$6.34	$48.10	0.00%	$48.10	$6.98	$119.52	$6.34	2.48	0.13
RTA-41D	All Days	$0										
RTA-42	All Days	$450,045	$119.50	$8.68	$84.01	0.00%	$84.01	$12.24	$119.50	$8.68	1.42	0.10
RTA-49	All Days	$1,619,223	$170.34	$13.14	$17.52	0.00%	$17.52	$3.26	$170.34	$13.14	9.72	0.75
RTA-50	All Days	$156,641	$119.52	$18.10	$150.39	41.25%	$88.35	$48.27	$70.21	$10.63	0.79	0.12
RTA-51	All Days	$0										
RTA-52	All Days	$0										
RTA-54	All Days	$0										
RTA-55	All Days	$0										
RTA-61	All Days	$1,475,187	$119.52	$6.87	$41.61	0.00%	$41.61	$6.02	$119.52	$6.87	2.87	0.17
RTA-74	All Days	$1,591,516	$119.52	$6.82	$27.91	0.00%	$27.91	$4.04	$119.52	$6.82	4.28	0.24
RTA-79	All Days	$1,544,257	$119.52	$7.26	$38.81	0.00%	$38.81	$5.62	$119.52	$7.26	3.08	0.19
RTA-8	All Days	$1,539,895	$119.51	$7.56	$30.07	0.00%	$30.07	$15.37	$119.51	$7.56	3.97	0.25
RTA-9	All Days	$586,103	$119.52	$6.09	$29.09	0.00%	$29.09	$79.03	$119.52	$6.09	4.11	0.21
RTA-HEMDAR	All Days	$1,419,853	$134.32	$8.45	$71.77	6.29%	$67.25	$5.46	$125.86	$7.92	1.87	0.12
RTA-HemTax	All Days	$0										
RTA-MTMDAR	All Days	$2,184,506	$143.74	$9.49	$76.80	5.92%	$72.25	$5.87	$135.23	$8.93	1.87	0.12
RTA-MTMTax	All Days	$0										
RTA-NonDAR	All Days	$175,572	$140.63	$7.63	$75.15	6.06%	$70.60	$5.73	$132.11	$7.16	1.87	0.10
RTA-NonTax	All Days	$0										
RTA-RSBDAR	All Days	$6,505,426	$138.80	$8.92	$74.16	6.09%	$69.63	$5.66	$130.33	$8.37	1.87	0.12
RTA-RSBTax	All Days	$0										
		$79,822,157	$153.17	$10.03	$24.14	7.20%	$23.39	$3.36	$148.39	$9.72	6.35	0.42

RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2020/2021 - FY2022/2023

Table 3 Highlights

Type	FY2016/2017 Audited	FY2017/2018 Audited	FY2018/2019 Audited	FY2019/20 Estimated (Based on 3rd Qtr actuals and annualized)	FY2020/21 Planned
System-Wide Ridership	8,741,975	8,583,410	8,702,284	6,845,252	3,413,077
Operating cost per revenue hours	$88.98	$90.94	$97.25	$115.45	$153.17

Recent Trends:
The trend in 2016-2018 has been downward for ridership as gas prices and car ownership costs have remained relatively low and the economy continues to create more jobs leading to more people opting to purchase cars and lesser use of transit. In FY2019, RTA began to see an upward trend in ridership largely due to new service as well as increased gas prices. From July 2019 thru February 2020, ridership has kept pace with FY19 despite a projected decrease in ridership due to the fare increase that was implemented in July 2019. In March 2020, ridership across all forms of public transportation, including RTA, dropped dramatically due to the Coronavirus (COVID-19) pandemic. The new Route 4 was scheduled to begin in May of 2020; however, due to the COVID-19 pandemic, Route 4 implementation has been postponed. Routes 51 and 55 are also suspended until schools re-open and funding is secured.

FY20 saw the following service improvements:
• Route 1 weekend frequency increased from every 30 to every 15 minutes during peak periods.
• Route 12 was extended to Corona Hills (McKinley St.) retail area and weekday frequency was improved to every 55 minutes instead of every 70-minutes.
• Route 79 was extended from Hemet Valley Mall to MSJC San Jacinto providing a coordinated schedule with Route 74 thus maximizing frequency between Winchester, Hemet and San Jacinto.
• Increased weekend frequency on routes 16 and 19 from every 30 to every 15 minutes.
• CommuterLink Expansion: Additional weekday trips were added through the midday period on CommuterLink routes 204, 206, 208 and 217 due to increasing demand for regional and intercounty trips, variable working hours of many riders and to connect with all weekday Metrolink trains:

Proposed Service Changes for FY 2021:
RTA is currently completing a Zero Emission Bus Analysis that will produce a rollout plan for the Agency's ZEB fleet transition as mandated by CARB. No new service is projected for FY21 until the financial and operational impacts of transitioning to ZEBs is finalized. In an effort to prepare for the ZEB transition, provide more efficient service and use taxpayer dollars wisely, trips with low ridership will be discontinued on several routes. Elimination of unproductive trips helps create a stronger, more efficient system.

The following service changes listed below are planned for FY21. Implementation of these service changes may change depending on COVID-19 pandemic developments.

- September 2020 service changes:
  - Route 20: The 7:50 p.m. (Saturday only) weekend westbound trip departing Iris and Lasselle will be discontinued.
  - Route 24: The 7:04 p.m. weekday northbound trip departing Temecula Valley Hospital and the 6:49 a.m. weekday southbound trip departing Promenade Mall will be discontinued. Also, proposed to be discontinued is the alternate routing that serves the Temecula Library.
  - Route 26: Due to low ridership, Route 26, which serves portions of Moreno Valley and Riverside, will be discontinued.
  - Route 27: The 9:02 p.m. weekday southbound and the 5:30 a.m. southbound weekend trips departing Galleria at Tyler will be discontinued.
  - Route 28: The 5:05 a.m. weekend westbound trip departing Hemet Valley Mall will be discontinued.
  - Route 30: The west loop will be discontinued while the east loop will remain.
  - Route 40: The 8:56 a.m., 11:26 a.m., 1:56 p.m. and 4:23 p.m. weekend eastbound trips departing Lake Elsinore Walmart, and the 7:36 a.m., 10:14 a.m., 12:41 p.m., 3:08 p.m. and 6:02 p.m. weekend westbound trips departing Cherry Hills and Bradley will be discontinued.
  - Route 49: The 5:52 a.m. weekday westbound trip departing Riverside-Downtown Metrolink Station will be discontinued.
  - Route 61: The 4:35 a.m. weekday northbound trip departing Promenade Mall will be discontinued.
  - Route 210: The route will be discontinued due to low ridership.

RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2020/2021 - FY2022/2023

Table 3 Highlights

- January 2021 service changes:
  - Route 9: The 5:02 a.m. weekday northbound trip departing the Lake Elsinore Outlet Center and the 6:50 a.m. weekend southbound trip departing Perris Station Transit Center will be discontinued.
  - Route 11: The 6:04 a.m. weekday clockwise trip departing Moreno Valley Mall will be discontinued.
  - Route 12: The 7:13 p.m. weekday westbound trip departing La Cadena and Stephens will be discontinued.
  - Route 13: The 4:30 a.m. weekday eastbound trip departing Galleria at Tyler will be discontinued.
  - Route 23: The 7:24 p.m. weekday northbound trip and the 10:06 a.m. and 6:10 p.m. weekend northbound trips departing Promenade Mall will be discontinued.
  - Route 32: The 5:50 a.m. weekday southbound trip departing Mt. San Jacinto College and the alternate routing along Commonwealth and Villines Avenues, Las Rosas Road and 7th Street will be discontinued.

Operating Budget ($82,392,199):

• Decrease of 11% over FY20 budget. Variance analysis by cost element is provided below:
  - o Salaries – 5% decrease due to elimination of 17 administrative positions and an administrative employee wage freeze.
  - o Benefits – 4% increase due to increased health benefits and OPEB.
  - o Purchased Transportation – 33% decrease due to reductions in service and expected DAR demand.
  - o Services – 9% increase due to increased security and insurance related services.
  - o Materials & Supplies – esentially flat; fuel and parts reduction offset by COVID-19 supplies.

Capital Budget ($2,621,250):

• RTA's 3-Year Capital Improvement Plan (CIP) is updated to reflect the current economic outlook and service needs with a focus on items which are mandatory to support our current service offering while positioning the Agency future operations. Decrease of 94% over FY20 budget. FY21 CIP projects are funded with Federal Sections 5307 and 5339, State Transit Assistance (STA), SB1 SGR funds and TUMF. A summary by project element for FY21 is shown below:
  - o UCR Mobility Hub and Bus & Bus Facilities re-programming to Canyon Crest Turnout Project, Associated Transit Improvements and Non-Revenue Vehicles - $0.0 million
  - o Tire Lease - $0.4 million
  - o Facility Maintenance - $1.9 million for operations and facilities maintenance projects
  - o Route Reconstruction Study - $0.3 million

Table 4.0 - Summary of Funding Requests - FY 2020/21

Riverside Transit Agency

Operating

Project	Total Amount of Funds	5307 HS	5307 HS CARES	5307 LALB CARES	5307 MTM	5307 MTM CARES	5307 RS	5307 RS CARES	5307 RS OB	5310 OB	5311	5311 CARES	5339 LALB OB	5339 MTM OB	5339 RS OB	FARE
ADA Complementary Paratransit Service	$2,250,000						$1,800,000									
Advertising Revenue	$10,000															
Capital Cost of Contracting	$19,727,569	$1,738,821			$1,889,417	$4,320,000	$2,006,277				$505,365					
Capitalized Preventive Maintenance	$13,242,194						$8,932,004	$2,077,190								
CNG Sales	$100,000															
CommuterLink	$4,871,401		$1,925,484	$312,970		$1,617,458										$275,304
General Farebox Revenue	$776,774															$776,774
Investment Income	$470,000															
LCFS Credits	$500,000															
Mobile Ticketing	$36,000															
Operating Assistance	$37,200,297	$247,471	$7,916,389			$3,486,039		$24,494,417		$150,000		$901,729				
RINs Credits	$380,000															
Wentworth Lease	$57,964															
Youth Fare Promotion	$2,770,000															
Sub-total Operating	$82,392,199	$1,986,292	$9,841,873	$312,970	$1,889,417	$9,423,497	$12,738,281	$26,571,607	$0	$150,000	$505,365	$901,729	$0	$0	$0	$1,052,078

Capital

Project	Total Amount of Funds	5307 HS	5307 HS CARES	5307 LALB CARES	5307 MTM	5307 MTM CARES	5307 RS	5307 RS CARES	5307 RS OB	5310 OB	5311	5311 CARES	5339 LALB OB	5339 MTM OB	5339 RS OB	FARE
FY16-10 Bus and Bus Facilities - 16-10	$-1,898,499													$-348,070	$-1,144,462	
FY19-3 (8) Replace. Support Vehicles (electric plus-up) - FY19-3	$80,500												$3,870	$60,530		
FY20-4 (15) Replace. Support Vehicles (electric plus-up) - FY20-4	$187,575													$150,060		
FY20-4 (2) Expansion Support Vehicles (electric plus-up) - FY20-4	$18,525													$14,820		
FY20-7 UCR Mobility Hub - FY20-7	$-1,920,006												$-3,870	$-455,896	$-1,076,239	
FY21-1 (2) Replacement S&Z Trucks - FY21-1	$161,864													$129,491		
FY21-2 (10) Replacement Support Vehicles (electric) - FY21-2	$406,915													$100,995	$224,537	
FY21-3 (2) Expansion Support Vehicles (electric)	$95,976														$76,781	
FY21-4 Associated Transit Improvements - FY21-4	$968,651														$774,921	
FY21-5 Capitalized Tire Lease - FY21-5	$422,016						$337,613									
FY21-7 Canyon Crest Bus Turnouts - FY21-7	$1,898,499													$348,070	$1,144,462	
Fy21-8 Facility, Fuel Stn, Vehicle Enhance/Upgrades - FY21-8	$1,949,234															
FY21-9 Route Reconstruction Study - FY21-9	$250,000															
Sub-total Capital	$2,621,250	$0	$0	$0	$0	$0	$337,613	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Operating & Capital	$85,013,449	$1,986,292	$9,841,873	$312,970	$1,889,417	$9,423,497	$13,075,894	$26,571,607	$0	$150,000	$505,365	$901,729	$0	$0	$0	$1,052,078

Table 4.0 - Summary of Funding Requests - FY 2020/21

Riverside Transit Agency

Operating

Project	Total Amount of Funds	INT	LCTOP OB	LCTOP PUC99313	LCTOP PUC99314	LTF	MA CTSA	OTHR LCL	SGR PUC99313	SGR PUC99314	STA - OB	STA PUC99313				
ADA Complementary Paratransit Service	$2,250,000					$450,000										
Advertising Revenue	$10,000							$10,000								
Capital Cost of Contracting	$19,727,569					$9,267,689										
Capitalized Preventive Maintenance	$13,242,194					$2,233,000										
CNG Sales	$100,000							$100,000								
CommuterLink	$4,871,401		$740,185													
General Farebox Revenue	$776,774															
Investment Income	$470,000	$470,000														
LCFS Credits	$500,000							$500,000								
Mobile Ticketing	$36,000		$36,000													
Operating Assistance	$37,200,297					$4,252										
RINs Credits	$380,000							$380,000								
Wentworth Lease	$57,964							$57,964								
Youth Fare Promotion	$2,770,000			$2,349,969	$239,301	$180,730										
Sub-total Operating	$82,392,199	$470,000	$776,185	$2,349,969	$239,301	$12,135,671	$0	$1,047,964	$0	$0	$0	$0				

Capital

Project	Total Amount of Funds	INT	LCTOP OB	LCTOP PUC99313	LCTOP PUC99314	LTF	MA CTSA	OTHR LCL	SGR PUC99313	SGR PUC99314	STA - OB	STA PUC99313				
FY16-10 Bus and Bus Facilities - 16-10	$-1,898,499										$-405,967					
FY19-3 (8) Replace. Support Vehicles (electric plus-up) - FY19-3	$80,500										$16,100					
FY20-4 (15) Replace. Support Vehicles (electric plus-up) - FY20-4	$187,575										$37,515					
FY20-4 (2) Expansion Support Vehicles (electric plus-up) - FY20-4	$18,525										$3,705					
FY20-7 UCR Mobility Hub - FY20-7	$-1,920,006										$-384,001					
FY21-1 (2) Replacement S&Z Trucks - FY21-1	$161,864										$32,373					
FY21-2 (10) Replacement Support Vehicles (electric) - FY21-2	$406,915										$81,383					
FY21-3 (2) Expansion Support Vehicles (electric)	$95,976										$19,195					
FY21-4 Associated Transit Improvements - FY21-4	$968,651										$193,730					
FY21-5 Capitalized Tire Lease - FY21-5	$422,016											$84,403				
FY21-7 Canyon Crest Bus Turnouts - FY21-7	$1,898,499										$405,967					
Fy21-8 Facility, Fuel Stn, Vehicle Enhance/Upgrades - FY21-8	$1,949,234								$1,778,722	$170,512						
FY21-9 Route Reconstruction Study - FY21-9	$250,000							$250,000								
Sub-total Capital	$2,621,250	$0	$0	$0	$0	$0	$0	$250,000	$1,778,722	$170,512	$0	$84,403				
Total Operating & Capital	$85,013,449	$470,000	$776,185	$2,349,969	$239,301	$12,135,671	$0	$1,297,964	$1,778,722	$170,512	$0	$84,403				

Table 4.0 - Summary of Funding Requests - FY 2020/21

Riverside Transit Agency

FY 2020/21 Projected Funding Details	
5307 HS	$1,986,292
5307 HS CARES	$9,841,873
5307 LALB CARES	$312,970
5307 MTM	$1,889,417
5307 MTM CARES	$9,423,497
5307 RS	$12,738,281
5307 RS CARES	$26,571,607
5310 OB	$150,000
5311	$505,365
5311 CARES	$901,729
FARE	$1,052,078
INT	$470,000
LCTOP OB	$776,185
LCTOP PUC99313	$2,349,969
LCTOP PUC99314	$239,301
LTF	$12,135,671
OTHR LCL	$1,047,964
Total Estimated Operating Funding Request	$82,392,199
5307 RS	$337,613
5339 LALB OB	$0
5339 MTM OB	$0
5339 RS OB	$0
OTHR LCL	$250,000
SGR PUC99313	$1,778,722
SGR PUC99314	$170,512
STA - OB	$0
STA PUC99313	$84,403
Total Estimated Capital Funding Request	$2,621,250
Total Funding Request	**$85,013,449**

FY 2020/21 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: 16-10

FTIP No: RIV140838

Project Name: FY16-10 Bus and Bus Facilities

Category: Bus Stop

Sub-Category: Modification

Project Description: This is to reprogram funding associated with project FY16-10.

Project Justification: Funding is being reprogrammed to specifically identified projects needed by RTA .

Project Schedule:

Start Date	Completion Date
July 2015	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5339 MTM OB	FY 2020/21	-$348,070
5339 RS OB	FY 2020/21	-$1,144,462
STA - OB	FY 2020/21	-$405,967
Total		-$1,898,499

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

Project Number: FY19-3

FTIP No: 19-01

Project Name: FY19-3 (8) Replace. Support Vehicles (electric plus-up)

Category: Support Vehicles

Sub-Category: Replacement

Fuel Type: Electric

Project Description: To add funding to project FY19-3 for the replacement of 8 support vehicles. The additional funding is necessary as the fuel type for these vehicles was changed from unleaded gasoline to electric.

Project Justification: Funding is necessary to replace support vehicles that have exceeded their useful life.

Project Schedule:

Start Date	Completion Date
July 2018	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5339 LALB OB	FY 2020/21	$3,870
5339 MTM OB	FY 2020/21	$60,530
STA - OB	FY 2020/21	$16,100
Total		$80,500

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

Project Number: FY20-4

FTIP No: 19-01

Project Name: FY20-4 (15) Replace. Support Vehicles (electric plus-up)

Category: Support Vehicles

Sub-Category: Replacement

Fuel Type: Electric

Project Description: To add funding to project FY20-4 for the replacement of 15 support vehicles. The additional funding is necessary as the fuel type for these vehicles was changed from unleaded gasoline to electric.

Project Justification: Funding is necessary to replace support vehicles that have exceeded their useful life.

Project Schedule:

Start Date	Completion Date
July 2019	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5339 MTM OB	FY 2020/21	$150,060
STA - OB	FY 2020/21	$37,515
Total		$187,575

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

Project Number: FY20-4

FTIP No: 19-01

Project Name: FY20-4 (2) Expansion Support Vehicles (electric plus-up)

Category: Support Vehicles

Sub-Category: Expansion

Fuel Type: Electric

Project Description: To add funding to project FY20-4 for the expansion of 2 support vehicles. The additional funding is necessary as the fuel type for these vehicles was changed from unleaded gasoline to electric.

Project Justification: Additional support vehicles have become necessary due to both the lower mileage range of electric vehicles as well as the new COVID service plan, which is less efficient for safety purposes (1 driver=1 bus).

Project Schedule:

Start Date	Completion Date
July 2019	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5339 MTM OB	FY 2020/21	$14,820
STA - OB	FY 2020/21	$3,705
Total		$18,525

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

Project Number: FY20-7

FTIP No: RIV140835

Project Name: FY20-7 UCR Mobility Hub

Category: Bus Stop

Sub-Category: Modification

Project Description: This is to reprogram funding associated with the UCR Mobility Hub.

Project Justification: Funding is no longer needed for this project, as the UCR Mobility Hub is not moving forward.

Project Schedule:

Start Date	Completion Date
July 2019	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5339 LALB OB	FY 2020/21	-$3,870
5339 MTM OB	FY 2020/21	-$455,896
5339 RS OB	FY 2020/21	-$1,076,239
STA - OB	FY 2020/21	-$384,001
Total		-$1,920,006

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

Project Number: FY21-1

FTIP No: 19-01

Project Name: FY21-1 (2) Replacement S&Z Trucks

Category: Support Vehicles

Sub-Category: Replacement

Fuel Type: Gas

Project Description: Replacement of 2 Stops and Zones Trucks.

Project Justification: Funding is necessary to replace support vehicles that have exceeded their useful life.

Project Schedule:

Start Date	Completion Date
July 2020	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5339 MTM OB	FY 2020/21	$129,491
STA - OB	FY 2020/21	$32,373
Total		$161,864

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

Project Number: FY21-2

FTIP No: 19-01

Project Name: FY21-2 (10) Replacement Support Vehicles (electric)

Category: Support Vehicles

Sub-Category: Replacement

Fuel Type: Electric

Project Description: Replacement of current support vehicles that use unleaded fuel to new electric vehicles.

Project Justification: Funding is necessary to replace support vehicles that have exceeded their useful life.

Project Schedule:

Start Date	Completion Date
July 2020	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5339 MTM OB	FY 2020/21	$100,995
5339 RS OB	FY 2020/21	$224,537
STA - OB	FY 2020/21	$81,383
Total		$406,915

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

Project Number: FY21-4

FTIP No: 19-01

Project Name: FY21-4 Associated Transit Improvements

Category: Bus Stop

Sub-Category: Rehabilitation/Improvement

Project Description: Funding is to primarily fund bus stop improvements, such as concrete pads, benches, trash cans, etc
.

Project Justification: Funding is necessary to ensure RTA bus stops are maintained and equipped with appropriate amenities to ensure a high-level of customer service.

Project Schedule:

Start Date	Completion Date
July 2020	June 2024

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5339 RS OB	FY 2020/21	$774,921
STA - OB	FY 2020/21	$193,730
Total		$968,651

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

Project Number: FY21-5

FTIP No: Not Assigned - New Project

Project Name: FY21-5 Capitalized Tire Lease

Category: Bus

Sub-Category: Parts

Fuel Type: CNG

Project Description: Funds for bus tire lease.

Project Justification: Funding of the tire lease is necessary to ensure buses are equipped with safe working tires.

Project Schedule:

Start Date	Completion Date
July 2020	June 2023

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5307 RS	FY 2020/21	$337,613
STA PUC99313	FY 2020/21	$84,403
Total		$422,016

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

Project Number: FY21-7

FTIP No: RIV140838

Project Name: FY21-7 Canyon Crest Bus Turnouts

Category: Bus Stop

Sub-Category: Rehabilitation/Improvement

Project Description: Funding is to improve bus turnouts in the Canyon Crest near UCR.

Project Justification: Improved bus turnouts near UCR will assist in making transportation to and from the University more efficient for both RTA and students.

Project Schedule:

Start Date	Completion Date
July 2020	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5339 MTM OB	FY 2020/21	$348,070
5339 RS OB	FY 2020/21	$1,144,462
STA - OB	FY 2020/21	$405,967
Total		$1,898,499

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

Project Number: FY21-8

FTIP No: Not Assigned - New Project

Project Name: Fy21-8 Facility, Fuel Stn, Vehicle Enhance/Upgrades

Category: Facilities

Sub-Category: Rehabilitation/Improvement

Project Description: Funds to be used for replacement/enhancements of facilities and/or equipment.

Project Justification: Funds are necessary to ensure RTA facilities and equipment are kept in good working order .

Project Schedule:

Start Date	Completion Date
July 2020	June 2023

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2020/21	$1,778,722
SGR PUC99314	FY 2020/21	$170,512
Total		$1,949,234

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

Project Number: FY21-9

FTIP No: Not Assigned - New Project

Project Name: FY21-9 Route Reconstruction Study

Category: Bus

Sub-Category: Study

Fuel Type: Other

Project Description: RTA will undergo a study to reconfigure its service in a way that aligns the post-COVID landscape, ZEB requirements, and the new funding environment.

Project Justification: RTA's service model must change to react to the post-COVID landscape, ZEB requirements, and the new funding environment. A study is needed to determine what specific steps should be taken.

Project Schedule:

Start Date	Completion Date
July 2020	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
OTHR LCL	FY 2020/21	$250,000
Total		$250,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2020/2021 - FY2022/2023

Table 4B Fare Revenue Calculation

(consistent with RCTC Commission Farebox Recovery Policy 03/12/2008)

#	Revenue Sources included in Farebox Calculation	Actuals from FY2018/19 Audit	FY2019/20 Estimated	FY2020/21 Plan
1	Passenger Fares	11,003,883	8,800,000	1,052,078
2	Measure A	4,033,457	3,263,300	
3	LCTOP	1,263,392	1,500,000	3,365,455
4	Sale of CNG	100,357	100,000	100,000
5	RINs/LCFS Revenue	1,669,068	1,135,000	880,000
6	Shelter Advertising Rev	14,608	15,000	10,000
7	Gain/(Loss) on Assets	(5,437)	3,000	
8	Investment Income	981,148	675,000	470,000
9	Lease Revenue	65,892	65,000	57,964
10	Bridge Service, Other	147,969	25,000	
11	Exempt Routes	(972,177)		
12				
13				
14				
15				
	Total Revenue (1-15)	**$18,302,160**	**$15,581,300**	**$5,935,497**
	Total Operating Expense	**$73,902,008**	**$92,000,000**	**$82,392,199**
	Farebox Recovery Ratio	**24.77%**	**16.94%**	**7.20%**

RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2020/2021 - FY2022/2023

Table 4.1

Fiscal Year 2021/2022

Operating Purpose	Total Amount	5307	5310	5339 Bus & Bus Facilities	5311 & 5311(f)	LTF	LCTOP	STA	SGR	Measure A Operating Assistance	Other Funding	Farebox	Other Revenue
Operating Assistance - General	35,298,424	4,823,556	150,000			27,324,868				3,000,000			
Capitalized Preventive Maintenance	13,639,460	10,229,595				3,409,865							
Capital Cost of Contracting	21,263,778	4,717,841			520,526	10,025,411		6,000,000					
ADA Complementary Paratransit Service	2,313,866	1,854,000				459,866							
CommuterLink Routes	5,000,000					4,362,437	354,000					283,563	
Mobile Ticketing	36,000						36,000						
LCTOP Project	1,382,700						1,382,700						
Farebox (Cash, Coin, Tickets, Passes)	4,716,437											4,716,437	
Interest Income	400,000												400,000
Advertising Revenue	10,300												10,300
CNG Sales	103,000												103,000
LCFS Credits	400,000												400,000
RINs Credits	300,000												300,000
Wentworth Lease	0												
Total Operating Request	**$ 84,863,965**	**$ 21,624,992**	**$ 150,000**	**$ -**	**$ 520,526**	**$ 45,582,447**	**$ 1,772,700**	**$ 6,000,000**	**$ -**	**$ 3,000,000**	**$ -**	**$ 5,000,000**	**$ 1,213,300**

Capital Purpose	Total Amount	5307	5310	5339 Bus & Bus Facilities	5311 & 5311(f)	LTF	LCTOP	STA	SGR	Measure A Operating Assistance	Other Funding	Farebox	Other Revenue
Replace (35) DO Vehicles - CNG ($818.8k ea)	**15,000,000**							15,000,000					
Replace (2) Stops & Zones Truck	**171,660**	137,328						34,332					
Replace (1) Transport Vehicle	**33,287**	26,630						6,657					
Replace (1) Tvl Train/Admin Pool Vehicle	**49,600**	39,680						9,920					
Fareboxes for both DO & CO fleet	**3,265,000**							3,265,000					
Associated Transit Improvements	**513,438**	410,750						102,688					
Capitalized Tire Lease	**500,348**	400,278						100,070					
Maintenance Equipment	**50,000**	40,000						10,000					
IT Equipment	**100,000**	80,000						20,000					
Facility, Fuel Stn, Vehicle Enhance/Upgrades	**1,950,000**								1,950,000				
Total Capital Request	**$21,633,333**	**$1,134,666**	**$0**	**$0**	**$0**	**$0**	**$0**	**$18,548,667**	**$1,950,000**	**$0**	**$0**	**$0**	**$0**
Grand Total Operating & Capital	**$106,497,298**	**$22,759,658**	**$150,000**	**$0**	**$520,526**	**$45,582,447**	**$1,772,700**	**$24,548,667**	**$1,950,000**	**$3,000,000**	**$0**	**$5,000,000**	**$1,213,300**

RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2020/2021 - FY2022/2023

Table 4.2

Fiscal Year 2022/2023

Operating Purpose	Total Amount	5307	5310	5339 Bus & Bus Facilities	5311 & 5311(f)	LTF	LCTOP	STA	SGR	Measure A Operating Assistance	Other Funding	Farebox	Other Revenue
Operating Assistance - General	43,276,977	2,695,909	150,000			37,431,068				3,000,000			
Capitalized Preventive Maintenance	13,170,604	10,536,483				2,634,121							
Capital Cost of Contracting	16,239,278	4,859,376			520,526	4,859,376		6,000,000					
ADA Complementary Paratransit Service	2,387,025	1,909,620				477,405							
CommuterLink Routes	5,150,000					4,850,000						300,000	
Mobile Ticketing	36,000						36,000						
LCTOP Project	1,000,000						1,000,000						
Farebox (Cash, Coin, Tickets, Passes)	4,700,000											4,700,000	
Interest Income	486,700												486,700
Advertising Revenue	10,300												10,300
CNG Sales	103,000												103,000
LCFS Credits	450,000												450,000
RINs Credits	400,000												400,000
Total Operating Request	**$ 87,409,883**	**$ 20,001,388**	**$ 150,000**	**$ -**	**$ 520,526**	**$ 50,251,970**	**$ 1,036,000**	**$ 6,000,000**	**$ -**	**$ 3,000,000**	**$ -**	**$ 5,000,000**	**$ 1,450,000**

Capital Purpose	Total Amount	5307	5310	5339 Bus & Bus Facilities	5311 & 5311(f)	LTF	LCTOP	STA	SGR	Measure A Operating Assistance	Other Funding	Farebox	Other Revenue
Replace (40) COFR vehicles	**6,000,000**					6,000,000							
Replace (50) DAR Vehicles	**3,000,000**					3,000,000							
Associated Transit Improvements	**775,000**	620,000						155,000					
Capitalized Tire Lease	**556,887**	445,510						111,377					
Maintenance Equipment	**50,000**	40,000						10,000					
IT Equipment	**250,000**	200,000						50,000					
Facility, Fuel Stn, Vehicle Enhance/Upgrades	**1,950,000**								1,950,000				
Total Capital Request	**$12,581,887**	**$1,305,510**	**$0**	**$0**	**$0**	**$9,000,000**	**$0**	**$326,377**	**$1,950,000**	**$0**	**$0**	**$0**	**$0**
Grand Total Operating & Capital	**$99,991,770**	**$21,306,897**	**$150,000**	**$0**	**$520,526**	**$59,251,970**	**$1,036,000**	**$6,326,377**	**$1,950,000**	**$3,000,000**	**$0**	**$5,000,000**	**$1,450,000**

Table 4.3 FY16-18 FTA Triennial Review and TDA Triennial Audit

Agency	Audit Recommendations	Action Taken and Results
FTA	RTA was found compliant across the 21 sections of review. No deficiencies were found in any of the areas of review.	N/A
TDA	Focus efforts on evaluating the commuter ridership market.	-In October 2018, the Agency completed a Market Assessment and Strategic Directions Study that evaluated ridership and identified strategies that can be implemented to encourage additional ridership, including an evaluation of CommuterLink service. -In January 2020, the Agency secured grant funding to add off peak CommuterLink service in response to new residential developments, increasing nontraditional work hours and high travel demand on the main corridors linking south and north of western Riverside County. -The Agency will continue to market the additional service on billboards, Rider Alerts, Rider News, RTA Reader, Ride Guide, RTA website and via social media.
TDA	Evaluate plans for RTA facility growth that align with increased transit services in the southern section of the service area.	-Facility and service growth will be evaluated pending results from the Zero Emission Bus (ZEB) Analysis and Rollout Plan which is estimated to be completed by July 2020. -The ZEB Analysis and Rollout Plan will alter the way RTA delivers service. -All service increases will be dependent on the financial implications of the ZEB implementation plan.

RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2020/2021 - FY2022/2023

Table 4.4 Open Projects Prior to FY2020/2021

Project Name	SRTP Capital Project No's	Project Element	Funding Category	Beg to End - Project Timeline	Total Project Cost	Unfunded Balance
Vine St. Mobility Hub	12-9, 15-11, 16-12	4	1	08/2019 - 05/2023	6,825,327	0
Hemet Mobility Hub	16-11, 18-9, 19-8	4	1	01/2017- 12/2030	7,774,612	0
Ops&Maint Facility	16-15, 17-9, 19-9	4	2	05/2019 - 09/2025	25,947,696	0
Maint Spare Components	12-7, 13-4, 17-4	7	2	06/2012- 06/2022	1,971,075	0
Scheduling Software	13-4, 19-7	5	1	05/2020 - 12/2021	1,800,000	0
Associated Transit Improvements	14-5, 16-11, 17-3, 18-4,19-5, 20-5, 20-7	8	2	09/2018 - 09/2021	3,683,981	2,834,316
ITS Enhancement/Expansion	14-7	5	1	10/2014 - 06/2020	25,914	0
Fareboxes	15-5, 19-10, 20-8	3	2	03/2019 - 07/2022	5,809,422	3,265,000
Facility Improvements	16-8, 17-7, 18-7, 19-6	4	2	04/2019 - 06/2022	3,126,954	0
Information System	16-9, 17-8, 18-8, 19-7	5	2	02/2019 - 06/2021	1,432,233	0
Misc Support Equipment	16-7, 17-6, 18-6	7	2	07/2019 - 06/2021	77,500	0
Tire Lease	19-4, 20-6	7	2	07/2019 - 06/2023	1,006,588	422,016
DAR Vehicles	17-2, 18-2, 19-2, 20-3	1	2	08/2019 - 12/2023	4,870,908	0
COFR Vehicles	16-1, 18-1, 19-1, 20-2	1	2	08/2019 - 12/2023	9,156,608	0
DO Revenue Vehicles 40ft Bus	19-11, 20-1	1	2	10/2019 - 06/2022	37,192,680	0
Support Vehicles	18-3, 19-3, 20-4	2	2	01/2020 - 12/2021	1,866,127	951,355
SGR	19-10, 20-8	4	2	Unknown	5,660,824	1,949,234
ICT Impacts		1 , 4	2	01/2020 - 06/2021	250,000	250,000
18					**118,478,450**	**9,671,921**

Legend

Project Elements:
- 1 Revenue Vehicle Purchase - FY
- 2 Non-Revenue Vehicle Purchase - FY
- 3 Vehicle Systems and Equipment - FY
- 4 Building, Land and Facilities - FY
- 5 Communication and Information Technology Systems - FY
- 6 Debt Service - FY
- 7 Maintenance - FY
- 8 Associated Transit Improvements - FY

Funding Category:
- 1 Fully Funded
- 2 Partially Funded

RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2020/2021 - FY2022/2023

Table 5 Riverside Transit Agency FY 2021 - 2025 TUMF Expenditure Plan

Fiscal Year				Prior Years Expenditures	FY 19-20 Expenditures through 6/30 (estimate)	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY24-25	Current Programmed Phase Balance	Total Programmed Payments/Exp	Original Programmed Phase Cost
Forecast Revenues[1]					$ 2,070,629	$ 975,000	$ 1,500,000	$ 1,500,000	$ 1,500,000	$ 1,500,000	$ 25,897,777	$ 3,373,796	$ 59,799,222
Estimated Carryover (as of 6/30)					$ 16,852,147	$ 19,219,195	$ 17,112,727	$ 9,937,727	$ 4,684,274	$ 184,274	*TIP Amended June 2017*		
											5-Year Avail Forecast/Cash	*5-Year Programmed*	*5-Year Delta*
Available Revenues					$ 18,922,776	$ 20,194,195	$ 18,612,727	$ 11,437,727	$ 6,184,274	$ 1,684,274	$ 25,897,776	$ 26,194,195	$ (296,419)
Funded Expenditures		Phase	Project										
RTA-0001	Hemet Mobility Hub	ALL	$4,275,988	$184,955	$ -	$ 1,500,000	$ 1,500,000	$ 591,033	$ 500,000	$ -	$ 4,091,033	$ (184,955)	$ 4,275,988
RTA-0002	UCR Mobility Hub[2,3]	ALL	$5,445,000	$442,226	$ (442,226)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
RTA-0003	Promenade Mobility Hub	ALL	$1,692,797	$1,392,494	$ 145,807	$ -	$ -	$ -	$ -	$ -	$ -	$ (1,538,302)	$ 1,538,302
RTA-0004	Associated Transit Enhancements Program	ENH	$1,940,437	$172,654	$ -	$ 150,000	$ 175,000	$ 200,000	$ 300,000	$ 384,586	$ 1,209,586	$ (172,654)	$ 1,382,240
RTA-0005	Long Range Planning	ENH	$600,000	$468,532	$ -	$ 31,468	$ -	$ -	$ -	$ 100,000	$ 131,468	$ (468,532)	$ 600,000
RTA-0007	Vine Street Mobility Hub[4]	ALL	$3,630,000	$0	$ -	$ 500,000	$ 2,000,000	$ 1,130,000	$ -	$ -	$ 3,630,000	$ -	$ 3,630,000
RTA-0009	HQTC Improvements (former RapidLink Blue Line)	ENH	$1,500,000	$0	$ -	$ -	$ -	$ 500,000	$ 1,000,000	$ -	$ 1,500,000	$ -	$ 1,500,000
RTA-0010	Regional Operations & Maintenance Facility	ALL	$30,251,000	$0	$ -	$ 500,000	$ 5,000,000	$ 4,332,420	$ 1,200,000	$ -	$ 11,032,420	$ -	$ 11,032,420
RTA-0011	San Jacinto Mobility Hub	ALL	$200,000	$0	$ -	$ 200,000	$ -	$ -	$ -	$ -	$ 200,000	$ -	$ 200,000
RTA-0012	Revenue Vehicle Purchase - ZEBs[5]	ALL	$10,264,000	$0	$ -	$ 200,000	$ -	$ -	$ 3,000,000	$ 1,199,688	$ 4,399,688	$ -	$ 4,399,688
Total Programmed Capital Improvements											$ 26,194,195	$ (3,373,796)	$ 29,567,991
Annual Capital Funded Expenditure			$59,799,222	$3,670,215	$ (296,418)	$ 3,081,468	$ 8,675,000	$ 6,753,453	$ 6,000,000	$ 1,684,274			
Projected Funded Balance carryover					$ 19,219,195	$ 17,112,727	$ 9,937,727	$ 4,684,274	$ 184,274	$ (0)			

Summary Table

	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	*5-Year Avail Forecast/Cash*	*5-Year Programmed*	*5-Year Balance*
Available Revenue	$ 18,922,776	$ 20,194,195	$ 18,612,727	$ 11,437,727	$ 6,184,274	$ 1,684,274			
Programmed Phases	$ (296,418)	$ 3,081,468	$ 8,675,000	$ 6,753,453	$ 6,000,000	$ 1,684,274	**$25,897,776**	**$25,897,777**	**$0**
Carryover Balance	$ 19,219,195	$ 17,112,727	$ 9,937,727	$ 4,684,274	$ 184,274	$ (0)			

Notes:

1) Revenue increase to 3% for RTA due to Nexus Study, assumes 35% decrease in FY21 revenues due to the COVID-19 pandemic and flat revenues for FY22 through FY25.

2) Project is not moving forward. Removing from TUMF TIP and deprogramming funds.

3) $442,226 refunded by UCR for TUMF funds spent on A&E.

4) TUMF amount adjusted to reflect max allowed amount.

5) Project added from approved 2016 TUMF Nexus Study.

Appendix A:

RTA SYSTEM MAP AND FIXED-ROUTE MAPS

SYSTEM MAP

MAP NOT TO SCALE

Welcome aboard the Riverside Transit Agency (RTA), your community transportation provider. The RTA operates 47 bus routes to provide you with safe, cost-effective and reliable service in western Riverside County. We hope that this System Map is useful to you in planning your trip. Should you need additional information, please call the Customer Information Center at (951) 565-5002.

- Route Number
- Route Path
- Commuter Routing
- Alternate Routing
- Point of Interest
- Medical Facility
- Transfer Point
- Metrolink Station
- Interstate
- State Highway
- Main Road
- Water

(951) 565-5002 | www.RiversideTransit.com

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DOWNTOWN RIVERSIDE DETAIL

BUS STOP NUMBER	ROUTES SERVED & DIRECTION
1751 Brockton & 14th	14EB
1731 Brockton & 14th	14WB
1730 Brockton & 10th	14WB
3506 Brockton & University	14WB
1830 University & Brockton	14EB, 22NB/SB
3258 Mission Inn & Brockton	49EB
3265 Mission Inn & Brockton	49WB
1081 Magnolia & 14th	1WB, 13WB, 15WB, 50WB
1080 Magnolia & 15th	1EB, 13EB, 15EB, 50EB
1149 Market & 12th	1WB, 13WB, 15WB
1082 Market & 12th	1EB, 13EB, 15EB
4608 Market & 12th	Gold Line EB
4609 Market & 11th	Gold Line WB
1147 Market & 10th	1WB, 13WB, 15WB
3509 Market & 10th	13EB, 15EB
3575 Market & University	12EB, 204NB
3504 Market & 6th	12WB, 29EB
1448 Market & 6th	12EB, 29WB
1606 Market & 4th	12WB
1444 Market & 3rd	12EB, 29WB
3574 University & Market	1EB, 12WB, 13EB, 14EB, 15EB, 22SB, 29EB, 49EB, 204SB
3491 University & Market	1WB, 13WB, 14WB, 15WB, 22NB, 29WB, 49WB
1151 Orange & 12th	10WB, 12WB, 13EB, 50WB
1143 Orange & 10th	10WB, 12WB, 13EB
3490 Orange & University	10WB, 12WB, 13EB
3287 Main & 10th	50EB/WB
1480 14th & Orange Grove	10WB, 12WB, 13EB
1445 Lemon & 14th	10EB, 12EB, 13WB, 208NB/SB, 210EB/WB
1446 Lemon & 12th	10EB, 12EB, 13WB, 200EB/WB, 208NB/SB, 210EB/WB
1001 University & Lemon	Gold Line EB, 1EB, 14EB, 15EB, 22SB, 29EB, 49EB, 54CW, 2045B, Omnitrans 215
1002 University & Lemon	10WB, 14WB, 12EB, 15WB, 22NB, 29WB, 49WB, 204NB
3489 Lemon & University	10EB, 208NB/SB, 200EB/WB, 210EB/WB
3501 University & Lemon	Gold Line WB, 1WB
1085 I Inside Metrolink Station Board at Bay **G**	29WB, 49WB, 54CW
1085 H Inside Metrolink Station Board at Bay **H**	1EB/WB, 15WB
3496 Vine & Metrolink Station Board at Bay **D**	29EB/WB, 49EB/WB
3577 Vine & Metrolink Station Board at Bay **C**	15EB/WB
3496 Vine & Metrolink Station Board at Bay **F**	200EB/WB
OMNI Vine & Metrolink Station Board at Bay **E**	Omnitrans 215
3494 Vine & Metrolink Station Board at Bay **A**	208NB/SB, 210EB/WB
3493 Vine & Metrolink Station Board at Bay **B**	1EB/WB
3824 Market & 4th	29EB
3502 Market & 10th	1EB
1085 Inside Metrolink Station Board at Bay **I**	208NB/SB, 210EB/WB, SunLine 220EB/WB
1444 14th & Lime	10EB, 13WB

LEGEND
- 1 Stop Location Number
- 10 Route Numbers
  - **NB**=Northbound | **SB**=Southbound
  - **EB**=Eastbound | **WB**=Westbound
  - **CW**=Clockwise

ROUTE 51 Crest Cruiser Trolley

UNIVERSITY VILLAGE & VILLAGE TOWERS APTS 1•14•16•51•52
IOWA & BLAINE 1•10•14•51•52
IOWA AT UNIVERSITY GOLD LINE•1•14•16•51 52•204
UCR AT BANNOCKBURN GOLD LINE•1•16•51 52•204
CHICAGO & CENTRAL 22•51
CANYON CREST TOWNE CENTRE 16•51

Legend | Map not to scale
- Transfer Point and Information
- Trolley Stops

ROUTE 55 Temecula Trolley

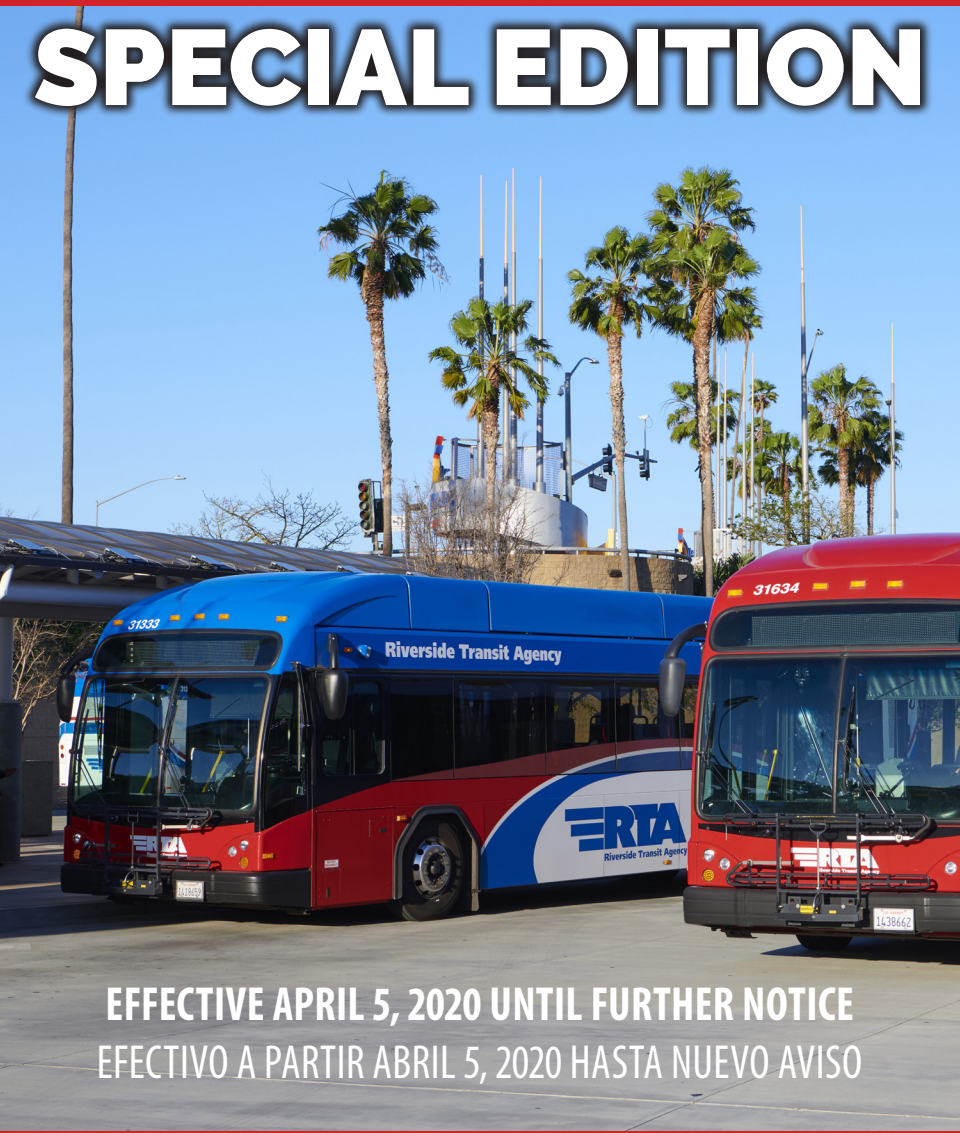
EQUITY & YNEZ 55•79•217
COUNTY CENTER 55•79•217
PROMENADE MALL 23•24•55•61•79•202 205•206•208•217

Legend | Map not to scale
- Transfer Point and Information
- Trolley Stops

RIDE GUIDE

EFFECTIVE APRIL 5, 2020 UNTIL FURTHER NOTICE | EFECTIVO A PARTIR ABRIL 5, 2020 HASTA NUEVO AVISO

SPECIAL EDITION



EFFECTIVE APRIL 5, 2020 UNTIL FURTHER NOTICE

EFECTIVO A PARTIR ABRIL 5, 2020 HASTA NUEVO AVISO

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FREE WiFi™

POWERED BY CLEAN NATURAL GAS

All buses are accessible to persons with disabilities.
Todos los autobuses son accesibles a las personas incapacitadas.

WELCOME ABOARD!
BIENVENIDOS ABORDO!

NEW SERVICE LEVELS HAVE BEGUN

Due to the coronavirus pandemic, the Riverside Transit Agency has adjusted all routes and schedules until further notice. The service change scheduled for May 10 has been cancelled. We currently offer reduced service on 35 local fixed routes, five CommuterLink express routes and Dial-A-Ride service. Get details at RiversideTransit.com.

- **SUNDAY-LEVEL SERVICE 7 DAYS A WEEK:** 1, 3, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22, 23, 24, 26, 27, 28, 29, 30, 31, 32, 33, 40, 41, 42, 49, 52, 61, 74, 79, 200.
- **TEMPORARILY DISCONTINUED ROUTES:** GOLD LINE, 19A, 26, 50, 51, 55, 202, 210, 217.
- **REDUCED-SCHEDULE ROUTES:** 204, 205, 206, 208.

STAY INFORMED

RiversideTransit.com - We recommend checking our website daily for service updates as your travel plans could be affected by temporary route and trip suspensions.

iAlerts - Get email rider alerts and news delivered directly to your mobile device or computer. Signup free under the Newsroom section on our website.

BusWatch & Transit App - Track your bus and get real-time bus information by downloading the BusWatch or Transit apps or by visiting RTABus.com.

Facebook, Twitter, Instagram - Join us on social media.

Customer Information Center - (951) 565-5002. The information center is open from 6 a.m. to 10 p.m. weekdays, and 8 a.m. to 10 p.m. weekends and holidays.

NUEVOS NIVELES DE SERVICIO HAN COMENZADO

Debido a la pandemia de coronavirus, la Agencia de Tránsito de Riverside ha ajustado todas las rutas y horarios hasta nuevo aviso. El cambio de servicio programado para el 10 de mayo ha sido cancelado. Actualmente ofrecemos un servicio reducido en 35 rutas fijas locales, cinco rutas express CommuterLink y el servicio Dial-A-Ride. Obtenga detalles en RiversideTransit.com.

- **SERVICIO DE NIVEL DOMINGO 7 DÍAS A LA SEMANA:** 1, 3, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22, 23, 24, 26, 27, 28, 29, 30, 31, 32, 33, 40, 41, 42, 49, 52, 61, 74, 79, 200.
- **RUTAS TEMPORALMENTE DISCONTINUADAS:** GOLD LINE, 19A, 26, 50, 51, 55, 202, 210, 217.
- **RUTAS DE HORARIO REDUCIDO:** 204, 205, 206, 208.

MANTENTE INFORMADO

RiversideTransit.com - Recomendamos que visite nuestro sitio web diariamente para obtener actualizaciones del servicio, ya que sus planes de viaje podrían verse afectados por la suspensión temporal de rutas y viajes.

iAlerts - Reciba alertas y noticias por correo electrónico directamente en su dispositivo móvil o computadora. Regístrese gratis en la sección de Noticias en nuestro sitio web.

Aplicación BusWatch & Transit - Rastrea tu autobús y obtén información en tiempo real descargando las aplicaciones BusWatch o Transit o visitando RTABus.com.

Facebook, Twitter, Instagram – Únete a nosotros en las redes sociales.

Centro de información al cliente - (951) 565-5002. El centro de información está abierto de 6 a.m. a 10 p.m. de lunes a viernes y de 8 a.m. a 10 p.m. fines de semana y festivos.

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CUSTOMER INFORMATION CENTER ..... (951) 565-5002
Information about bus routes, schedules, fares and to make a comment.
Hours: weekdays 6 a.m. - 10 p.m., weekends and holidays 8 a.m. - 10 p.m.

Deaf and Hard of Hearing TTY Bus Information 1-800-800-7825
California Relay 1-800-735-2929

LOST AND FOUND: RTA Lost and Found/Business Office, 1825 Third St., Riverside 92507 ..... (951) 565-5000

RTA DIAL-A-RIDE SERVICES 1-800-795-7887
Type of Dial-A-Ride service varies by city. Please call or visit our website at RiversideTransit.com for availability of service in your city. Hours: weekdays 7 a.m. - 6 p.m., weekends 8 a.m. - 5 p.m.

Deaf and Hard of Hearing TTY Dial-A-Ride 1-800-369-3610
California Relay 1-800-735-2929

Travel Training ..... (951) 565-5002
Trip Cancellations ..... (866) 543-4782
After Hours ETA Hotline (Toll free) ..... (866) 543-4782
Cancel by e-mail ..... cancel@RiversideTransit.com

OTHER DIAL-A-RIDE SERVICES
Banning Dial-A-Ride ..... (951) 922-3252
Beaumont Dial-A-Ride ..... (951) 769-8532
Care-A-Van (Hemet, San Jacinto) ..... (951) 791-3572
Corona Dial-A-Ride (Seniors & the disabled only) ..... (951) 734-7220
MoVan (Seniors & the disabled only) ..... (800) 351-6571
Norco Senior Bus ..... (951) 270-5647
Riverside Special Transportation (Seniors & the disabled only) ..... (951) 687-8080

OTHER FIXED-ROUTE SERVICES
Amtrak (Nationwide Rail Passenger Service) 1-800-872-7245
Coaster (Rail service in San Diego County) ..... 1-800-COASTER or (619) 233-3004
Corona Cruiser (City of Corona bus service) ..... (951) 734-9418
Foothill Transit (Service throughout San Gabriel Valley) 1-800-743-3463
Greyhound (Nationwide service) 1-800-231-2222
Metrolink (Rail Passenger Service) 1-800-371-5465
Los Angeles Metro (Red Line, Blue Line, MTA, etc.) ..... (323) GO METRO
Moreno Valley free neighborhood shuttle ..... (877) 665-4623
MTS (San Diego County bus service) ..... (619) 557-4555
North County Transit District (Service in North San Diego County) ..... (760) 966-6500
OCTA (Service throughout Orange County) 1-800-636-7433
Omnitrans (Service throughout western San Bernardino County) 1-800-966-6428
Palo Verde Valley Transit (Service in the city of Blythe) ..... (760) 922-1140
Beaumont Pass Transit (Service in Beaumont, Cherry Valley, Calimesa and part of Banning) ..... (951) 769-8530
Banning Pass Transit (Service in Banning, Cabazon and small portions of Beaumont) ..... (951) 922-3243
SunLine Transit (Service throughout Palm Springs and Coachella Valley) ..... (800) 347-8628

NOTE: RTA operators can only provide RTA information. Please call the appropriate services with questions regarding other transportation services. RTA cannot be responsible for changed phone numbers.

RTA INFORMATION

CUSTOMER INFORMATION CENTER

RTA's Customer Information Center is staffed with friendly clerks ready to assist you with information about bus schedules, routes, fares and pass outlet locations. The center also takes reports of bus stops that need cleaning or repairs and they document customer complaints and commendations. Please note that some complaints may need to be submitted in writing by postal mail, e-mail or via RTA's website, RiversideTransit.com. The center is open 6 a.m. to 10 p.m. weekdays and 8 a.m. to 10 p.m. weekends and most holidays. Call the Customer Information Center at (951) 565-5002.

If you need help planning a trip, please be prepared to provide the following information to the customer information clerk:

1. The nearest street and main cross street of your starting point and destination, or address, not business name.

2. The time of day (a.m. or p.m.) you need to arrive.

3. Specify weekday or weekend schedule.

The RTA Customer Information Center can only assist you with RTA information. For information on other transportation services, please refer to the phone number index on Page 4.

RTA BUSINESS OFFICE

RTA's business office is located at 1825 Third Street in Riverside and is accessible by using routes 10 and 13. Office hours are 8 a.m. to 5 p.m. Monday through Friday, and closed Saturdays, Sundays and holidays.

Passes may be obtained from our Riverside office during business hours. You may pay using cash, check, MasterCard, Visa, Discover, or ATM card with a Visa or MasterCard logo. There is a $25 fee charged for all returned checks. You can also order passes securely on our website at RiversideTransit.com or through the Token Transit app.

LOST AND FOUND

RTA's Lost and Found is located at the RTA business office at 1825 Third Street, Riverside, or call (951) 565-5000 Monday to Friday between 8 a.m. to 5 p.m. Lost and Found items will be held for five business days.

HOW TO USE YOUR RIDE GUIDE

The RTA Ride Guide contains route maps and timetables for all its fixed routes. Understanding how to use the route maps and timetables will allow you to use the Ride Guide to plan your trip.

GETTING STARTED

The first steps in planning your trip is to decide the starting point, where you want to go, and what day and time you want to travel. The RTA system map will help you determine which route or routes you will take.

Once you have determined the route(s) you need, follow these simple steps to plan your trip using the Ride Guide:

1. On the route map, locate the beginning and ending point of your bus trip.
2. Locate the time point closest to your beginning and ending bus trip location. Time points are indicated on the route maps by a number inside a circle.

NOTE: Each time point on the route map has a corresponding column on the timetable. Not all bus stops are indicated on the map and there are many bus stops between each time point.

3. Find the column on the correct timetable that corresponds with your selected time point. Be sure you are using the timetable for the correct day of the week and direction of travel. Read down the column below the time point to find the time closest to your desired departure. Time for stops between time points can be estimated by adding the amount of time it will take the bus to get from the previous time point to your stop.

SERVICE ANIMALS AND PETS

Service Animals

The ADA defines a service animal as any guide dog, signal dog, or other animal individually trained to provide assistance to an individual with a disability. Service animals perform some of the functions and tasks that the individual with a disability cannot perform for him or herself. Some examples include:

- Service animals can be guide dogs for the blind or visually impaired, signal dogs for the hearing impaired, or other types of animals that can be individually trained to work or perform tasks for an individual with a disability.
- Service animals perform some of the functions and tasks that the individual with a disability cannot perform in their day-to-day activities.
- A service animal must always be under the control of the owner or handler.
- Service animals require no special tag, identification, certification, papers, harness, vest, cape, or pass.

What is not a service animal?

- Pets are not service animals.
- Emotional support, therapy, comfort, and companion animals are not service animals, as they have not been trained to perform a specific job or task. These animals would not be afforded access rights under the ADA.

Pets

Small pets and non-service or guide animals are allowed only if owners comply with the following rules:

1. Small animals such as birds and cats must be secured in a commercially made pet carrier or cage that can be safely placed on the passenger's lap and does not require a separate seat.
2. Glass, breakable or homemade carriers are not permitted.
3. The animal must be completely enclosed within the pet carrier or cage at all times.
4. The pet carrier or cage must completely prevent the animal from escaping or physically contacting another passenger or of escape.
5. The pet carrier or cage must be constructed so that no bedding material or pet waste can exit.

The animal must not interfere with, disrupt or disturb any service or guide animals on the vehicle.

SAFETY TIPS

- For safety reasons, RTA buses cannot stop at locations under construction or non-designated bus stops.
- When exiting the bus, use sidewalks and crosswalks whenever possible. Never cross the street directly in front of the bus.

TRAVEL TIPS

- Arrive to your bus stop at least 10 minutes early.
- No eating, drinking, smoking (including e-cigarettes), loud music or changing of clothes or diapers.
- If you use a paper pass that has been activated, swipe it in the farebox rather than dipping it to prevent it from jamming in the farebox.

- Carry-on bags limited to three, must fit in lap not in aisle.
- Please refrain from shouting, using profanity, offensive language or talking to the operator while the bus is in motion.
- No graffiti, alcohol, drugs or weapons of any kind permitted on the bus.
- Push the yellow strip between the windows or pull the cord to signal your stop prior to arrival.
- All customers should remain seated until the bus comes to a complete stop.
- Please exit through the rear doors, if possible, to speed boarding of customers.
- Fold-up seats and seats directly behind the operator are intended for seniors and customers with disabilities.
- Keep your buses and bus stops clean by using trash receptacles.
- Please keep your feet off the seats.
- Shirts and shoes must be worn at all times.
- Shopping carts and strollers should be folded prior to boarding the bus. Walkers should be folded prior to taking your seat. Customers seated in the front of the bus who are unable to collapse their foldable shopping carts may be asked to move to another area of the bus to keep aisles, doors and steps clear to facilitate safe boardings and wheelchair tie-downs.

WHEELCHAIRS

To ensure proper fastening of the chair during travel, please limit the number of carry-on bags stowed in the back of the chair. To avoid injury to yourself and other customers, please remove any protruding objects such as flag poles and reflectors with sharp points. Be aware that RTA buses deploy a wheelchair ramp/lift for easy boarding and alighting. When the ramp/lift is deployed, the bus will emit a beeping sound. When exiting the rear doors, listen for the beeping sound and be observant of the ramp to avoid injuries. Wheelchairs and electric mobility scooters are allowed on the bus as long as they do not exceed 30 inches wide and 51 inches long and the combined weight does not exceed 800 pounds. For your safety, please turn off the power to your mobility device while the driver fastens the safety harness and during the entire trip. Refrain from removing wheelchair or scooter securement until you reach your destination and the bus comes to a complete stop. Please use the bus seats whenever possible. RTA is pleased to offer tether straps for wheelchairs and scooters. Call (951) 565-5002 to schedule an appointment.

TRANSPORTATION NOW

Since its inception in 1992, Transportation NOW has been a proud advocate and enthusiastic ally of public transportation in Riverside County. Members of the public are invited to attend any of the group's six chapters: Greater Riverside, Hemet/San Jacinto Area, Moreno Valley/Perris, Northwest, San Gorgonio Pass and Southwest. For more information or to join a chapter, call Eric Ustation at (951) 565-5250 or email at eustation@riversidetransit.com.

BIKE AND RIDE

Every RTA bus has a bicycle rack capable of handling at least two bikes with standard bike tires. Bikes are accepted on a first-come, first-served basis. Passengers wishing to transport bikes should first notify the coach operator that they are loading or unloading a bike before approaching the bike rack.

When loading your bicycle in the bike rack:

NOTE: *For your safety, loading and unloading of bicycles should be done from the curbside of the bus.*

- Wait for the bus to come to a complete stop before loading your bicycle.
- Bicycles must not exceed 55lbs.
- Loose articles must be removed from bicycle before being placed on the bike rack.
- Bicycle handlebars or baskets must not obstruct driver's view.
- Foldable bicycles (non-motorized) no larger than 28" X 20" X 11" are allowed on board (under the seat).
- The coach operator has the discretion to deny foldable bicycles and items which cannot be reasonably and safely stored under the seat or safely on the exterior bike rack.
- Tandem and tri-cycle bikes are not allowed.
- Please remember, you are responsible for the loading and unloading of your bicycle.
- When departing the bus, exit through the front door, and let the coach operator know you're removing your bicycle from the rack.
- RTA is not responsible for loss or damage to bicycles.

Battery-powered bicycles and scooters are allowed on RTA buses:

- Customers are allowed to place electric bicycles with sealed gel, lithium Ion or NiCad batteries in the bike rack as long as they fit safely in the bike rack and have standard tires. (Must also meet the bicycle requirements listed above.)

- Customers are allowed to carry on the bus electric scooters with sealed gel, lithium Ion or NiCad batteries as long as they can be folded and fit under your seat or on your lap.

The following items are not allowed on RTA buses:

- Customers are not allowed to bring on board the bus items such as used gasoline cans, car batteries, hover boards, gas-powered vehicles, or objects too large to fit under passenger seats.
- Electric bikes with liquid lead acid batteries are not permitted in the bike rack nor are gas-powered bikes.

SURFBOARDS/BOOGIE BOARDS

Surfboards and boogie boards no longer than six feet and with a maximum 4" skeg are permitted on buses, provided they are enclosed in a bag, can be positioned in front of the customer while the bus is in motion and do not take up an additional seat.

JURY/GRAND JURORS DUTY

All jurors summoned to serve in Riverside County courthouses are able to ride for free on all RTA buses while on active jury duty by showing their current and valid juror summons badge to the coach operator.

METROLINK PASSES

RTA will accept valid Metrolink passes or tickets for the full fare on routes that serve Metrolink stations during the period from one hour before to one hour after Metrolink's service hours. The Metrolink pass or tickets must be valid on the day of travel and pass-holders must disembark at the Metrolink Station.

WI-FI SERVICE

Free wireless Internet access (Wi–Fi) is available to RTA customers on all buses. The availability, reliability, uptime and speed of the services are not guaranteed by RTA.

NO SMOKING OF ANY KIND ABOARD RTA BUSES

All Riverside Transit Agency buses and stations are entirely non-smoking. This includes cigarettes, cigars and electronic smoking devices such as electronic cigarettes. The smoking of marijuana or ingestion of cannabis products for any purpose is also prohibited, and sealed containers are required for the transportation of any cannabis-related product.

REASONABLE MODIFICATION POLICY

The Riverside Transit Agency is committed to providing safe, reliable, courteous, accessible and user-friendly services to its customers. To ensure equality and fairness, RTA is committed to making reasonable modifications to its policies, practices and procedures to avoid discrimination and ensure programs and services are accessible to individuals with disabilities. Requests for modifications can be made by calling RTA at (951) 565-5002 or emailing comments@riversidetransit.com.

NOTIFICATION OF PUBLIC RIGHTS UNDER TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

The Riverside Transit Agency operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act of 1964. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under the Title VI may file a complaint. For more information on the Riverside Transit Agency's civil rights program and the procedures to file a complaint, contact (951) 565-5002, email comments@riversidetransit.com, or visit our administrative office at 1825 Third Street, Riverside, CA 92507. If information is needed in another language, contact (951) 565-5002.

FARES, FARE CATEGORIES, PASSES and TICKETS and ID CARDS

DEFINITIONS OF FARE CATEGORIES AND IDENTIFICATION

General

All customers except those who meet the qualifications for youth, senior, disabled or child fare categories. No identification is required for General fares.

Youth

First grade through 12th grade only. College students pay General fare. Youth fares are in effect at all times. Appropriate ID must be shown each time you board a bus to receive the Youth fare. School-issued picture ID cards are appropriate identification. RTA also offers Youth identification cards to anyone in grades 1

through 12. A Youth ID card costs $2. Call (951) 565-5002 for more information on how to obtain one.

Senior / Disabled / Medicare
Any person who meets RTA disability requirements, presents a valid Medicare card, Veteran ID or seniors age 60 or above are eligible for a discounted fare on all RTA fixed-route services. Medi-Cal cards will not be accepted. Customers must show appropriate ID each time they board a bus to receive the discounted fare.

RTA issued photo ID cards are available for senior and disabled customers.

To receive a Disabled ID card, individuals must present a disabled application form completed by a doctor or licensed health care professional or one of the following as proof of disability: Medicare Identification Card, Department of Motor Vehicles Disabled Person Placard Identification Card receipt, Braille Institute Identification Card, Disabled Veteran Service-Connected Identification Card, or a Social Security Disability Income Award Letter with proof of disability. Please bring the proper documentation and a photo ID to the Family Services Association, 8172 Magnolia Ave., on the second Tuesday of each month between 9 a.m. and 11 a.m. to receive your identification card. There will be a cost of $2 for the card. If you have any questions, please call (951) 565-5002. Applications are available at the RTA business office, on our website at RiversideTransit.com or by calling our Customer Information Center at (951) 565-5002.

Veteran
Any person who meets RTA Veteran requirements, presents a valid U.S. Department of Veterans Affairs issued ID card or a U.S. Uniformed Services ID card indicating retired status. Customers must show appropriate ID each time they board a bus to receive the discounted fare. RTA-issued photo ID cards are available for veteran customers. Please call (951) 565-5002 for the location and time to obtain your ID card. There is a $2 fee for the ID card. To receive a Veteran ID card, individuals must present a Department of Defense Form 214 and a picture ID. RTA also recognizes the Omnitrans Military Veteran Identification (issued by County of San Bernardino Department of Veteran Affairs).

Active Duty Military, Police and Fire Personnel
Any person who meets RTA active duty military, police or fire personnel requirements rides free on RTA fixed-route buses. Active duty military personnel must wear the appropriate uniform at the time of boarding or present to the driver a valid U.S. Uniformed Services ID card indicating active service or a Common Access card indicating uniformed services or active duty. Police and fire personnel must be in full uniform at the time of boarding. Customers must wear the appropriate uniform or show appropriate ID each time they board a bus to receive the discounted fare.

Child
Height-based: 46" tall or under. Must be accompanied by a full-fare paying customer.

ADA
The RTA Americans with Disabilities Act (ADA) ID card is for persons who have been specially certified through the RTA ADA Certification process. This ID may qualify you for priority service on any RTA Dial-A-Ride, Corona Dial-A-Ride, Riverside Special Transportation and Beaumont Dial-A-Ride. If your ADA card indicates that you require the assistance of a personal care attendant, the attendant may ride for free. To become ADA certified, you are required to complete an application and provide a Healthcare Professional Verification form. This ID must be renewed every four years. For more information, call (951) 565-5002.

Commuter Routes
Routes 200, 202, 204, 205, 206, 208, 210 and 217 are commuter routes with fares of $3.50 for general and youth and $2.75 for senior/disabled. Persons may also buy a Plus+Pass which may be used on both local fixed routes and CommuterLink express routes.

TYPES OF PASSES
RTA uses electronic fareboxes in all buses and standard fareboxes in Dial-A-Ride buses. The electronic fareboxes accept coins, cash and paper tickets and passes, as well as mobile tickets and passes. Passes are the size of a credit card, printed on sturdy paper with a magnetic stripe on the back. Rather than showing your pass to the driver, you will swipe your pass in the farebox similar to using an ATM card. For cash fares, please use exact fare only. No change will be issued from either the fareboxes or the drivers. To avoid delays, use quarters instead of smaller coins.

1-Day, 7-Day and 30-Day passes are available through the mail, at RTA headquarters, at some pass outlets or at RiversideTransit.com. 1-Day passes may also be purchased on the bus.

1-Day Pass
1-Day passes are designed for the occasional rider who needs to transfer often. Customers may purchase a Local 1-Day Pass, valid on local fixed routes and RapidLink only, or a Local+CommuterLink 1-Day Pass valid on all local, RapidLink and commuter routes. The 1-Day Pass is good for unlimited travel on the day the pass is first used. Your 1-Day Pass will be validated by the farebox and the effective date will be printed on the back of the pass. Please verify that the correct date has been printed. 1-Day passes are not transferable to another day and there are no refunds or exchanges for lost or stolen passes. Use of a Senior/Disabled/Medicare or Veteran 1-Day Pass requires proper identification each time you board a bus. 1-Day Passes are not accepted on Dial-A-Ride.

7-Day Pass
The 7-Day Pass is designed to provide an affordable alternative to RTA's monthly pass. Customers may purchase a Local 7-Day Pass, valid on local fixed routes and RapidLink only. The 7-Day Pass must be used over a consecutive seven-day period beginning after first use. The 7-Day Pass is not sold on the bus and is only available by presale. 7-Day passes are not valid on Dial-A-Ride or CommuterLink services.

30-Day Pass
30-Day passes are ideal for customers who travel often on the RTA bus system. Customers may purchase a Local 30-Day Pass, valid on local fixed routes and RapidLink, or a Local+CommuterLink 30-Day Pass valid on all local, RapidLink and commuter routes. The 30-Day Pass must be used over a consecutive 30-day period beginning after first use. The 30-Day Pass is not sold on the bus and is only available by presale.

Dial-A-Ride Tickets
Dial-A-Ride tickets are sold in books of ten. You will be required to present a ticket each time you board a Dial-A-Ride bus. Some trips may require more than one ticket. Dial-A-Ride tickets are only valid on RTA Dial-A-Ride buses and not valid on local fixed route, CommuterLink or other transit agency buses.

BUYING AND ACTIVATING YOUR PASS
7-Day and 30-Day passes are not sold on the bus. They may be purchased at a number of outlets throughout the county, through the mail or securely on our website at RiversideTransit.com. For the location of a pass sales outlet near you call (951) 565-5002 or see pages 12 and 13. Remember, passes are not refundable and are not accepted on Dial-A-Ride. When you purchase your 1-Day, 7-Day or 30-Day Pass, it will not be activated. You must activate the pass on the bus the first time you use it. To activate, insert the pass (printed side facing you with the arrow pointing down) in the activation slot on the top left side of the farebox. The farebox will print the effective dates on the back of the pass. Then, all you have to do is swipe your pass on all other buses you board and ride.

MOBILE TICKETING: BUS PASS ON YOUR PHONE
Riding RTA just got easier. Now you can buy RTA passes on your smartphone. The Token Transit app makes paying your fare a breeze! There's no need to carry cash. No need to wait in line to buy a pass. And no need to search for your bus pass buried in your wallet. Simply board the bus, tap your phone and go! Customers can purchase RTA 1-Ride, 1-Day, 7-Day and 30-Day passes from anywhere! Passes can be purchased for immediate use, or if you're planning ahead, they can be stored on Token Transit app for future trips on all RTA fixed-route buses. Three simple steps to paying with your smartphone.

1. Get the Token Transit app at TokenTransit.com/app.

2. Buy your RTA bus pass.

3. When you board the bus, make sure the app is open and the pass is visible, place the phone over the validator and wait for the beep.

LOCAL FIXED-ROUTE FARES (includes RapidLink)				
Fare Categories	**Base Fares**	**Day Pass***	**7-Day Pass***	**30-Day Pass***
General	$1.75	$5	$20	$60
Youth (grades 1-12)**	$1.75	$5	$20	$45
Senior/Disabled**	75¢	$2.50	$20	$30
Medicare Card Holder**	75¢	$2.50	$20	$30
Veteran**	75¢	$2.50	$20	$30
Child (46" tall or under)	50¢	N/A	N/A	N/A

COMMUTERLINK FARES		COMMUTERLINK + LOCAL (includes RapidLink)	
Fare Categories	**Base Fares**	**Day Passes**	**30-Day Pass**
General	$3.50	$10	$95
Youth (grades 1-12)**	$3.50	$10	$95
Senior/Disabled**	$2.75	$7	$70
Medicare Card Holder**	$2.75	$7	$70
Veteran**	$2.75	$7	$70
Child (46" tall or under)	$2.75	N/A	N/A

U-Pass, Go-Pass, Active Jurors, Active Duty Military, Police, Fire Personnel and City Pass | RIDE FREE
U-Pass: UC Riverside, Cal Baptist University, La Sierra University
Go-Pass: Riverside City College, Moreno Valley College, Mt. San Jacinto College, Norco College
City Pass: All City of Riverside employees

DIAL-A-RIDE FARES | Not accepted on fixed-route buses		
Fare Categories	**Base Fares**	**10-Ticket Books**
Senior/Disabled	$3.50 - $10.50	$35
Medicare Card Holder	$3.50 - $10.50	$35
Child (46" tall or under)	75¢	N/A

* Accepted as base fare. CommuterLink trips require an additional $2 (senior/disabled) or $1.75 (general) per trip.
** If you plan to use a senior, disabled, Medicare, veteran or youth discounted fare, you must show proper ID each time you board the bus. You must also show proper ID to purchase discounted passes at retail outlets. For a list of accepted forms of identification, see Page 22.

PASS OUTLETS

RTA's passes are good for base fare on all fixed-route buses. Passes are not accepted on Dial-A-Ride.

WE RECOMMEND THAT YOU CALL THE PASS OUTLET TO DETERMINE TYPES OF AVAILABLE PASSES.

BEAUMONT
Beaumont City Hall
550 E. 6th St.
Beaumont, CA 92223
(951) 769-8520

CORONA
Circle K
13120 Magnolia Ave.
Corona, CA 91720
(951) 737-8476

Corona Public Library
650 S. Main St.
Corona, CA 92882
(951) 736-2381

GLEN AVON
Tony K Market
6104 Mission Blvd.
Riverside, CA 92509
(951) 369-0108

HEMET
Chip's Liquor
1207 W. Florida Ave.
Hemet, CA 92543
(951) 658-5136

Hemet Public Library
300 E Latham Ave.
Hemet, CA 92543
(951) 765-2440

X-Press Cash 'til Payday
1799 E. Florida Ave.
Hemet, CA 92544
(951) 925-6166

HOMELAND
Highway 74 Market
31190 Hwy. 74
Homeland, CA 92548
(951) 926-4233

JURUPA VALLEY
City Hall
8304 Limonite Ave. Ste. M.
Jurupa Valley, CA 92509
(951) 332-6464

LAKE ELSINORE
City of Lake Elsinore
130 S. Main Street
Lake Elsinore, CA 92530
(951) 674-3124

Lake Elsinore Senior Activity Center
420 E. Lakeshore Dr.
Lake Elsinore, CA 92530
(951) 674-2526

MENIFEE
Menifee City Hall
29714 Haun Road
Menifee, CA 92586
(951) 672-6777

MORENO VALLEY
Fastrip Food Store
23991 Sunnymead Blvd.
Moreno Valley, CA 92553
(951)243-5104

Liquor + Food Mart
23080 Alessandro Blvd.,
Ste. 208
Moreno Valley, CA 92553
(951) 697-4888

Mel's Liquor
14051 Indian St., Ste. O
Moreno Valley, CA 92553
(951) 924-5534

Moneytree
(Inside Food 4 Less)
24440 Alessandro Blvd.
Moreno Valley, CA 92553
(951) 243-3876

Moreno Valley Chamber of Commerce
12625 Frederick St., Ste. E3
Moreno Valley, CA 92553
(951) 697-4404

MURRIETA
City of Murrieta
1 Town Square
Murrieta, CA 92562
(951) 304-2489

PERRIS
La Favorita Supermarket
546 Indian Hills Circle, Ste. B
Perris, CA 92570
(951) 443-4379

One Stop Store
406 S. D St.
Perris, CA 92570
(951) 940-5177

City of Perris
101 North D St.
Perris, CA 92570
(951) 943-4610

RIVERSIDE
AK Market
6411 Brockton Ave
Riverside, CA 92506
(951) 276-8333

Angel Eyes Smoke Shop Plus
4024 Mission Inn Ave.
Riverside, CA, 92501
(951) 686-2159

City of Riverside
Utilities Plaza
3901 Orange St.
Riverside, CA 92501
(951) 826-5311
Discounted passes for City of Riverside residents only.

City of Riverside
Customer Resource Center
3025 Madison St.
Riverside, CA 92504
(951) 826-5311
Discounted passes for City of Riverside residents only.

Community Access Cntr.
6848 Magnolia Ave.,
Ste. 150
Riverside, CA 92506
(951) 274-0358
TTY (951) 274-0834

Continental Currency Services Inc.
1788 University Ave., Ste. 116
Riverside, CA 92507
(951) 686-3223

Friendly Liquor
3962 University Ave.
Riverside, CA 92501
(951) 787-9224

Jimenez Ranch Market
5600 Mission Blvd.
Riverside, CA 92509
(951) 782-8037

Moneytree
(Inside Food 4 Less)
4250 Van Buren Blvd.
Riverside, CA 92503
(951) 343-9680

Riverside Transit Agency
1825 Third St.
Riverside, CA 92507
(951) 565-5000

RUBIDOUX
Smart Buy Cigarette Shop
5675 Mission Blvd.
Rubidoux, CA 92509
(951) 369-1143

SAN BERNARDINO
Omnitrans – San Bernardino Transit Center
599 W. Rialto Ave.
San Bernardino, CA 92411
(800) 966-6428

SAN JACINTO
Fastrip Food Store
692 S. San Jacinto Avenue
San Jacinto, CA, 92583
(951) 654-4809

TEMECULA
The Customer Service Experts
The Promenade Mall
40820 Winchester Rd.
Temecula, CA 92591
(951) 296-0975

Temecula Valley Chamber of Commerce
26790 Ynez Ct.
Temecula, CA 92591
(951) 676-5090

Temecula Valley Convention and Visitors Bureau
28690 Mercedes Street
Temecula, CA 92590
(951) 491-6085

WILDOMAR
City Hall
23873 Clinton Keith Rd., Suite 201
Wildomar, CA 92595
(951) 677-7751

SCHOOLS / COLLEGES
Students may purchase bus passes at their school offices at the following schools.

Citrus Hill High School
ASB Office
18150 Wood Rd.
Perris, CA 92570
(951) 490-0400

John North High School
1550 Third St.
Riverside, CA 92507
(951) 788-7314

Orange Vista High School
1400 Orange Ave.
Perris, CA 92571
(951) 490-4660

Ortega High School
520 Chaney St.
Lake Elsinore, CA 92530
(951) 253-7065

Perris Union High School
1151 N. A Street
Perris, CA 92570
(951) 943-6369

Ramona High School
7675 Magnolia Ave.
Riverside, CA 92504
(951) 352-8429

San Jacinto Unified School District
2045 S. San Jacinto Avenue
San Jacinto, CA 92583
(951) 929-7700

Val Verde High School
972 W. Morgan St.
Perris, CA 92571
(951) 940-6155

WE RECOMMEND THAT YOU CALL THE PASS OUTLET TO DETERMINE TYPES OF AVAILABLE PASSES.

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INFORMACIÓN SOBRE RTA

CENTRO DE INFORMACIÓN AL CLIENTE

El Centro de Información al Cliente de RTA cuenta con personal amables y listos para ayudarle con información sobre los horarios, rutas, tarifas de autobuses y ubicaciones de centros de distribución de pases. El centro también recibe reportes sobre las paradas de autobús que necesitan limpieza o reparaciones y documentan las quejas y elogios de los clientes. Tenga en cuenta que algunas quejas tienen que ser sometidas por escrito y mandadas por correo postal, correo electrónico o por el sitio web de RTA, RiversideTransit.com. El Centro de Información está abierto de 6 a.m. a 10 p.m. entre semana y de 8 a.m. a 10 p.m. los fines de semana y la mayoría de los días de fiesta. Llame al Centro de Información al Cliente al (951) 565-5002 o 511.

Si necesita asistencia para planear su viaje, por favor esté listo para proveer la siguiente información al personal del Centro de Información al Cliente:

1. La calle más cercana e intersección principal de su punto de partida y destino o su domicilio. No necesitamos el nombre del negocio.

2. La hora del día que usted necesita llegar a su destino.

3. Especifique si desea el horario de entre semana o fin de semana.

El Centro de Información al Cliente le puede ayudar únicamente con información relacionada con RTA. Para obtener información sobre otros servicios de transportación, por favor mire la lista telefónica que empieza en la página 4.

OFICINA ADMINISTRATIVA DE RTA

La oficina administrativa de RTA está ubicada en 1825 Third Street en Riverside y es accesible usando las rutas 10 y 13. Las horas de oficina son de 8 a.m. a 5 p.m., de lunes a viernes, cerrada los sábados, domingos, y días festivos.

Los pases se pueden obtener en nuestra oficina en Riverside durante las horas laborales. Usted puede pagar con dinero en efectivo, cheques, tarjetas de crédito MasterCard, Visa, Discover o tarjeta de débito con logo de Visa o MasterCard. Habrá un cargo de $25 por todos los cheques devuelto por el banco. Los pases también se pueden ordenar de forma segura en nuestro sitio web en RiversideTransit.com.

OBJETOS PERDIDOS/ENCONTRADOS

El Departamento de Objetos Perdidos/Encontrados está ubicado en la oficina administrativa de RTA en 1825 Third Street, en Riverside, o llame al (951) 565-5000 de lunes a viernes de 8 a.m. a 5 p.m. Los objetos perdidos/encontrados se guardarán por cinco días laborales.

CÓMO USAR SU GUÍA DE VIAJE

La Guía de Viajes de RTA contiene mapas y horarios de todas las rutas fijas. Entender cómo usar los mapas de las rutas y los horarios le permitirá usar la Guía de Viajes para planear su viaje.

CÓMO COMENZAR

El primer paso en planear su viaje es decidir el punto de partida, adónde quiere ir, y qué día y hora desea viajar. El mapa del sistema de RTA le ayudará a determinar qué ruta o rutas necesitará tomar. Una vez que haya determinado la(s) ruta(s) que necesita, siga estos simples pasos para planear su viaje usando la Guía de Viajes:

1. En el mapa de rutas, localice el punto de partida y de llegada de su viaje en autobús.

2. Localice el punto de tiempo con horario más cercano a su ubicación de partida y llegada de su viaje en autobús. Los puntos de tiempo se indican en los mapas de rutas con un número dentro de un círculo.

NOTA: Cada punto de horario en el mapa de ruta tiene una columna correspondiente en la tabla de horarios. No todas las paradas de autobús están indicadas en el mapa y hay varias paradas entre cada punto de tiempo.

3. En la tabla de horarios, encuentre la columna que corresponda con su punto de tiempo seleccionado. Asegúrese de usar la tabla de horarios que corresponda al día de la semana correcto y a la dirección de su viaje. Lea la columna debajo del punto de tiempo para encontrar la hora más cercana que usted desea partir. Las horas de las paradas entre los puntos de tiempo se pueden calcular sumando el tiempo que tardará el autobús en llegar desde el punto de tiempo anterior hasta su parada.

ANIMALES DE SERVICIO Y MASCOTAS

Animales de servicio

ADA define un animal de servicio como cualquier perro guía, perro de señal u otro animal entrenado individualmente para brindar asistencia a una persona con discapacidad. Los animales de servicio realizan algunas de las funciones y tareas que el individuo con discapacidad no puede realizar por sí mismo. Algunos ejemplos incluyen:

- Los animales de servicio pueden ser perros guía para personas ciegas o con discapacidad visual, perros de señalización para personas con discapacidad auditiva u otros tipos de animales que pueden ser entrenados individualmente para trabajar o realizar tareas para una persona con discapacidad.
- Los animales de servicio realizan algunas de las funciones y tareas que la persona con discapacidad no puede realizar en sus actividades cotidianas.
- Un animal de servicio siempre debe estar bajo el control del dueño o del manejador.
- Los animales de servicio no requieren una etiqueta especial, identificación, certificación, papeles, arnés, chaleco, capa o pase.

¿Qué no es un animal de servicio?

- Las mascotas no son animales de servicio.
- El apoyo emocional, la terapia, la comodidad y los animales de compañía no son animales de servicio, ya que no han sido entrenados para realizar un trabajo o tarea específica. Estos animales no tendrían derechos de acceso bajo la ADA.

Mascotas

Se admiten mascotas pequeñas y animales que no son de servicio o guía solo si los propietarios cumplen con las siguientes reglas:

1. Los animales pequeños, como pájaros y gatos, deben estar asegurados en una jaula o jaula para mascotas fabricada comercialmente que pueda colocarse de manera segura en el regazo del pasajero y que no requiera un asiento separado.
2. No se permiten portadores de vidrio, frágiles o caseros.
3. El animal debe estar completamente encerrado dentro del transportador de mascotas o la jaula en todo momento.
4. El portador o la jaula de la mascota debe evitar por completo que el animal escape o contacte físicamente con otro pasajero o que escape.
5. El porta mascotas o la jaula deben estar construidos de manera que no pueda salir material de cama o desechos de mascotas.

El animal no debe interferir, interrumpir o perturbar ningún servicio o guía de animales en el vehículo.

CONSEJOS DE SEGURIDAD

- Al salir del autobús, utilice la banqueta y el paso de peatones cuando es posible. Nunca cruce la calle justo enfrente del autobús.
- Gracias por mantener el pasillo despejado. Los carritos de compras y las carriolas deben plegarse antes de subir al autobús, y los andadores deben doblarse antes de tomar asiento.
- Por razones de seguridad, los autobuses de RTA no pueden detenerse en paradas bajo construcción o paradas de autobús que no están designadas.

DATOS PARA SU VIAJE

- Llegue a su parada de autobús al menos 10 minutos antes.
- No coma, beba, fume (incluyendo e-cigarrillos), ni escuche música con volumen alto o cambie su ropa o pañales.
- Límite el número de bolsas con sus compras a tres y deben caber en sus piernas y no en el pasillo.
- Por favor absténgase de gritar, usar lenguaje ofensivo o hablar con el operador mientras el autobús esta en movimiento.
- No se permite grafiti, alcohol, drogas o armas de cualquier tipo en el autobús.
- Empuje la tira amarilla entre las ventanas o estire el cordón para señalar su parada antes de llegar a su parada de autobús.
- Todos los clientes deben permanecer sentados hasta que el autobús pare completamente.
- Por favor salga por la puerta trasera, si es posible, para acelerar el abordaje de los clientes.
- Los asientos-plegables y los asientos directamente detrás del operador están destinados para personas de la tercera edad y clientes con discapacidades.
- Mantenga sus autobuses y paradas de autobús limpios usando el recipiente de basura.
- Por favor no suba los pies en los asientos.
- Camisas y zapatos deben ser usados en todo momento.
- Los carritos de compras y las carriolas deben doblarse

antes de subir al autobús. Los andadores se deben doblar antes de tomar su asiento. Los clientes sentados en la parte de enfrente del autobús que no pueden doblar sus carritos plegables de compras se les puede pedir que se muevan a otra área del autobús para mantener los pasillos, puertas y los escalones despejados para facilitar los abordajes y los amarres de sillas de ruedas.
- Si utiliza un pase de papel, que se ha activado, deslícelo en la caja de tarifas en lugar de sumergirlo para evitar que se atasque en la caja de tarifas.

SILLAS DE RUEDAS

Para garantizar la correcta fijación de la silla de ruedas durante el viaje, por favor limite el número de bolsas de equipaje detrás de la silla. Para evitar lesiones a usted y a otros pasajeros, por favor quite cualquier objeto que sobresalga, tales como postes de banderas y reflectores con puntas afiladas. Tenga en cuenta que los autobuses de RTA despliegan una rampa/montacargas de silla de ruedas para facilitar el abordaje y apearse del autobús. Cuando se despliega la rampa/montacargas, el autobús emitirá un sonido. Al salir de las puertas traseras, escuche el sonido y observe la rampa/montacargas para evitar lesiones. Las sillas de ruedas y scooters de movilidad eléctrica se permiten en el autobús siempre y cuando no excedan 30 pulgadas de ancho y 51 pulgadas de largo y el peso combinado no exceda 800 libras. Por su seguridad, apague el dispositivo movible mientras el Operador abrocha el enganche de seguridad y durante todo el viaje. No quite la seguridad de la silla de ruedas o scooter hasta llegar a su destino y el autobús pare completamente. Use los asientos del autobús siempre que sea posible. RTA se complace en ofrecer correas de amarre para las sillas de ruedas y scooters.

TABLAS DE "SURF"/"BOOGIE"

Tablas de surf y de boogie que no sean más largas de seis pies y con un máximo de cuatro pulgadas son permitidas en los autobuses siempre y cuando se transporten adentro de una bolsa y que se pueda colocar en frente del cliente mientras el autobús este en movimiento y no puede ocupar un asiento adicional.

SERVICIO DE JURADO

Todos los miembros del jurado convocados para servir en los tribunales de Riverside pueden viajar gratis en todos los autobuses de RTA mientras están en servicio del jurado activo, muestre su identificación actual y válida del jurado al Operador del autobús.

PASES DE METROLINK

RTA acepta pases o boletos validos de Metrolink como pago de tarifa completa en las rutas que sirven las estaciones de Metrolink durante el periodo de una hora antes y una hora después de las horas de operación de Metrolink. Los pases o boletos de Metrolink tienen que estar vigentes con el día del viaje y los pasajeros deben bajarse en la estación de Metrolink.

SERVICIO INALÁMBRICO (WI-FI)

Acceso gratuito a Internet Inalámbrico(Wi-Fi) está disponible para los clientes de RTA en los autobuses. La disponibilidad, confiabilidad, tiempo de funcionamiento y velocidad de los servicios no están garantizados por RTA.

BICICLETA Y PASEO

Cada autobus RTA tiene un rack de bicicletas capaz de manejar al menos dos motos con llantas de bicicleta estándar (máximo de 26"o 700 cm). Las bicis son aceptadas en una primera llegada, de primera. Los pasajeros que deseen transportar bicicletas deben notificar primero al operador del autocar que están cargando o descargando una bicicleta antes de acercarse al bastidor de la bicicleta.

Al cargar su bicicleta en el bastidor de la bici:
- Espere a que el autobús llegue a una parada completa antes de cargar su bicicleta.
- Las bicicletas no deben exceder 55lbs.
- Los artículos flojos deben ser removidos de la bicicleta antes de colocarlos en la rejilla de la bicicleta.
- Los manillares o cestos de bicicletas no deben obstruir la vista del conductor.
- Las bicicletas plegables (no motorizadas) no mayores de 28"x 20"x 11"se permiten a bordo (debajo del asiento).
- El operador tiene la discreción de negar bicicletas plegables y artículos que no pueden ser razonablemente y con seguridad almacenados bajo el asiento o con seguridad en el bastidor de bicicleta exterior.
- No se permiten bicicletas tándem y bicicletas tricycle.
- Por favor recuerde que usted es responsable de la carga y descarga de su bicicleta.
- Al salir del autobús, salga por la puerta principal y deje que el operador del autocar sepa cómo quitar la bicicleta del rack.
- Nota: RTA no es responsable de pérdidas o daños a las bicicletas.

Se permiten bicicletas y scooters con pilas en los autobuses RTA:

- Se permite a los clientes colocar bicicletas eléctricas con gel sellado, ion de litio o baterías NiCad en el bastidor de la bicicleta, siempre y cuando quepan con seguridad en el bastidor de la bicicleta y tengan llantas estándar. (también debe cumplir con los requisitos de la bicicleta listados arriba.)
- Se permite a los clientes llevar en las vespas eléctricas del autobús con el gel sellado, el ion del litio, o las baterías de NiCad mientras que pueden ser dobladas y caben debajo de su asiento o en su regazo.

NO FUMAR DE NINGÚN TIPO A BORDO DE AUTOBUSES RTA

Todos los autobuses y estaciones de RTA son totalmente para no fumadores. Esto incluye cigarrillos, cigarros y dispositivos electrónicos para fumar, como cigarrillos electrónicos. El tabaquismo de la marihuana o la ingestión de productos de cannabis para cualquier propósito también está prohibido, y se requieren contenedores sellados para el transporte de cualquier producto relacionado con el cannabis.

Tarifas, Categorías de Tarifas, Pases y Boletos y Tarjetas de Identificación

DEFINICIÓN DE CATEGORÍAS DE TARIFAS E IDENTIFICACIÓN

General

Todos los clientes excepto aquellos que califican para las tarifas de jóvenes, personas de la tercera edad, discapacitados o niños. No se necesita identificación para las tarifas Generales.

Jóvenes

Estudiantes del 1er al 12avo grado solamente. Estudiantes de colegio pagan tarifa General. Las tarifas de jóvenes están vigentes todo el tiempo. Se requiere identificación apropiada al abordar el autobús para recibir la tarifa de descuento. Identificaciones escolares con fotografía se consideran apropiadas. RTA también ofrece identificaciones a estudiantes del 1er al 12avo grado. El costo de la identificación es de $2. Llame al (951) 565-5002 para más información de cómo obtener una identificación.

Personas de Tercera Edad/Discapacitadas/ Medicare

Personas que cumplan con los requisitos de discapacidad de RTA, personas que presenten una tarjeta valida de Medicare, identificación de Veteranos o personas mayores 60 años, son elegibles para una tarifa con descuento en todos los servicios de rutas fijas de RTA. No se aceptan tarjetas de Medi-Cal. Para recibir la tarifa con descuentos, los clientes deben mostrar identificación apropiada cada vez que aborden el autobús.

RTA ofrece identificaciones con fotografía a personas de la tercera edad y discapacitadas. Para recibir una identificación de discapacidad, los clientes deben presentar una aplicación completada por su médico o profesional de salud autorizado o una de las siguientes pruebas de discapacidad: Tarjeta de Identificación de Medicare, recibo del Departamento de Motores y Vehículos comprobando la compra del cartel de discapacidad, tarjeta de identificación del Instituto Braille, identificación de discapacidad de Veterano del ejército, o carta de otorgación de beneficios de la Oficina del Seguro Social. Favor de traer la documentación adecuada y una identificación con fotografía a "Family Services Association", 8172 Magnolia Avenue, el segundo martes del mes entre las 9 a.m. y 11 a.m. para recibir su tarjeta de identificación. Habrá un costo de $2 por cada tarjeta. Si tiene alguna pregunta, por favor llame al (951) 565-5002. La tarjeta de Medical no se aceptará. Las aplicaciones están disponibles en la oficina administrativas de RTA, en nuestro sitio web en RiversideTransit.com o llamando al Centro de Información al Cliente al (951) 565-5002.

Veterano

Cualquier persona que cumpla con los requisitos de RTA referente a los Veteranos Militares, presenta una tarjeta de identificación válida del Departamento de Asuntos de Veteranos de EE.UU. o una tarjeta de identificación de Servicios Uniformados de EE.UU. que indica el estado retirado. Clientes deben mostrar la identificación apropiada cada vez que suben a un autobús para recibir la tarifa con descuento.

Las tarjetas de identificación con fotografía de RTA están disponibles para clientes veteranos. Por favor llame al (951) 565-5002 para la ubicación y el tiempo para obtener su tarjeta de identificación. Hay un costo de $2 para la tarjeta de identificación. Para recibir una tarjeta de identificación de veterano, las personas deben presentar un Formulario 214 del Departamento de defensa y una identificación con fotografía. RTA también reconoce la identificación de Veterano Militar de Omnitrans (emitido por el Departamento de Asuntos de Veteranos del Condado de San Bernardino).

Personal en Servicio Militar Activo, Policía y Bomberos

Cualquier persona en servicio militar activo, policial o bomberos que cumpla con los requisitos de RTA viaja gratis en los autobuses de ruta fija de RTA. El personal militar en servicio activo debe llevar puesto el uniforme adecuado en el momento de subir al autobús o presentar al Operador una tarjeta de identificación válida de Servicios Uniformados de EE.UU. que indique servicio activo o una tarjeta de Acceso Común que indique servicios uniformados o servicio activo. El personal de policía y bomberos deben estar en uniforme completo en el momento de subir al autobús. Los clientes deben llevar el uniforme apropiado o mostrar la identificación apropiada cada vez que suban a un autobús para recibir la tarifa con descuento.

Niños

Basada en estatura: 46 pulgadas o menos. Deben de ser acompañados por un adulto que pague la tarifa completa.

ADA

La tarjeta de identificación de RTA de La Ley de Americanos con Discapacidades (ADA) es para personas que han sido especialmente certificadas por el proceso de Certificación de ADA de RTA. Esta identificación puede calificarlo para servicio de prioridad en cualquier servicio Dial-A-Ride de RTA, servicio Dial-A-Ride de Corona, Servicios Especiales de Transportación de Riverside y servicio Dial-A-Ride de Beaumont. Si su tarjeta de ADA indica que necesita la asistencia de un asistente de cuidado personal, el asistente puede viajar gratis. Para ser certificado bajo ADA, tiene que llenar una aplicación y proveer una forma de verificación de un profesional de salud. Esta identificación debe renovarse cada cuatro años. Para más información, llame al (951) 565-5002.

COMMUTERS "RUTAS EXPRÉS"

Las rutas 200, 202, 204, 205, 206, 208, 210 y 217 son rutas exprés con tarifas de $3.50 para general y jóvenes y $2.75 para personas de la tercera edad/discapacitados. Las personas también pueden comprar un "Plus+Pass" que puede usarse tanto en rutas fijas como en las rutas CommuterLink exprés.

TIPOS DE PASES

RTA utiliza cajas de tarifas electrónicas en todos los autobuses y cajas de tarifas estándar en los autobuses Dial-A-Ride. Las cajas de tarifas electrónicas aceptan monedas, efectivo y boletos y pases de papel, así como boletos y pases móviles. Los pases son del tamaño de una tarjeta de crédito, impresos en papel firme con una banda magnética al reverso. En lugar de enseñar su pase al Operador, pasará el pase en la caja de igual manera como lo hace con su tarjeta ATM. Por favor use cambio exacto cuando pague en efectivo. El Operador o la caja electrónica no tienen la capacidad de darle cambio. Para evitar demoras, use monedas de 25 centavos en lugar de monedas de menos denominación.

Pases de 1-día, 7-días y 30-días están disponibles por correo, en la oficina administrativa de RTA, en nuestro sitio web en RiversideTransit.com o en algunos centros de distribución de pases. Pases de 1-día también se pueden comprar en el autobús.

Pases de 1-día

Los pases de 1-día están diseñados para el cliente ocasional que necesita hacer varias conexiones en un día. Los clientes pueden comprar el pase Local de 1-Día, válido únicamente en las rutas fijas locales y RapidLink o el pase Local+CommuterLink de 1-Día válido en todas las rutas locales, RapidLink y rutas Exprés. El pase de 1-Día es válido para viajes ilimitado el día que el pase se use por primera vez. Su pase de 1-Día será validado por la caja electrónicas de colección de tarifas con la fecha actual impresa al dorso. Por favor verifique que la fecha esté correcta. Los pases de 1-Día no son transferibles a otro día y no hay devoluciones o cambios por pases extraviados o robados. El uso del pase de 1-Día para personas de la tercera edad/discapacitados/Veteranos requiere identificación apropiada cada vez que aborde el autobús. Los pases de 1-Día no se aceptan en Dial-A-Ride.

Pases de 7-Días
El pase de 7-Días está diseñado para proveer una alternativa asequible al pase mensual de RTA. Los clientes pueden comprar un pase Local de 7-Días, válido en rutas fijas locales y RapidLink solamente. El pase de 7-Días se debe usar durante un periodo consecutivo de siete días comenzando con el primer día de uso. El pase de 7-Días no se vende en el autobús y solo está disponible por adelantado. Los pases de 7-Días no son válidos en Dial-A-Ride.

Pase de 30-Días
Los pases de 30-Días son ideales para clientes que usan el sistema de autobús de RTA con frecuencia. Los clientes pueden comprar un pase Local de 30-Días, válido en rutas fijas locales y RapidLink, o un pase Local+CommuterLink de 30-Días válido en todas las rutas locales, RapidLink y rutas Exprés. El pase de 30-Días debe usarse durante un periodo consecutivo de 30-días comenzando con el primer día de uso. El pase de 30-Días no se vende en el autobús y solo está disponible por adelantado.

Boletos de Dial-A-Ride
Los boletos de Dial-A-Ride solo se venden en libros de diez boletos. Deberá presentar un boleto cada vez que aborde un autobús de Dial-A-Ride. Algunos viajes requieren de más de un boleto. Los boletos de Dial-A-Ride solo son válidos en autobuses de Dial-A-Ride de RTA y no son válidos en rutas fijas locales, CommuterLink u otros autobuses de agencia de tránsito.

PASE DE AUTOBÚS EN SU TELÉFONO
Montar RTA ahora es más fácil. Ahora puede comprar pases RTA en su teléfono inteligente. La aplicación Token Transit hace que pagar su tarifa sea muy fácil. No hay necesidad de llevar efectivo. No es necesario esperar en la fila para comprar un pase. Y no es necesario buscar su pase de autobús enterrado en su billetera. Simplemente suba al autobús, toque su teléfono y listo. Los clientes pueden comprar pases RTA de 1 viaje, 1 día, 7 días y 30 días desde cualquier lugar Los pases se pueden comprar para uso inmediato, o si está planeando con anticipación, se pueden almacenar en la aplicación Token Transit para futuros viajes en todos los autobuses de ruta fija de RTA. Tres pasos simples para pagar con su teléfono inteligente.

1. Obtenga la aplicación Token Transit en Token transit.com/app.

2. Compre su pase de autobús RTA.

3. Cuando aborde el autobús, asegúrese de que la aplicación esté abierta y que el pase sea visible, coloque el teléfono sobre el validador y espere el pitido.

TRANSPORTE NOW
Desde su creación en 1992, Transporte NOW ha sido un representante orgulloso y entusiasta aliado del transporte público en el Condado de Riverside. Los miembros del público están invitados a asistir a cualquiera de los grupos de los seis capítulos: Gran Riverside, Hemet/San Jacinto Area, Moreno Valley/Perris, Noroeste, San Gorgonio Pass y Suroeste. Para obtener más información o para unirse a un capítulo, llame a Eric Ustation al (951) 565-5250 o al correo electrónico eustation@riversidetransit.com.

COMPRA Y ACTIVACIÓN DE SU PASE
Los pases de 7-Días y 30-Días no se venden en el autobús. Se pueden comprar en varios centros de distribución de pases a través del condado, por correo o de forma seguro en nuestro sitio Web en RiversideTransit.com. Para la ubicación del centro de distribución de pases más cercano a usted llame al (951) 565-5002 o vea la página 12 y 13. Recuerde, los pases no son reembolsables y no se aceptan en Dial-A-Ride. Cuando compre su pase de 1-Día, 7-Días o 30-Días, no estarán activados. El pase se debe de activar a bordo del autobús cuando se use por primera vez. Para activar abordo, meta el pase (el lado impreso mirando hacia usted con la flecha apuntando hacia abajo) en la ranura de activación en el lado izquierdo de la caja electrónica de colección de tarifas. La caja de colección de tarifas imprimirá las fechas de vigencias al dorso del pase. Después, todo lo que tiene que hacer es deslizar el pase abordo de todos los autobuses en que viaje.

PÓLIZA DE MODIFICACIÓN RAZONABLE
Riverside Transit Agency se compromete a proporcionar servicios seguros, confiables, amables, accesibles y fáciles de usar para sus clientes. Para garantizar la igualdad y la equidad, RTA se compromete a hacer modificaciones razonables a sus pólizas, prácticas y procedimientos para evitar la discriminación y asegurar que los programas y servicios sean accesibles para las personas con discapacidades. Las solicitudes para modificaciones se pueden hacer llamando a RTA al (951) 565-5002 o enviando un correo electrónico a comments@riversidetransit.com.

NOTIFICACIÓN DE LOS DERECHOS PÚBLICOS BAJO EL TÍTULO VI DE LA LEY DE DERECHOS CIVILES DEL ACTO DE 1964

Riverside Transit Agency opera sus programas y servicios sin distinción de raza, color, y origen nacional de acuerdo con el Titulo VI de la Ley de Derechos Civiles del Acto de 1964. Las personas que creen que han sido perjudicadas por una práctica discriminatoria ilegal bajo el Titulo VI, pueden presentar una queja. Para más información sobre el programa de derechos civiles de Riverside Transit Agency y los procedimientos para presentar una queja, llame al (951) 565-5002, o mande un email a comments@riversidetransit.com o visite nuestra oficina administrativa en 1825 Third Street, Riverside, CA 92057. Si necesita la información en otro idioma, llame al (951) 565-5002.

TARIFAS DE RUTA FIJA y RapidLink

Categorias de Tarifas	Tarifa Básica	Pase Diario*	Pase de 7-días*	Pase de 30-Días*
General	$1.75	$5	$20	$60
Estudiante (grados del 1 al 12)**	$1.75	$5	$20	$45
Personas de Tercera Edad**	75¢	$2.50	$20	$30
Personas Discapacitadas**	75¢	$2.50	$20	$30
Personas con Tarjeta de Medicare**	75¢	$2.50	$20	$30
Veterano**	75¢	$2.50	$20	$30
Niños (46 pulgadas de altura o menos)	50¢	N/A	N/A	N/A

TARIFAS DE COMMUTERLINK		TARIFAS DE COMMUTERLINK + LOCAL y RapidLink	
Categorias de Tarifas	**Tarifa Básica**	**Pase Diario**	**Pase de 30-Días**
General	$3.50	$10	$95
Estudiante (grados del 1 al 12)**	$3.50	$10	$95
Personas de Tercera Edad**	$2.75	$7	$70
Personas Discapacitadas**	$2.75	$7	$70
Personas con Tarjeta de Medicare**	$2.75	$7	$70
Veterano**	$2.75	$7	$70
Niños (46 pulgadas de altura o menos)	$2.75	N/A	N/A

Jurados activos, servicio militar activo, policía, bomberos y City Pass | VIAJEN GRATIS

U-Pass: UC Riverside, Cal Baptist University, La Sierra University
Go-Pass: Riverside City College, Moreno Valley College, Mt. San Jacinto College, Norco College
City Pass: Todos los empleados de la Ciudad de Riverside

TARIFAS DIAL-A-RIDE (DAR) | No se aceptan en los autobuses de ruta fija.

Categorias de Tarifas	Tarifa Básica	Talonarios de Boletos se venden en libros de 10 boletos
Personas de Tercera Edad	$3.50 - $10.50	$35
Personas Discapacitadas	$3.50 - $10.50	$35
Personas con Tarjeta de Medicare	$3.50 - $10.50	$35
Niños (46 pulgadas de altura o menos)	75¢	N/A

* Se acepta como tarifa básica en servicio de rutas fijas. Para usar el servicio de CommuterLink, se requeriré $2 adicional (Personas de Tercera Edad/ Discapacitadas) o $1.75 (general) por viaje.

** Si planea usar las tarifas de descuento para personas de la tercera edad, discapacitadas, persona con tarjeta de Medicare, Veteranos o jóvenes, debe mostrar identificación adecuada cada vez que aborde el autobús. También debe mostrar una identificación adecuada para comprar pases de descuentos en los centros de distribución de pases. Para obtener una lista de las clases de identificación aceptables, vea la Página 22.

Reduced Fare Identification

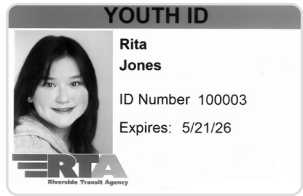
Identificación para tarifas reducidas

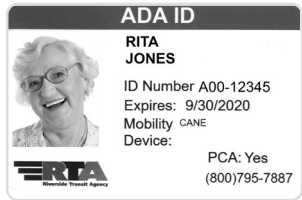
Do you qualify for a Senior, Disabled, Medicare, Veteran or Youth discounted fare? If so, you must show proper ID each time you board the bus. You must also show proper ID to purchase discounted passes at all retail outlets, at RTA office, on our website, or through the mail. If you do not have proper ID with you, you will be required to pay the full general fare even if you have a discounted pass. Below are forms of ID accepted on the bus for discounted fares:

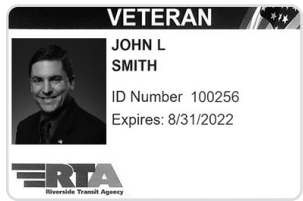
Disabled: RTA issued disabled ID card, RTA ADA card, Medicare card, Veteran's Service connected ID card or Braille Institute ID card.
Senior: RTA issued Senior ID card, CA Driver License or ID card or Medicare card.
Veteran: Any person who meets RTA Veteran requirements, presents a valid U.S. Department of Veterans Affairs issued ID card or a U.S. Uniformed Services ID card indicating retired status. RTA issued photo ID cards are available for veteran customers.
Medicare Card: Any person who displays their valid Medicare Card is eligible for a discounted fare on all RTA fixed-route services. Customers must show their Medicare Card each time they board a bus to receive the discounted fare.
Youth: RTA issued Youth ID card or school issued (grades 1-12) picture ID with current school year validation.

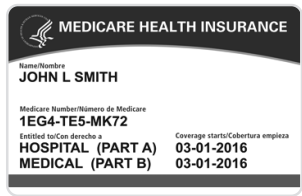
¿Es usted elegible para la tarifa de descuentos para personas de la tercera edad, discapacitadas, Medicare, Veteranos o Jóvenes? De ser así, deberá mostrar identificación adecuada cada vez que aborde el autobús. También deberá mostrar identificación adecuada para comprar boletos o pases de descuento en todos los centros de distribución de pases, en nuestra oficina en Riverside, en nuestro sitio Web o por correo. Si no tiene la identificación adecuada, tendrá que pagar la tarifa total general, aunque tenga un boleto o pase de descuento. A continuación se muestran las formas de identificación que se aceptan en el autobús para las tarifas de descuento:

Personas Discapacitadas: Tarjeta de identificación para personas discapacitadas expedida por RTA, tarjeta ADA de RTA, tarjeta Medicare, tarjeta de identificación del Servicio de Veteranos o tarjeta de identificación del instituto Braille.
Personas de la Tercera Edad: Tarjeta de identificación para personas de la tercera edad expedida por RTA, licencia de conducir o identificación de California o la tarjeta Medicare.
Veterano: Cualquier persona que cumpla con los requisitos de RTA referente a Veteranos Militares, presenta una tarjeta de identificación válida del Departamento de Asuntos de Veteranos de EE.UU. o una tarjeta de identificación de Servicios Uniformados de EE.UU. que indica el estado retirado. Las tarjetas de identificación con fotografía emitida por RTA están disponibles para clientes veteranos.
Personas con Tarjeta de Medicare: Cualquier persona que muestre tarjeta valida de Medicare es elegible para las tarifas de descuento en todas las rutas fijas de RTA. Para recibir las tarifas de descuento, los clientes deben mostrar su tarjeta de Medicare cada vez que aborden el autobús.
Jóvenes: Tarjeta de identificación de Jóvenes con fotografía expedida por RTA o por las escuelas (grados 1 al 12) con validación actual del año escolar.







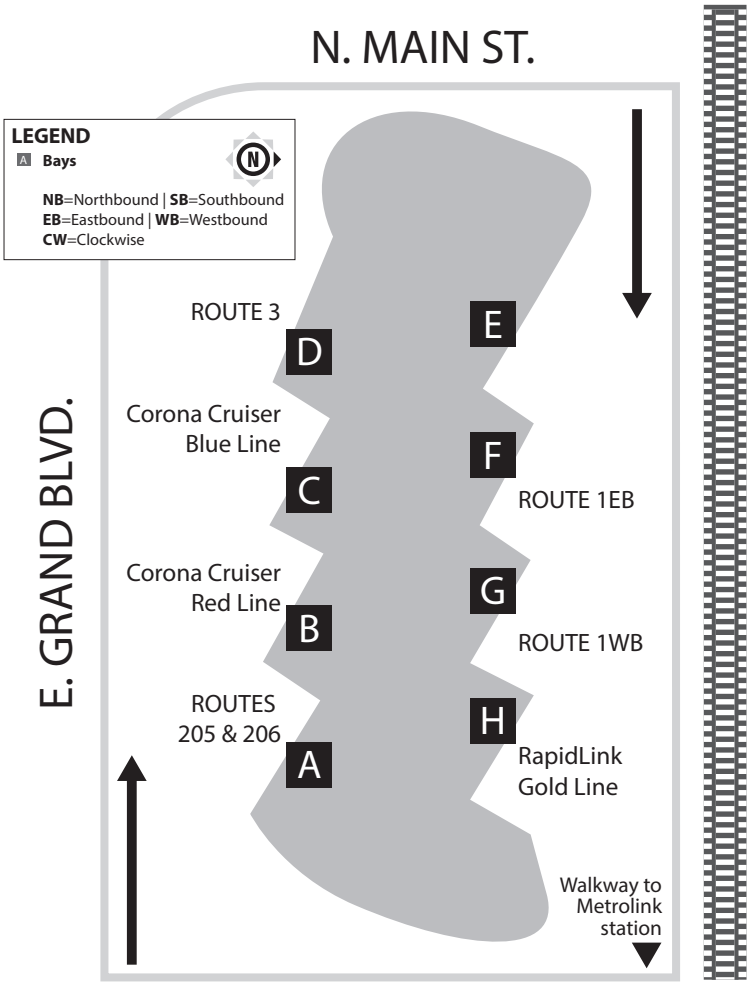


Identification NOT accepted on the bus: Medi-Cal cards, Social Security Award letter, a note from a doctor, or other items not listed above will NOT be accepted as identification to purchase or use a reduced fare ticket or pass.

Identificación NO aceptada en el autobús: La tarjeta Medi-Cal, carta de beneficios del Seguro Social, una nota de su doctor, u otros documentos que no se hayan nombrado NO serán aceptados como medio de identificación para comprar o usar un boleto o pase descontado.

Corona Transit Center

BOARDING DIAGRAM



For route and schedule information call

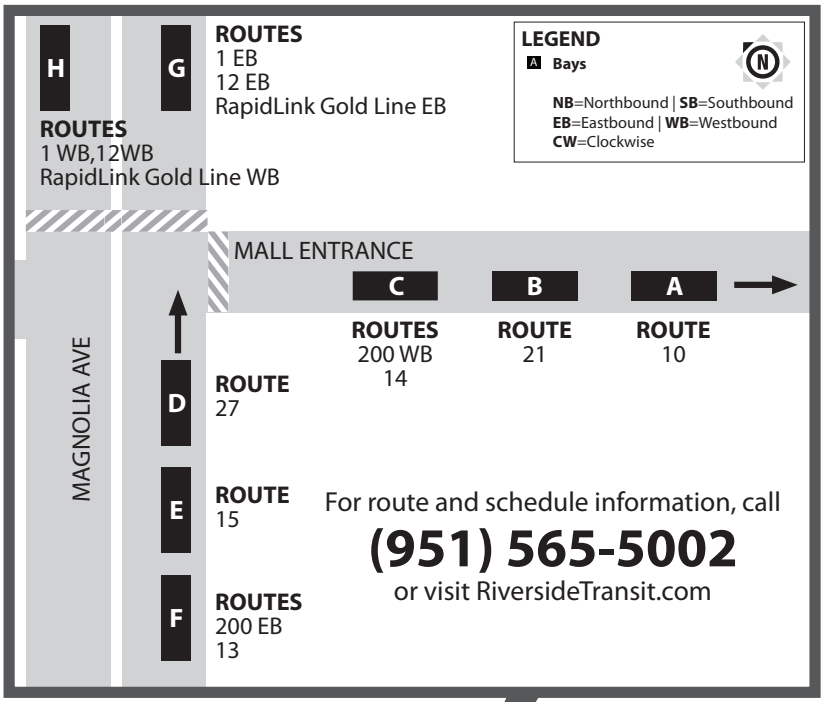
(951) 565-5002

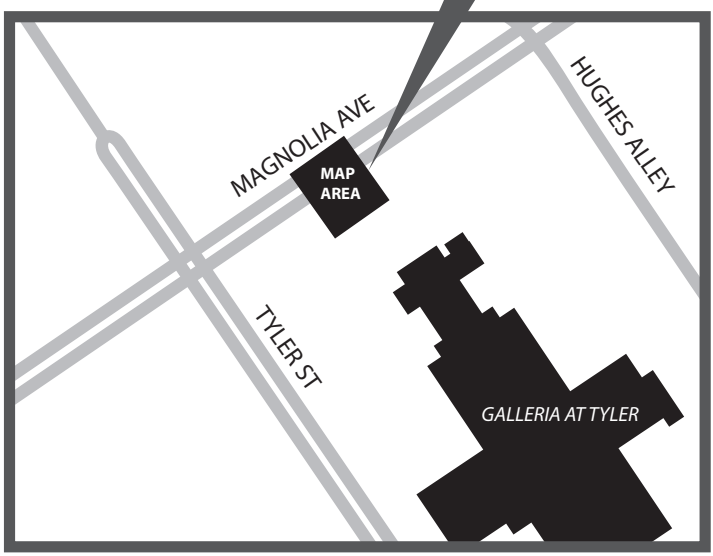
or visit RiversideTransit.com

916

Galleria at Tyler Mall

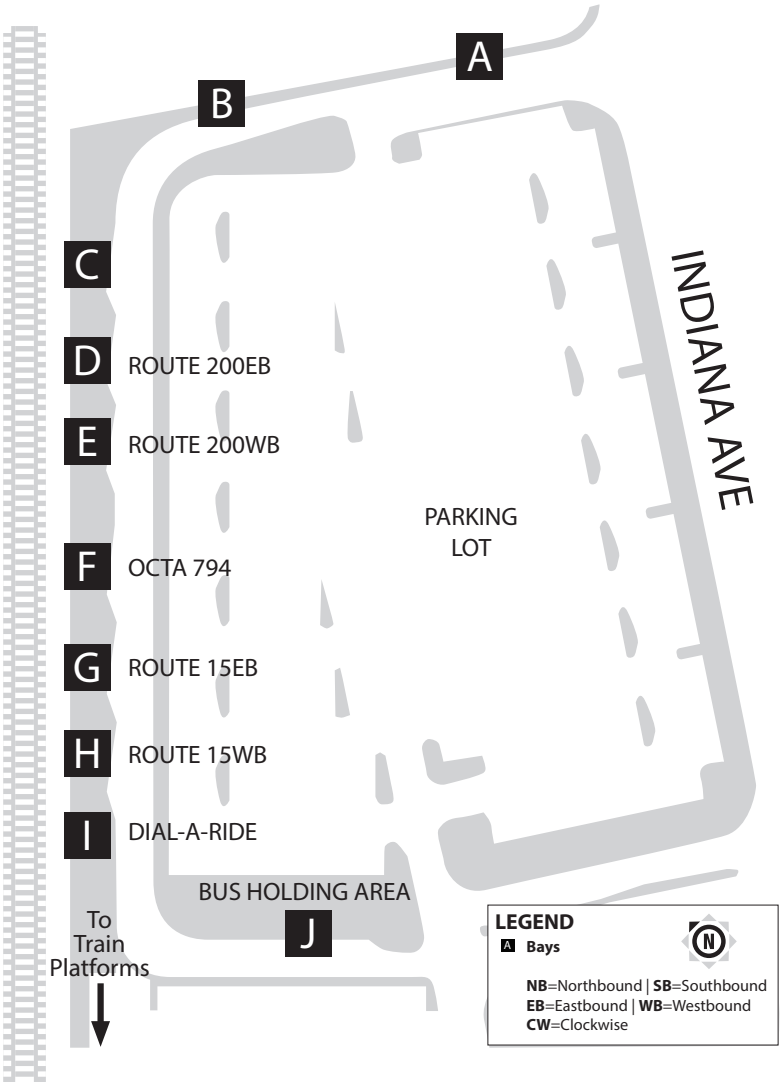
BOARDING DIAGRAM





La Sierra Metrolink Station

BOARDING DIAGRAM



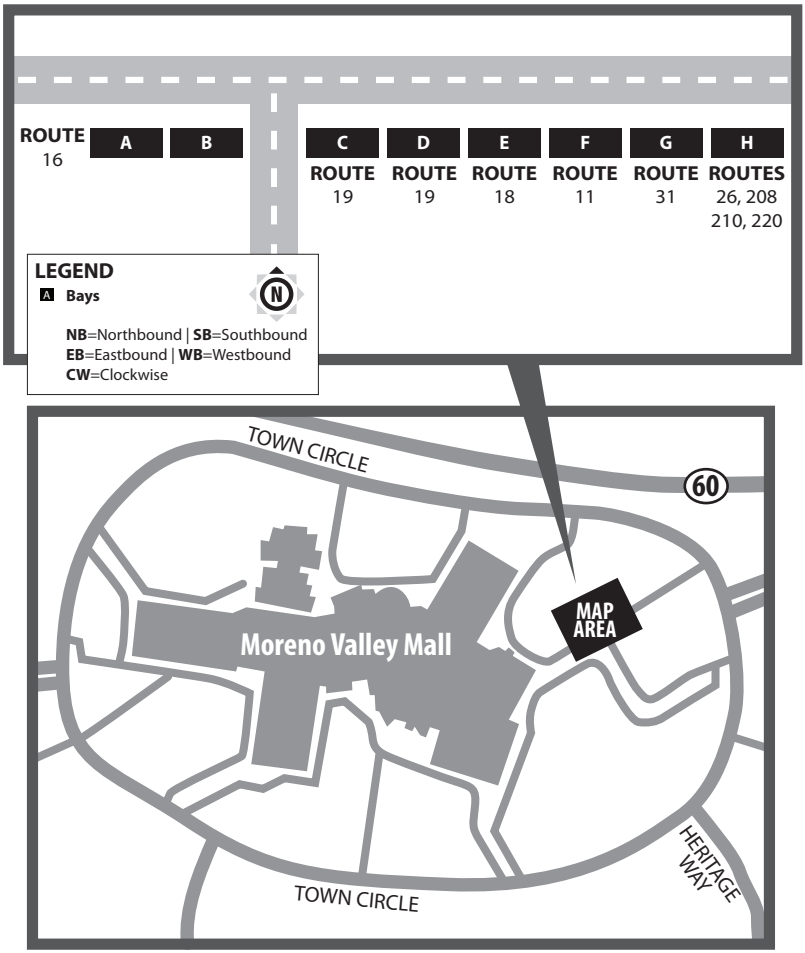
For route and schedule information call

(951) 565-5002

or visit RiversideTransit.com

Moreno Valley Mall Transit Center

BOARDING DIAGRAM



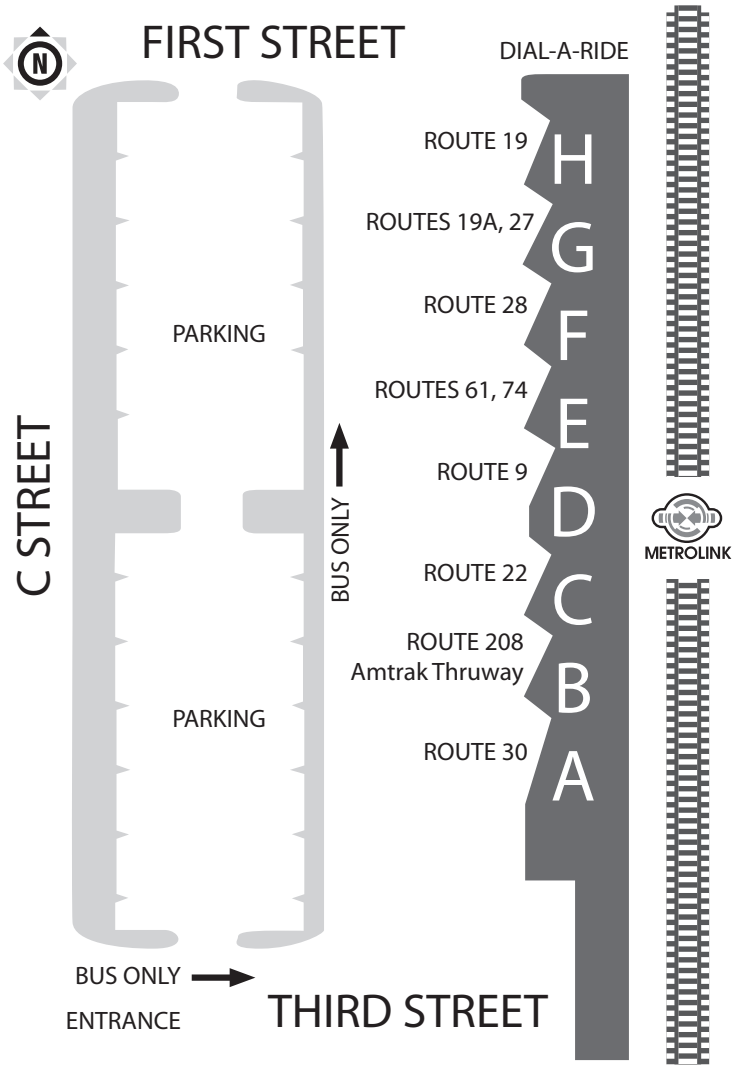
For route and schedule information call

(951) 565-5002

or visit RiversideTransit.com

Perris Station Transit Center

BOARDING DIAGRAM



For route and schedule information call

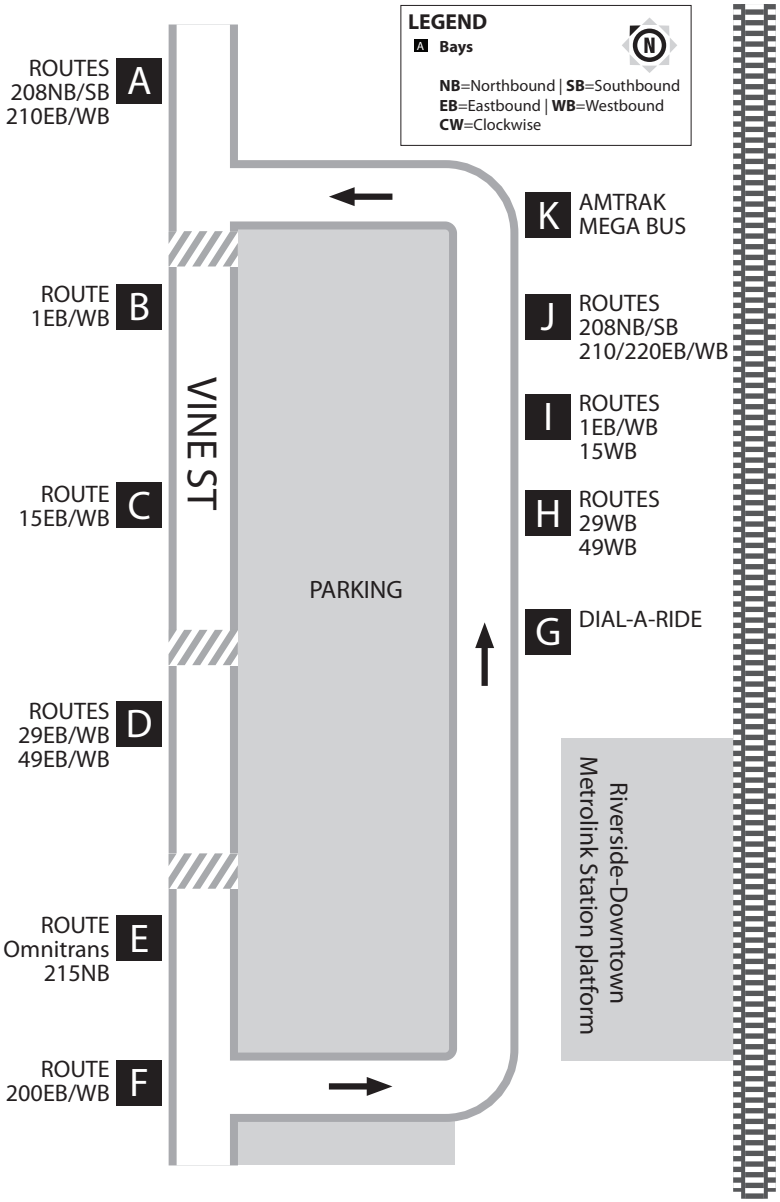
(951) 565-5002

or visit RiversideTransit.com

920

Riverside-Downtown Metrolink Station

BOARDING DIAGRAM



SERVICE GUIDE	
CITY/COMMUNITY	**RTA SERVICE & OTHER CONNECTING SERVICES**
Anaheim	RTA 200, OCTA
Banning	RTA 31, Pass Transit, Greyhound
Beaumont	RTA 31, Pass Transit, Amtrak Thruway
Canyon Lake	RTA 40
Corona	RTA 1, 3, 12, 205, 206, OCTA 794, Corona Cruiser, Metrolink
Country Village	RTA 21, 49, 204, Omnitrans
Eastvale	RTA 3, 29
French Valley	RTA 79
Glen Avon	RTA 21, 49
Hemet	RTA 28, 31, 32, 33, 42, 74, 79, Amtrak Thruway
Highgrove	RTA 12, 14, Omnitrans
Homeland/Romoland	RTA 28
Home Gardens	RTA 1, Corona Cruiser
Jurupa Valley	RTA 3, 21, 29, 49, 204
Lake Elsinore	RTA 8, 9, 40, 205, 206
Loma Linda	RTA 14, Omnitrans
Mead Valley	RTA 22, 41
Menifee/Sun City	RTA 40, 61, 74, Amtrak Thruway
Mira Loma	RTA 21, 29
Moreno Valley	RTA 11, 16, 18, 19, 20, 31, 41, 208, Amtrak Thruway
Montclair	RTA 204, Metrolink, Omnitrans, Foothill Transit
Murrieta	RTA 23, 61, 202, 205, 206, 208
Norco	RTA 3
Ontario	RTA 204, Omnitrans, Metrolink
Orange	RTA 200, 205, OCTA
Orange Crest	RTA 27
Pedley	RTA 21, 29, Metrolink
Perris	RTA 9, 19, 22, 27, 28, 30, 41, 61, 74, 208, Amtrak Thruway, Greyhound
Riverside	RTA 1, 10, 12, 13, 14, 15, 16, 20, 21, 22, 27, 29, 49, 200, 204, 208, OCTA 794, Riverside Special Transportation, Amtrak Thruway, Metrolink, Omnitrans, Amtrak
Rubidoux	RTA 29, 49
San Bernardino	RTA 200, Omnitrans
San Jacinto	RTA 31, 32, 42, 74, 79
Temecula	RTA 23, 24, 61, 79, 205, 206, 208, Greyhound
Temescal Valley	RTA 205, 206
Wildomar	RTA 8, 23
Winchester	RTA 74, 79
Woodcrest	RTA 22, 27

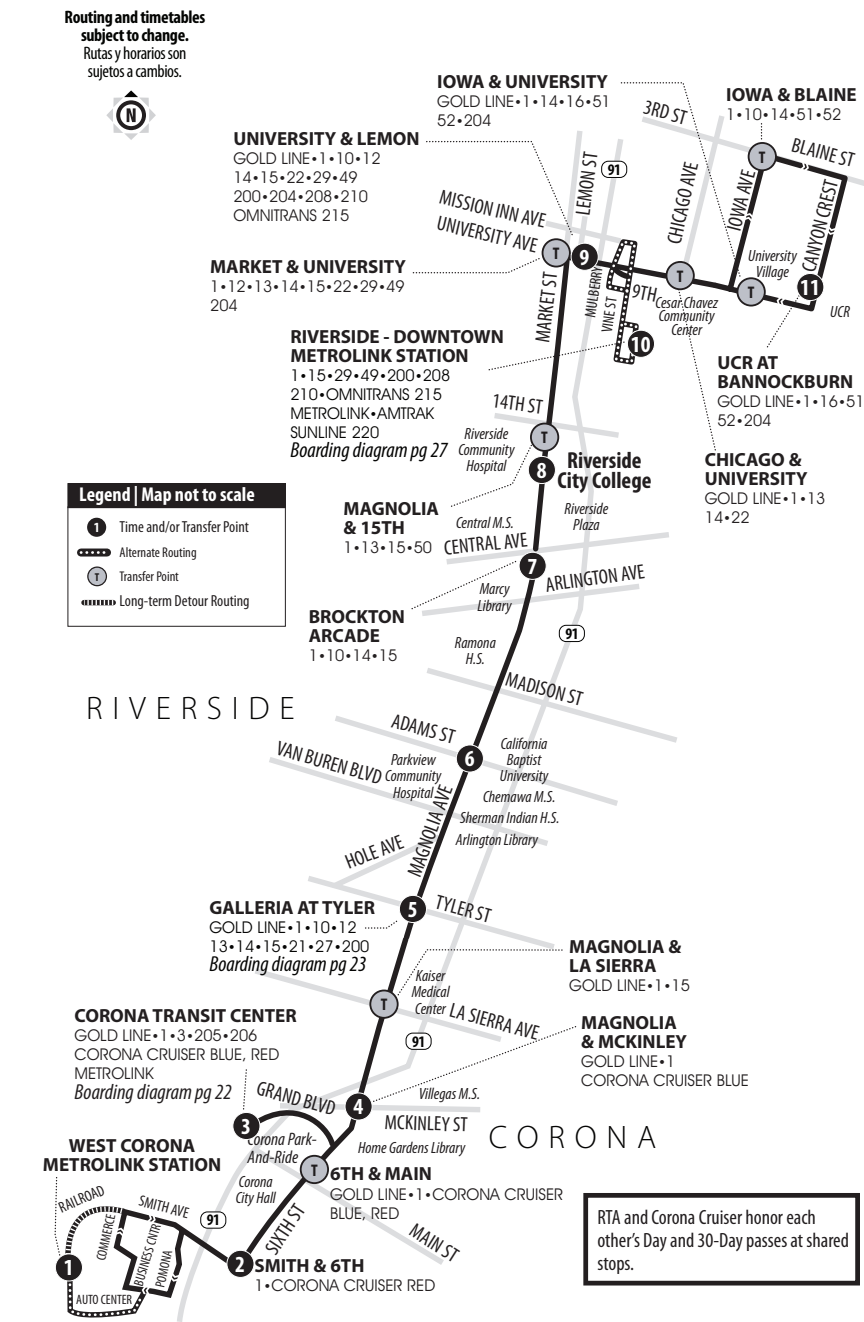
RAPIDLINK GOLD LINE

NO SERVICE

1 UCR - DOWNTOWN RIVERSIDE - CORONA

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



RTA and Corona Cruiser honor each other's Day and 30-Day passes at shared stops.

924

1 Eastbound to Downtown Riverside /UCR

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

West Corona Metrolink Station	Smith & 6th	Corona Transit Center	Magnolia & McKinley	Galleria at Tyler	Magnolia & Adams	Brockton Arcade	Riverside City College	University & Lemon	Riverside - Downtown Metrolink Station	UCR at Bannockburn
1	2	3	4	5	6	7	8	9	10	11
—	5:44	5:56	6:06	6:16	6:24	6:30	6:35	6:41	—	6:54
—	6:14	6:26	6:36	6:46	6:55	7:01	7:06	7:12	7:16	7:29
—	6:51	7:06	7:17	7:28	7:37	7:43	7:48	7:54	—	8:07
—	7:25	7:40	7:51	8:02	8:11	8:17	8:23	8:29	8:33	8:47
7:52	7:58	8:13	8:24	8:35	8:44	8:50	8:56	9:02	9:06	9:20
8:22	8:28	8:43	8:54	9:05	9:14	9:20	9:27	9:34	—	9:50
—	8:49	9:07	9:20	9:32	9:44	9:50	9:57	10:04	—	10:20
9:08	9:15	9:33	9:46	9:58	10:10	10:17	10:24	10:32	—	10:50
9:38	9:45	10:03	10:16	10:28	10:40	10:47	10:54	11:02	—	11:20
—	10:00	10:18	10:31	10:43	10:55	11:02	11:09	11:17	—	11:35
—	10:15	10:33	10:46	10:58	11:10	11:17	11:24	11:32	—	11:50
—	10:27	10:45	10:58	11:13	11:25	11:32	11:39	11:47	—	**12:05**
—	10:42	11:00	11:13	11:28	11:40	11:47	11:54	**12:02**	—	**12:20**
—	10:57	11:15	11:28	11:43	11:55	**12:02**	**12:09**	**12:17**	—	**12:35**
—	11:12	11:30	11:43	11:58	**12:10**	**12:17**	**12:24**	**12:32**	—	**12:50**
—	11:27	11:45	11:58	**12:13**	**12:25**	**12:32**	**12:39**	**12:47**	—	**1:05**
—	11:42	**12:00**	**12:13**	**12:28**	**12:40**	**12:47**	**12:54**	**1:02**	—	**1:20**
—	11:57	**12:15**	**12:28**	**12:43**	**12:55**	**1:02**	**1:09**	**1:17**	—	**1:35**
—	**12:12**	**12:30**	**12:43**	**12:58**	**1:10**	**1:17**	**1:24**	**1:32**	—	**1:50**
—	**12:28**	**12:46**	**12:59**	**1:14**	**1:26**	**1:33**	**1:40**	**1:48**	—	**2:06**
—	**12:43**	**1:01**	**1:14**	**1:29**	**1:41**	**1:48**	**1:55**	**2:03**	—	**2:21**
—	**12:58**	**1:16**	**1:29**	**1:44**	**1:56**	**2:03**	**2:10**	**2:18**	—	**2:38**
—	**1:13**	**1:31**	**1:44**	**1:59**	**2:11**	**2:18**	**2:25**	**2:33**	—	**2:53**
—	**1:30**	**1:48**	**2:01**	**2:16**	**2:28**	**2:35**	**2:42**	**2:50**	—	**3:10**
—	**1:45**	**2:03**	**2:16**	**2:31**	**2:43**	**2:50**	**2:57**	**3:05**	—	**3:25**
—	**2:00**	**2:18**	**2:31**	**2:46**	**2:58**	**3:05**	**3:12**	**3:20**	—	**3:40**
—	**2:15**	**2:33**	**2:46**	**3:01**	**3:13**	**3:20**	**3:27**	**3:35**	—	**3:55**
—	**2:33**	**2:51**	**3:04**	**3:19**	**3:31**	**3:38**	**3:45**	**3:53**	—	**4:13**
—	**2:48**	**3:06**	**3:19**	**3:34**	**3:46**	**3:53**	**4:00**	**4:08**	—	**4:28**
—	**3:05**	**3:23**	**3:36**	**3:51**	**4:03**	**4:10**	**4:17**	**4:25**	—	**4:45**
—	**3:18**	**3:36**	**3:49**	**4:03**	**4:15**	**4:22**	**4:29**	**4:37**	—	**4:57**
—	**3:32**	**3:50**	**4:03**	**4:17**	**4:29**	**4:36**	**4:43**	**4:51**	**4:56**	**5:14**
—	**3:47**	**4:05**	**4:18**	**4:32**	**4:44**	**4:51**	**4:58**	**5:06**	**5:11**	**5:29**
—	**4:03**	**4:21**	**4:34**	**4:48**	**5:00**	**5:07**	**5:14**	**5:22**	—	**5:40**
—	**4:19**	**4:37**	**4:50**	**5:04**	**5:16**	**5:23**	**5:30**	**5:38**	—	**5:56**
—	**4:39**	**4:57**	**5:09**	**5:22**	**5:33**	**5:39**	**5:46**	**5:54**	—	**6:12**
4:52	**4:59**	**5:17**	**5:29**	**5:42**	**5:53**	**5:59**	**6:06**	**6:14**	—	**6:32**
5:23	**5:30**	**5:48**	**6:00**	**6:13**	**6:24**	**6:30**	**6:37**	**6:45**	**6:50**	**7:08**
—	**5:58**	**6:16**	**6:28**	**6:41**	**6:52**	**6:58**	**7:05**	**7:13**		**7:31**
6:27	**6:34**	**6:50**	**7:02**	**7:14**	**7:25**	**7:31**	**7:38**	**7:45**	—	**8:03**
6:49	**6:56**	**7:12**	**7:24**	**7:36**	**7:47**	**7:53**	**8:00**	**8:07**	—	**8:25**
—	**7:23**	**7:39**	**7:51**	**8:03**	**8:14**	**8:20**	**8:27**	**8:34**	—	**8:52**
—	**7:46**	**8:02**	**8:14**	**8:26**	**8:37**	**8:43**	**8:49**	**8:55**	**9:00**	**9:15**
8:43	**8:49**	**9:04**	**9:16**	**9:28**	**9:39**	**9:45**	**9:51**	**9:57**	—	**10:10**

1 Westbound to Corona

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

UCR at Bannockburn	Riverside - Downtown Metrolink Station	University & Lemon	Riverside City College	Brockton Arcade	Magnolia & Adams	Galleria at Tyler	Magnolia & McKinley	Corona Transit Center	Smith & 6th	West Corona Metrolink Station
11	10	9	8	7	6	5	4	3	2	1
5:48	—	5:56	6:02	6:08	6:14	6:23	6:35	6:45	6:56	—
6:18	—	6:26	6:33	6:39	6:45	6:54	7:06	7:16	7:27	7:36
6:43	6:55	6:59	7:06	7:12	7:18	7:27	7:39	7:50	8:01	8:10
7:20	7:34	7:38	7:45	7:51	7:58	8:10	8:25	8:36	8:47	8:56
7:54	—	8:07	8:14	8:20	8:27	8:39	8:54	9:06	9:17	9:26
8:22	8:36	8:40	8:47	8:54	9:02	9:14	9:29	9:41	9:52	—
8:45	8:59	9:03	9:10	9:17	9:25	9:37	9:52	10:04	10:17	—
9:07	—	9:20	9:28	9:35	9:43	9:55	10:10	10:22	10:35	—
9:37	—	9:50	9:58	10:05	10:13	10:27	10:42	10:54	11:07	—
10:02	—	10:15	10:23	10:30	10:39	10:53	11:09	11:23	11:36	—
10:17	—	10:30	10:38	10:45	10:54	11:08	11:24	11:38	11:51	—
10:32	—	10:45	10:53	11:00	11:09	11:25	11:41	11:55	**12:08**	—
10:47	—	11:00	11:08	11:15	11:24	11:40	11:56	**12:10**	**12:23**	—
11:02	—	11:15	11:23	11:30	11:39	11:55	**12:11**	**12:25**	**12:38**	—
11:17	—	11:30	11:38	11:45	11:54	**12:10**	**12:26**	**12:40**	**12:53**	—
11:32	—	11:47	11:55	**12:02**	**12:11**	**12:27**	**12:43**	**12:57**	**1:10**	—
11:47	—	**12:02**	**12:10**	**12:17**	**12:26**	**12:42**	**12:58**	**1:12**	**1:25**	—
12:02	—	**12:17**	**12:25**	**12:32**	**12:41**	**12:57**	**1:13**	**1:27**	**1:40**	—
12:17	—	**12:32**	**12:40**	**12:47**	**12:56**	**1:12**	**1:28**	**1:42**	**1:55**	—
12:32	—	**12:47**	**12:55**	**1:03**	**1:12**	**1:28**	**1:46**	**2:00**	**2:13**	—
12:47	—	**1:02**	**1:10**	**1:18**	**1:27**	**1:43**	**2:01**	**2:15**	**2:28**	—
1:02	—	**1:17**	**1:25**	**1:33**	**1:42**	**1:58**	**2:16**	**2:30**	**2:43**	—
1:17	—	**1:32**	**1:40**	**1:48**	**1:57**	**2:13**	**2:31**	**2:45**	**2:58**	—
1:32	—	**1:47**	**1:55**	**2:03**	**2:12**	**2:27**	**2:45**	**2:59**	**3:12**	—
1:47	—	**2:02**	**2:10**	**2:18**	**2:27**	**2:42**	**3:00**	**3:14**	**3:27**	—
2:02	—	**2:17**	**2:26**	**2:34**	**2:43**	**2:58**	**3:16**	**3:30**	**3:43**	—
2:18	—	**2:33**	**2:42**	**2:50**	**2:59**	**3:14**	**3:32**	**3:46**	**3:59**	—
2:33	—	**2:48**	**2:57**	**3:05**	**3:14**	**3:29**	**3:47**	**4:01**	**4:14**	—
2:50	—	**3:05**	**3:14**	**3:22**	**3:31**	**3:46**	**4:04**	**4:18**	**4:31**	**4:39**
3:05	—	**3:20**	**3:29**	**3:37**	**3:46**	**4:01**	**4:19**	**4:33**	**4:46**	—
3:22	—	**3:37**	**3:46**	**3:54**	**4:03**	**4:18**	**4:36**	**4:50**	**5:03**	**5:11**
3:37	—	**3:52**	**4:01**	**4:09**	**4:18**	**4:33**	**4:51**	**5:05**	**5:18**	—
3:52	—	**4:07**	**4:16**	**4:24**	**4:33**	**4:48**	**5:06**	**5:20**	**5:33**	—
4:07	—	**4:22**	**4:31**	**4:39**	**4:48**	**5:03**	**5:21**	**5:35**	**5:48**	—
4:25	—	**4:40**	**4:49**	**4:57**	**5:06**	**5:21**	**5:39**	**5:53**	**6:06**	**6:14**
4:40	**4:56**	**5:00**	**5:09**	**5:17**	**5:26**	**5:40**	**5:57**	**6:09**	**6:21**	**6:30**
5:09	**5:25**	**5:29**	**5:38**	**5:46**	**5:55**	**6:09**	**6:25**	**6:37**	**6:49**	—
5:26	—	**5:41**	**5:49**	**5:56**	**6:04**	**6:18**	**6:34**	**6:46**	**6:58**	—
5:52	—	**6:05**	**6:13**	**6:20**	**6:28**	**6:41**	**6:56**	**7:07**	**7:19**	—
6:15	—	**6:28**	**6:36**	**6:43**	**6:50**	**7:03**	**7:18**	**7:29**	**7:41**	—
6:51	**7:05**	**7:09**	**7:17**	**7:24**	**7:31**	**7:44**	**7:59**	**8:10**	**8:22**	**8:31**
7:43	—	**7:56**	**8:04**	**8:11**	**8:18**	**8:30**	**8:45**	**8:56**	**9:08**	—
8:25	—	**8:38**	**8:46**	**8:53**	**9:00**	**9:12**	**9:27**	**9:38**	**9:50**	—
9:04	**9:18**	**9:22**	**9:30**	**9:37**	**9:44**	**9:56**	**10:11**	**10:22**	**10:34**	—

926

3 EASTVALE - NORCO - CORONA

Information Center
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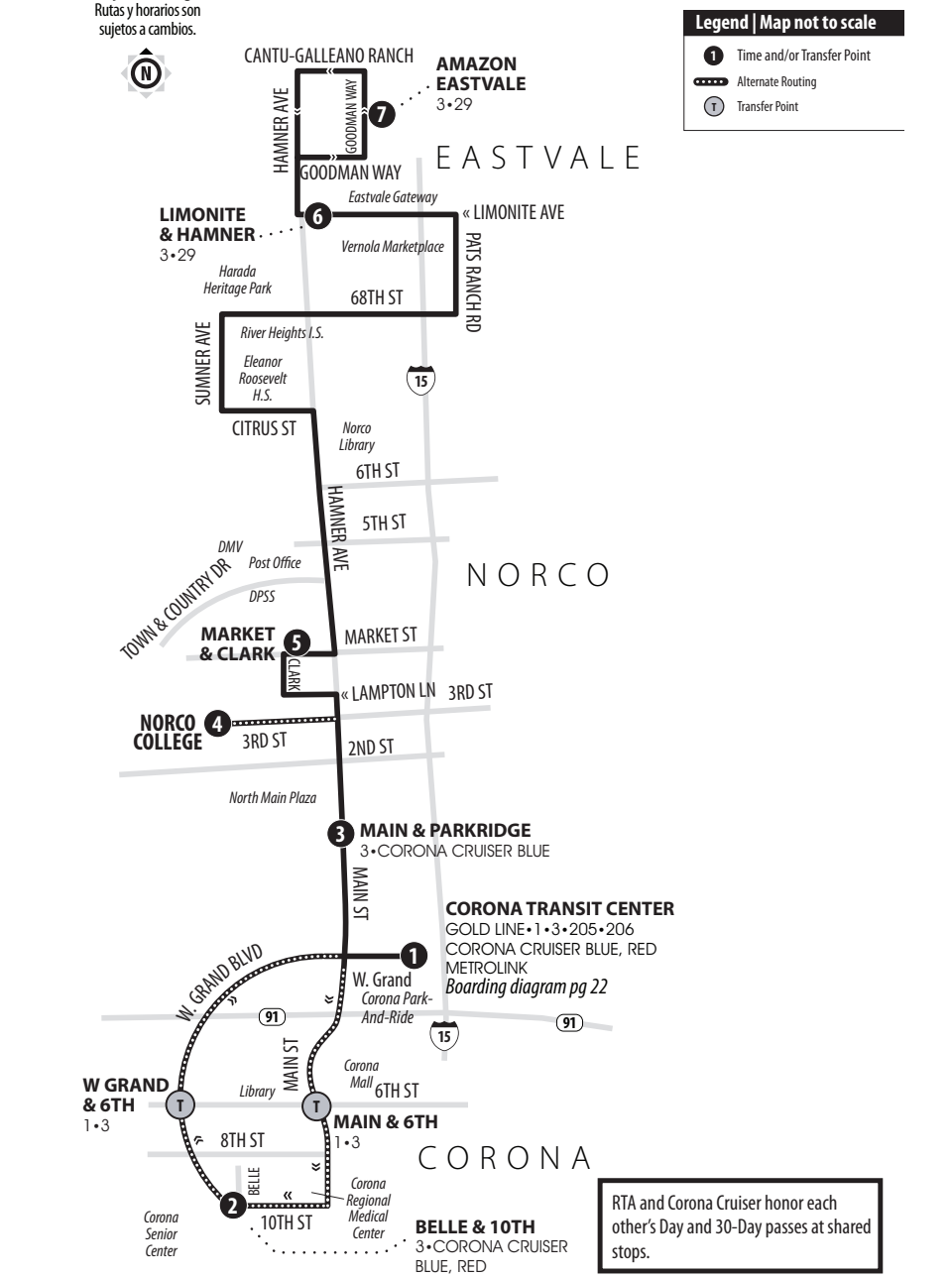
Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



RTA and Corona Cruiser honor each other's Day and 30-Day passes at shared stops.

927

3 Northbound to Eastvale

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Corona Transit Center	Main & Parkridge	Market & Clark	Limonite & Hamner	Amazon Eastvale
1	3	5	6	7
7:28	7:32	7:40	8:04	8:12
9:25	9:30	9:39	10:02	10:10
11:21	11:26	11:35	**12:02**	**12:10**
1:29	**1:33**	**1:42**	**2:09**	**2:17**
3:27	**3:31**	**3:40**	**4:07**	**4:15**
5:42	**5:46**	**5:54**	**6:21**	**6:29**
7:39	**7:43**	**7:51**	**8:15**	**8:23**

3 Southbound to Corona

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Amazon Eastvale	Limonite & Hamner	Market & Clark	Main & Parkridge	Corona Transit Center
7	6	5	3	1
6:35	6:44	7:06	7:12	7:20
8:20	8:30	8:55	9:03	9:11
10:20	10:30	10:55	11:03	11:11
12:27	**12:37**	**1:03**	**1:11**	**1:19**
2:27	**2:37**	**3:03**	**3:11**	**3:19**
4:25	**4:35**	**4:57**	**5:05**	**5:13**
6:44	**6:53**	**7:13**	**7:21**	**7:29**

8 LAKE ELSINORE - WILDOMAR LOOP

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Routing and timetables subject to change.
Rutas designadas y horarios son sujetos a cambios.

8 Counterclockwise Loop via Grand Ave

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Lake Elsinore Outlet Center	Lakeshore & Viscaya	Lakeside High School	Grand & Baldwin	Palomar & Central	Mission Trail & Malaga	Lake Elsinore Walmart	Graham & Langstaff	Lake Elsinore Outlet Center
1	2	3	4	5	6	7	8	1
6:30	6:38	6:45	6:52	7:08	7:18	7:24	7:35	7:47
7:52	8:00	8:08	8:15	8:31	8:41	8:47	8:59	9:12
9:00	9:08	9:16	9:23	9:39	9:49	9:55	10:08	10:21
10:03	10:11	10:21	10:29	10:45	10:55	11:04	11:18	11:31
11:06	11:15	11:25	11:33	11:49	11:59	**12:08**	**12:22**	**12:36**
12:20	**12:29**	**12:38**	**12:46**	**1:02**	**1:12**	**1:21**	**1:35**	**1:49**
1:31	**1:40**	**1:49**	**1:57**	**2:14**	**2:24**	**2:33**	**2:47**	**3:01**
2:46	**2:55**	**3:04**	**3:12**	**3:29**	**3:39**	**3:47**	**4:01**	**4:15**
4:01	**4:10**	**4:18**	**4:26**	**4:43**	**4:53**	**5:01**	**5:15**	**5:29**
5:03	**5:12**	**5:20**	**5:28**	**5:45**	**5:55**	**6:02**	**6:15**	**6:29**
6:18	**6:27**	**6:35**	**6:43**	**7:00**	—	—	—	—

8 Clockwise Loop via Mission Trail

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Lake Elsinore Outlet Center	Graham & Langstaff	Lake Elsinore Walmart	Mission Trail & Malaga	Palomar & Central	Grand & Baldwin	Lakeside High School	Lakeshore & Viscaya	Lake Elsinore Outlet Center
1	8	7	6	5	4	3	2	1
6:20	6:32	6:42	6:49	7:06	7:17	7:24	7:34	7:41
7:18	7:31	7:42	7:50	8:07	8:18	8:25	8:35	8:43
8:23	8:38	8:51	9:00	9:17	9:28	9:35	9:45	9:53
9:27	9:42	9:55	10:04	10:20	10:31	10:38	10:48	10:56
10:37	10:52	11:05	11:16	11:32	11:43	11:51	**12:02**	**12:10**
11:48	**12:03**	**12:16**	**12:27**	**12:43**	**12:54**	**1:02**	**1:13**	**1:21**
1:03	**1:18**	**1:31**	**1:42**	**1:58**	**2:09**	**2:17**	**2:28**	**2:36**
2:18	**2:33**	**2:46**	**2:57**	**3:13**	**3:24**	**3:32**	**3:43**	**3:51**
3:21	**3:37**	**3:50**	**4:00**	**4:16**	**4:27**	**4:35**	**4:45**	**4:53**
4:37	**4:53**	**5:05**	**5:15**	**5:31**	**5:42**	**5:50**	**6:00**	**6:08**
5:37	**5:52**	**6:04**	**6:14**	**6:30**	**6:41**	**6:49**	**6:59**	**7:07**

9 PERRIS STATION TRANSIT CENTER - LAKE ELSINORE OUTLET CENTER

Information Center
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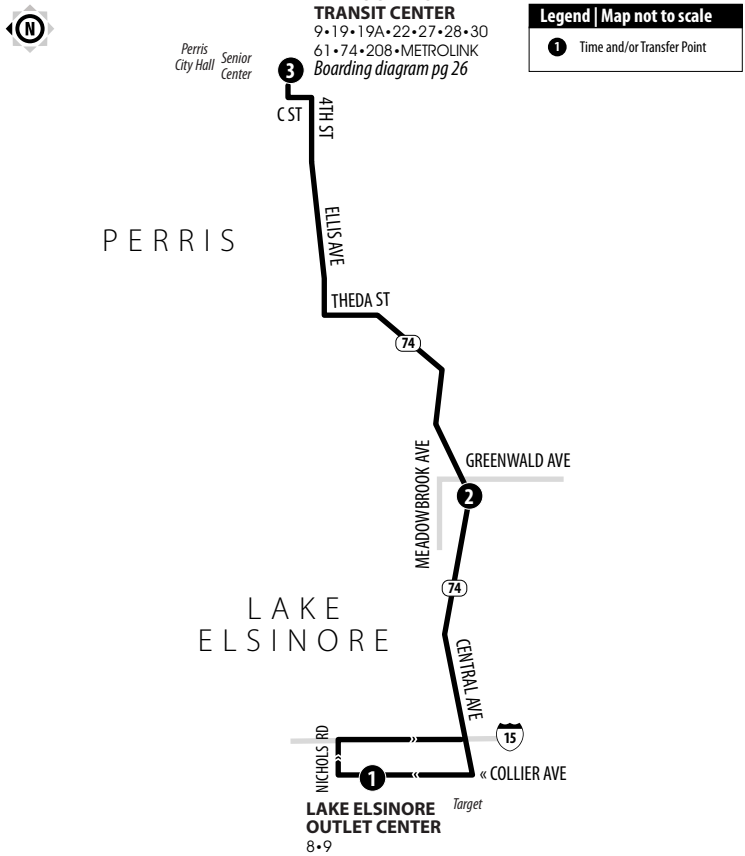
RiversideTransit.com
RTABus.com

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



9 Northbound to Perris Station Transit Center

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Lake Elsinore Outlet Center	Hwy. 74 & Meadowbrook	Perris Station Transit Center
1	2	3
6:38	6:48	7:03
7:50	8:00	8:15
9:26	9:37	9:52
10:36	10:47	11:02
11:45	11:56	**12:13**
12:46	**12:59**	**1:16**
1:59	**2:12**	**2:29**
3:11	**3:24**	**3:41**
4:21	**4:34**	**4:51**
5:36	**5:48**	**6:05**
6:37	**6:49**	**7:04**

9 Southbound to Lake Elsinore Outlet Center

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Perris Station Transit Center	Hwy. 74 & Meadowbrook	Lake Elsinore Outlet Center
3	2	1
6:50	7:02	7:13
7:50	8:02	8:13
8:45	8:57	9:08
10:07	10:19	10:31
11:15	11:28	11:40
12:25	**12:38**	**12:50**
1:34	**1:47**	**1:59**
2:37	**2:50**	**3:02**
3:59	**4:12**	**4:24**
5:02	**5:15**	**5:27**
6:14	**6:27**	**6:39**

10 BIG SPRINGS & WATKINS - DOWNTOWN RIVERSIDE - GALLERIA AT TYLER

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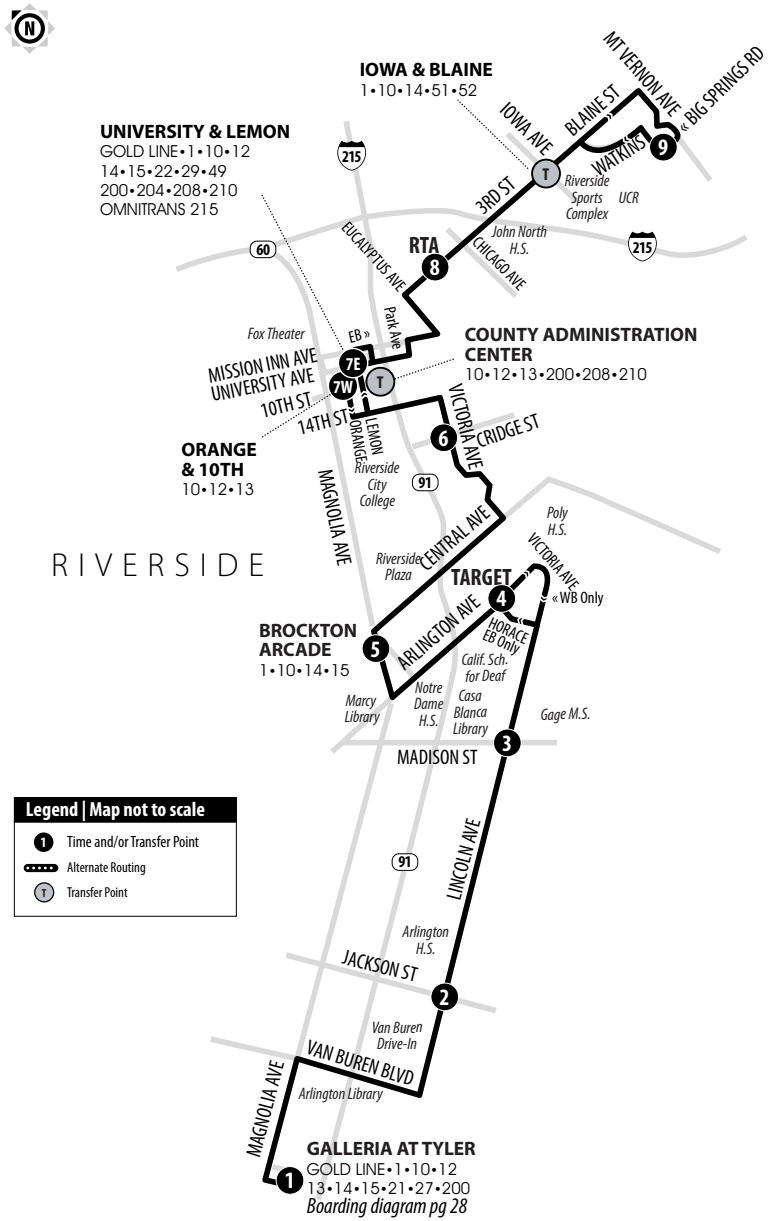
RTABus.com

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



10 Eastbound to Big Springs & Watkins

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Galleria at Tyler	Lincoln & Jackson	Lincoln & Madison	Arlington at Target	Brockton Arcade	Victoria & Cridge	Lemon & University	RTA Offices	Big Springs & Watkins
1	2	3	4	5	6	7E	8	9
8:03	8:14	8:21	8:28	8:34	8:44	8:52	9:01	9:14
9:34	9:47	9:54	10:02	10:08	10:20	10:28	10:38	10:51
10:56	11:11	11:18	11:26	11:32	11:44	11:52	**12:02**	**12:15**
12:29	**12:44**	**12:51**	**12:59**	**1:05**	**1:17**	**1:25**	**1:35**	**1:48**
1:55	**2:10**	**2:17**	**2:24**	**2:30**	**2:42**	**2:50**	**3:00**	**3:13**
3:26	**3:41**	**3:48**	**3:55**	**4:01**	**4:13**	**4:21**	**4:31**	**4:44**
4:51	**5:06**	**5:13**	**5:20**	**5:26**	**5:38**	**5:46**	**5:56**	**6:09**
6:26	**6:39**	**6:46**	**6:53**	**6:59**	**7:11**	**7:19**	**7:28**	**7:41**

10 Westbound to Galleria at Tyler

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

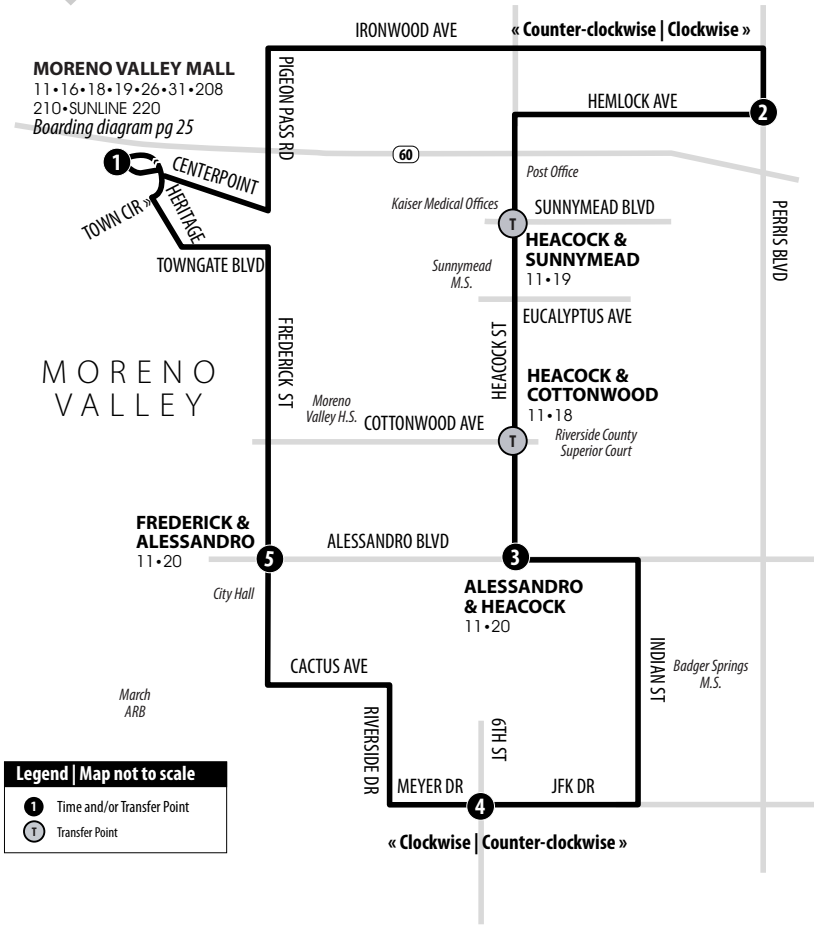
Big Springs & Watkins	RTA Offices	Orange & 10th	Victoria & Cridge	Brockton Arcade	Arlington at Target	Lincoln & Madison	Lincoln & Jackson	Galleria at Tyler
9	8	7W	6	5	4	3	2	1
8:04	8:13	8:22	8:32	8:43	8:50	8:59	9:05	9:19
9:28	9:37	9:46	9:56	10:08	10:15	10:24	10:31	10:46
11:01	11:10	11:19	11:29	11:41	11:48	11:57	**12:04**	**12:19**
12:25	**12:34**	**12:43**	**12:53**	**1:05**	**1:12**	**1:21**	**1:28**	**1:43**
1:58	**2:07**	**2:16**	**2:26**	**2:38**	**2:45**	**2:54**	**3:01**	**3:16**
3:23	**3:32**	**3:41**	**3:51**	**4:03**	**4:10**	**4:19**	**4:26**	**4:41**
4:54	**5:03**	**5:12**	**5:22**	**5:34**	**5:41**	**5:50**	**5:56**	**6:11**
6:24	**6:33**	**6:42**	**6:52**	**7:02**	**7:08**	**7:16**	**7:22**	**7:36**

DID YOU KNOW? *Every $1 invested in public transportation generates approximately $4 in economic returns.*

11 MORENO VALLEY MALL - MARCH ARB LOOP ROUTE

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



11 Clockwise Loop to March ARB via Ironwood

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate
† = Saturdays only, **trips do not operate on Sundays.**

	Moreno Valley Mall	Perris & Hemlock	Alessandro & Heacock	Meyer & 6th St	Frederick & Alessandro	Moreno Valley Mall
	1	2	3	4	5	1
†	8:30	8:40	8:52	9:01	9:07	9:19
	9:29	9:42	9:54	10:03	10:09	10:21
	10:31	10:44	10:56	11:06	11:12	11:24
	11:34	11:47	11:59	**12:09**	**12:15**	**12:27**
	12:37	**12:50**	**1:02**	**1:12**	**1:18**	**1:30**
	1:40	**1:53**	**2:05**	**2:15**	**2:21**	**2:33**
	2:43	**2:56**	**3:08**	**3:18**	**3:24**	**3:36**
	3:46	**3:59**	**4:11**	**4:21**	**4:27**	**4:39**
	4:49	**5:02**	**5:14**	**5:24**	**5:30**	**5:42**
	5:52	**6:05**	**6:17**	**6:27**	**6:33**	**6:45**
†	**6:55**	**7:07**	**7:19**	**7:29**	**7:35**	**7:47**

11 Counterclockwise Loop to March ARB via Frederick

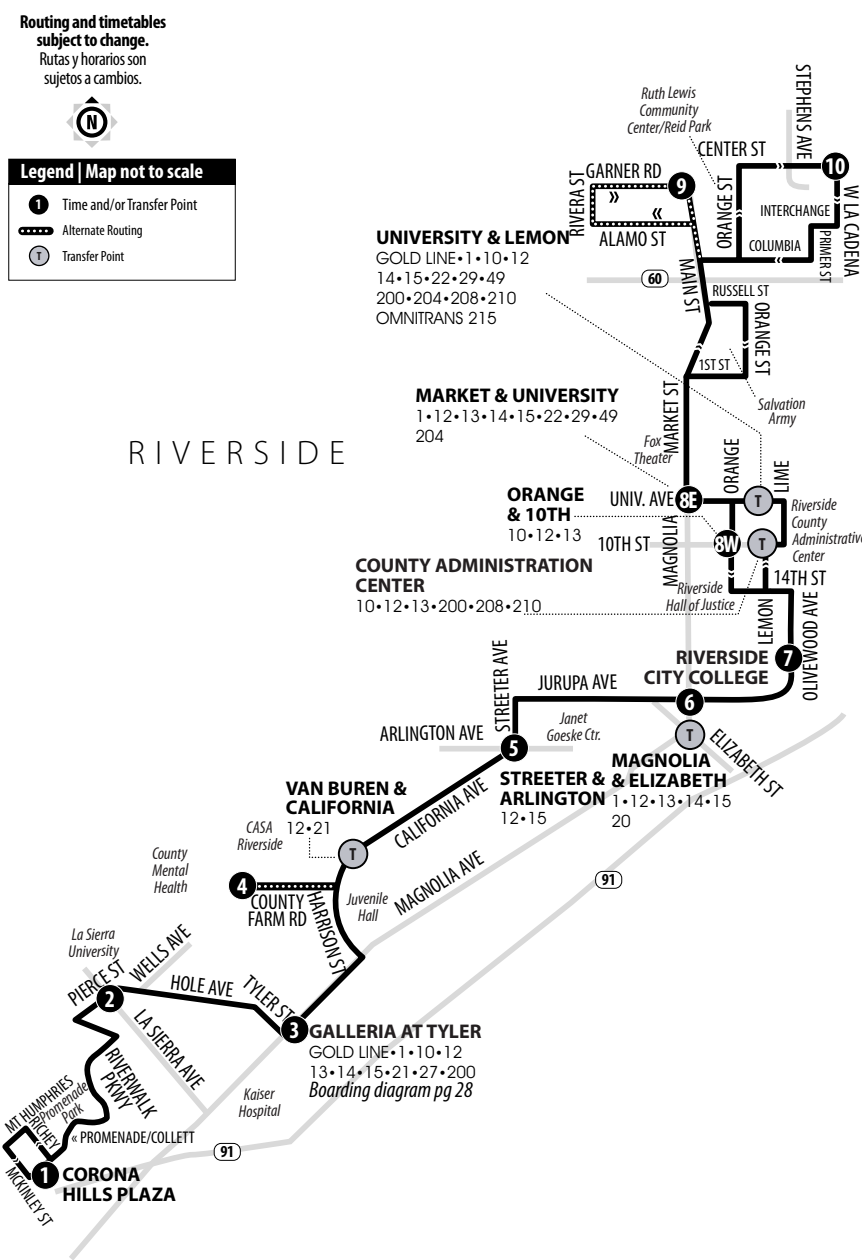
A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate
† = Saturdays only, **trip does not operate on Sundays.**

	Moreno Valley Mall	Frederick & Alessandro	Meyer & 6th St	Alessandro & Heacock	Perris & Hemlock	Moreno Valley Mall
	1	5	4	3	2	1
†	9:00	9:09	9:14	9:24	9:37	9:50
	10:00	10:09	10:15	10:27	10:40	10:55
	11:05	11:14	11:20	11:32	11:45	**12:00**
	12:10	**12:19**	**12:25**	**12:37**	**12:50**	**1:05**
	1:15	**1:24**	**1:30**	**1:42**	**1:55**	**2:10**
	2:20	**2:29**	**2:35**	**2:47**	**3:00**	**3:15**
	3:25	**3:34**	**3:40**	**3:52**	**4:05**	**4:20**
	4:30	**4:39**	**4:45**	**4:57**	**5:10**	**5:25**
	5:35	**5:44**	**5:50**	**6:02**	**6:15**	**6:30**
	6:40	**6:49**	**6:55**	**7:07**	**7:20**	**7:35**

12 LA CADENA & STEPHENS - DOWNTOWN RIVERSIDE - CORONA HILLS PLAZA

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



12 Eastbound to La Cadena & Stephens

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate
* Trip will end service at Primer and Columbia bus stop.

Promenade & McKinley	Pierce & La Sierra	Galleria at Tyler	Streeter & Arlington	Jurupa & Magnolia	Olivewood & RCC	Market & University	La Cadena & Stephens
1	2	3	5	6	7	8E	10
6:27	6:41	6:48	7:01	7:10	7:14	7:24	7:39
7:24	7:38	7:45	7:58	8:07	8:11	8:21	8:36
8:22	8:36	8:43	8:57	9:07	9:11	9:21	9:36
9:21	9:35	9:42	9:56	10:06	10:10	10:20	10:35
10:20	10:35	10:43	10:57	11:07	11:11	11:21	11:38
11:20	11:35	11:43	11:57	**12:07**	**12:11**	**12:21**	**12:38**
12:22	**12:37**	**12:46**	**1:02**	**1:13**	**1:17**	**1:27**	**1:44**
1:25	**1:40**	**1:49**	**2:05**	**2:16**	**2:20**	**2:30**	**2:47**
2:25	**2:40**	**2:49**	**3:05**	**3:16**	**3:20**	**3:30**	**3:47**
3:29	**3:44**	**3:53**	**4:09**	**4:20**	**4:24**	**4:34**	**4:51**
4:32	**4:47**	**4:56**	**5:12**	**5:23**	**5:27**	**5:37**	**5:54**
5:33	**5:48**	**5:56**	**6:12**	**6:23**	**6:27**	**6:37**	**6:54**
6:37	**6:52**	**7:00**	**7:16**	**7:25**	**7:29**	**7:39**	**7:56***

12 Westbound to Corona Hills Plaza

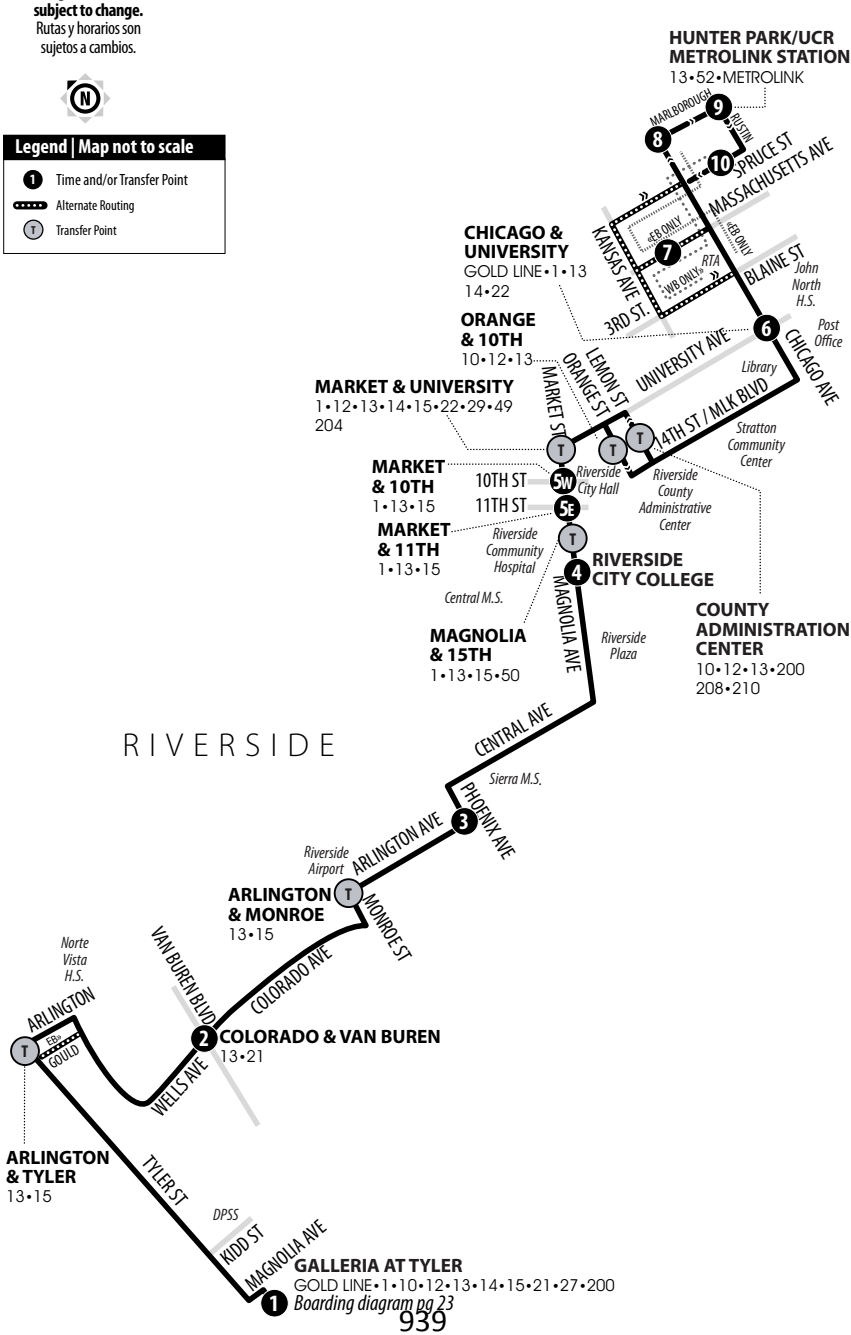
A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

La Cadena & Stephens	Orange & 10th	Olivewood & RCC	Jurupa & Magnolia	Streeter & Arlington	Galleria at Tyler	Pierce & La Sierra	Promenade & McKinley
10	8W	7	6	5	3	2	1
7:00	7:17	7:22	7:26	7:34	7:49	7:55	8:12
The 7:00 a.m. trip will start service at the first stop on Orange St north of Columbia Ave at approximately 6:55 a.m.							
7:54	8:13	8:18	8:22	8:32	8:47	8:54	9:11
8:46	9:10	9:15	9:19	9:29	9:46	9:53	10:10
9:46	10:10	10:15	10:19	10:29	10:46	10:53	11:10
10:45	11:08	11:13	11:17	11:29	11:47	11:54	**12:12**
11:48	**12:11**	**12:16**	**12:20**	**12:32**	**12:50**	**12:57**	**1:15**
12:48	**1:11**	**1:16**	**1:20**	**1:32**	**1:50**	**1:57**	**2:15**
1:54	**2:15**	**2:20**	**2:24**	**2:36**	**2:54**	**3:01**	**3:19**
2:57	**3:18**	**3:23**	**3:27**	**3:39**	**3:57**	**4:04**	**4:22**
3:57	**4:18**	**4:23**	**4:27**	**4:39**	**4:57**	**5:05**	**5:23**
5:01	**5:22**	**5:27**	**5:31**	**5:43**	**6:01**	**6:09**	**6:27**
6:09	**6:30**	**6:35**	**6:39**	**6:51**	**7:09**	**7:17**	**7:35**
7:09	**7:28**	**7:33**	**7:37**	**7:49**	**8:04**	**8:12**	**8:30**

13 HUNTER PARK/UCR METROLINK STATION - DOWNTOWN RIVERSIDE - GALLERIA AT TYLER

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



939

13 Eastbound to Hunter Park/UCR Metrolink Station

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate
* If required, bus will take passengers to the bus stop on Market St far side University Ave.

Galleria at Tyler	Colorado & Van Buren	Phoenix & Arlington	Riverside City College	Market & 11th	Chicago & University	Massachusetts & Hulen	Chicago & Marlborough	Hunter Park/UCR Metrolink Station
1	2	3	4	5E	6	7	8	9
6:28	6:47	6:55	7:06	7:08	7:21	—	7:25	7:33
7:37	7:56	8:05	8:16	8:18	8:31	—	8:35	8:43
8:40	8:59	9:09	9:22	9:26	9:41	—	9:45	9:52
9:35	9:56	10:06	10:19	10:23	10:39	—	10:43	10:50
10:40	11:01	11:11	11:25	11:29	11:45	—	11:49	11:56
11:41	**12:02**	**12:12**	**12:26**	**12:30**	**12:46**	**—**	**12:50**	**12:57**
12:50	**1:11**	**1:21**	**1:35**	**1:39**	**1:55**	**—**	**1:59**	**2:06**
1:50	**2:11**	**2:21**	**2:35**	**2:39**	**2:55**	**2:59**	**3:03**	**3:10**
3:02	**3:23**	**3:33**	**3:47**	**3:51**	**4:07**	**4:11**	**4:15**	**4:22**
3:53	**4:14**	**4:24**	**4:37**	**4:41**	**4:57**	**5:01**	**5:05**	**5:12**
5:08	**5:29**	**5:37**	**5:49**	**5:53**	**6:08**	**6:12**	**6:16**	**6:23**
6:00	**6:21**	**6:29**	**6:40**	**6:42***	**—**	**—**	**—**	**—**

13 Westbound to Galleria at Tyler

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

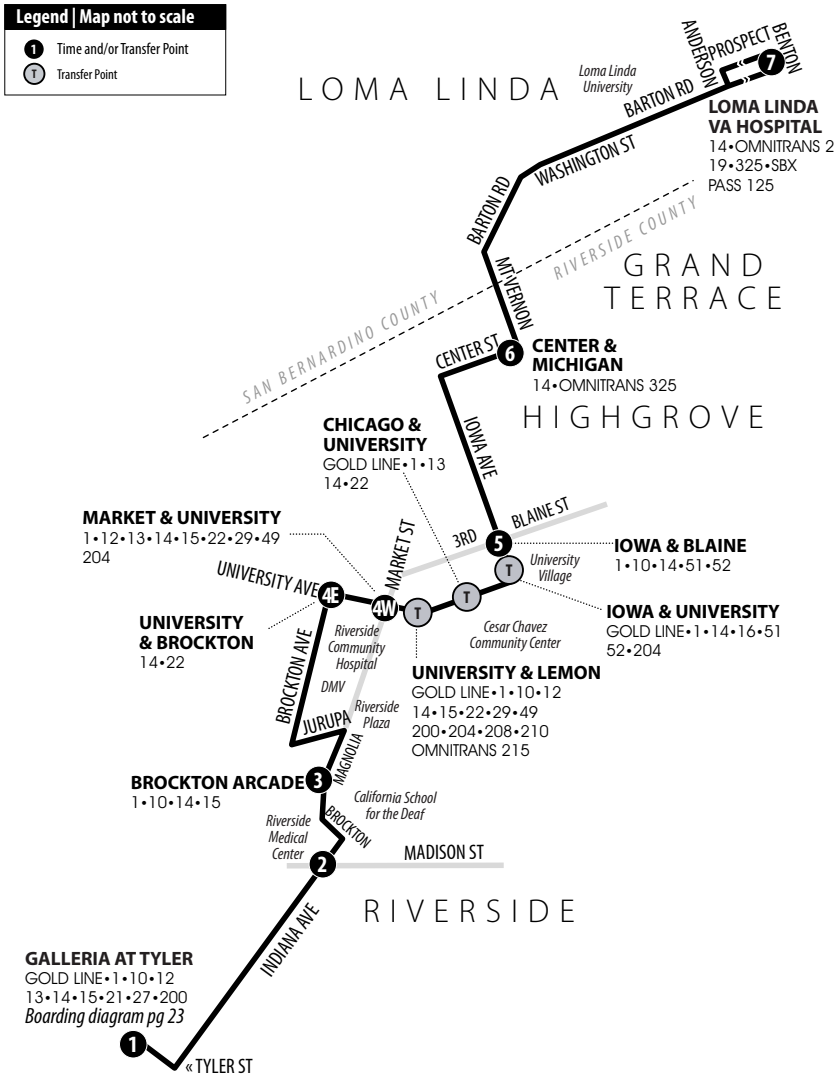
Hunter Park/UCR Metrolink Station	Spruce & Atlanta	Massachusetts & Hulen	Chicago & University	Market & 10th	Riverside City College	Phoenix & Arlington	Colorado & Van Buren	Galleria at Tyler
9	10	7	6	5W	4	3	2	1
7:10	7:14	7:20	7:26	7:37	7:40	7:50	7:58	8:18
7:58	8:04	8:11	8:18	8:30	8:33	8:43	8:52	9:13
9:02	9:08	—	9:15	9:30	9:33	9:47	9:56	10:18
10:02	10:08	—	10:15	10:30	10:34	10:48	10:57	11:21
11:03	11:09	—	11:16	11:31	11:35	11:49	11:58	**12:22**
12:06	**12:12**	**—**	**12:19**	**12:34**	**12:38**	**12:52**	**1:01**	**1:25**
1:07	**1:13**	**—**	**1:20**	**1:35**	**1:38**	**1:52**	**2:01**	**2:25**
2:16	**2:22**	**—**	**2:29**	**2:44**	**2:47**	**3:01**	**3:11**	**3:35**
3:20	**3:25**	**—**	**3:32**	**3:47**	**3:50**	**4:03**	**4:13**	**4:37**
4:32	**4:37**	**—**	**4:44**	**4:59**	**5:02**	**5:15**	**5:24**	**5:47**
5:22	**5:27**	**—**	**5:34**	**5:48**	**5:51**	**6:04**	**6:13**	**6:36**

14 GALLERIA AT TYLER - DOWNTOWN RIVERSIDE - LOMA LINDA VA HOSPITAL

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.

RTA does not serve Mt Vernon Ave or Barton Rd except at Loma Linda hospitals. Omnitrans Route 325 serves Michigan Ave and Barton Rd.



14 Eastbound to VA Hospital

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate
† = Saturdays only, **trips do not operate on Sundays.**
* If required, bus will take passengers to the bus stop on Market St far side University Ave.

	Galleria at Tyler	Indiana & Madison	Brockton Arcade	University & Brockton	Iowa & Blaine	Center & Michigan	Loma Linda VA Hospital
	1	2	3	4E	5	6	7
†	7:31	7:44	7:49	7:58	8:11	8:21	8:39
†	8:25	8:38	8:43	8:54	9:11	9:21	9:39
	9:24	9:39	9:44	9:55	10:12	10:22	10:40
	10:26	10:41	10:46	10:57	11:14	11:24	11:42
	11:26	11:42	11:47	11:58	**12:15**	**12:25**	**12:43**
	12:29	**12:45**	**12:50**	**1:01**	**1:18**	**1:28**	**1:46**
	1:31	**1:48**	**1:53**	**2:04**	**2:21**	**2:31**	**2:49**
	2:36	**2:53**	**2:58**	**3:09**	**3:26**	**3:36**	**3:54**
	3:40	**3:57**	**4:02**	**4:13**	**4:30**	**4:40**	**4:58**
	4:43	**4:58**	**5:03**	**5:14**	**5:31**	**5:41**	**5:59**
	5:46	**6:01**	**6:06**	**6:17***	—	—	—

14 Westbound to Galleria at Tyler

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate
† = Saturdays only, **trip does not operate from VA Hospital to downtown Riverside on Sundays.**

	Loma Linda VA Hospital	Center & Michigan	Iowa & Blaine	University & Market	Brockton Arcade	Indiana & Madison	Galleria at Tyler
	7	6	5	4W	3	2	1
†	7:59	8:17	8:30	8:41	8:53	8:59	9:14
	8:58	9:16	9:29	9:40	9:53	9:59	10:16
	9:56	10:14	10:27	10:40	10:53	10:59	11:16
	10:59	11:17	11:30	11:43	11:56	**12:02**	**12:19**
	12:01	**12:19**	**12:32**	**12:45**	**12:58**	**1:04**	**1:21**
	1:06	**1:24**	**1:37**	**1:50**	**2:03**	**2:09**	**2:26**
	2:10	**2:28**	**2:41**	**2:54**	**3:07**	**3:13**	**3:30**
	3:13	**3:31**	**3:44**	**3:57**	**4:10**	**4:16**	**4:33**
	4:16	**4:34**	**4:47**	**5:00**	**5:13**	**5:19**	**5:36**
	5:11	**5:29**	**5:42**	**5:55**	**6:08**	**6:14**	**6:31**

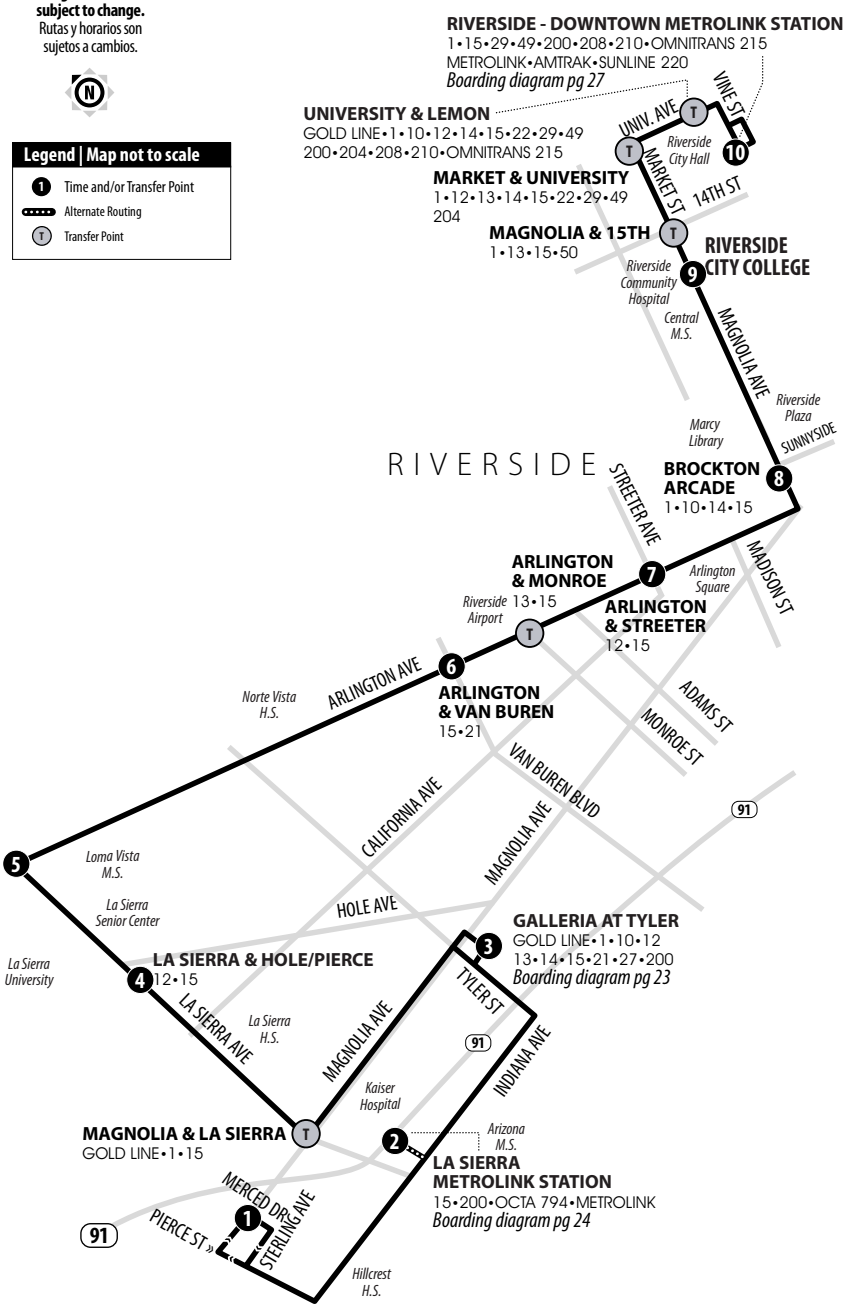
15 DOWNTOWN RIVERSIDE - MERCED & MAGNOLIA

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.

Legend | Map not to scale

- 1 Time and/or Transfer Point
- Alternate Routing
- T Transfer Point



15 Eastbound to Downtown Riverside

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Merced & Magnolia	La Sierra Metrolink Station	Galleria at Tyler	La Sierra & Hole/ Pierce	Arlington & La Sierra	Arlington & Van Buren	Arlington & Streeter	Brockton Arcade	Riverside City College	Riverside-Downtown Metrolink Station (Vine St Bay C)
1	2	3	4	5	6	7	8	9	10
7:25	—	7:37	7:47	7:52	8:01	8:08	8:12	8:17	8:26
8:04	—	8:16	8:26	8:31	8:40	8:47	8:52	8:58	9:08
8:45	—	8:57	9:08	9:13	9:22	9:29	9:34	9:40	9:50
9:25	—	9:37	9:49	9:54	10:04	10:11	10:16	10:22	10:32
10:06	—	10:19	10:31	10:36	10:46	10:53	10:58	11:04	11:14
10:48	—	11:01	11:13	11:18	11:28	11:35	11:40	11:46	11:56
11:30	—	11:43	11:55	**12:00**	**12:10**	**12:17**	**12:22**	**12:28**	**12:38**
12:09	**—**	**12:22**	**12:36**	**12:42**	**12:52**	**12:59**	**1:04**	**1:10**	**1:20**
12:50	**—**	**1:03**	**1:17**	**1:23**	**1:34**	**1:41**	**1:46**	**1:52**	**2:02**
1:32	**—**	**1:45**	**1:59**	**2:05**	**2:16**	**2:23**	**2:28**	**2:34**	**2:44**
2:14	**—**	**2:27**	**2:41**	**2:47**	**2:58**	**3:05**	**3:10**	**3:16**	**3:26**
2:57	**—**	**3:10**	**3:24**	**3:30**	**3:40**	**3:47**	**3:52**	**3:58**	**4:08**
3:39	**—**	**3:52**	**4:06**	**4:12**	**4:22**	**4:29**	**4:34**	**4:40**	**4:50**
4:24	**—**	**4:37**	**4:51**	**4:57**	**5:07**	**5:14**	**5:19**	**5:25**	**5:35**
5:01	**5:09**	**5:19**	**5:32**	**5:38**	**5:47**	**5:54**	**5:59**	**6:05**	**6:15**
5:42	**5:50**	**6:00**	**6:13**	**6:19**	**6:28**	**6:35**	**6:40**	**6:46**	**6:56**
6:21	**6:29**	**6:39**	**6:52**	**6:57**	**7:06**	**7:13**	**7:18**	**7:24**	**7:34**
7:24	**—**	**7:37**	**7:50**	**7:55**	**8:04**	**8:11**	**8:16**	**8:22**	**8:32**

15 Westbound to Merced & Magnolia

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Riverside-Downtown Metrolink Station (Vine St Bay C)	Riverside City College	Brockton Arcade	Arlington & Streeter	Arlington & Van Buren	Arlington & La Sierra	La Sierra & Hole/ Pierce	Galleria at Tyler	La Sierra Metrolink Station	Merced & Magnolia
10	9	8	7	6	5	4	3	2	1
6:30	6:39	6:45	6:49	6:57	7:04	7:10	7:19	7:26	7:36
7:12	7:22	7:28	7:32	7:41	7:48	7:55	8:04	—	8:16
7:54	8:04	8:10	8:14	8:23	8:31	8:38	8:49	8:58	9:08
8:36	8:46	8:52	8:56	9:05	9:13	9:20	9:31	—	9:46
9:18	9:29	9:35	9:39	9:48	9:56	10:03	10:15	—	10:30
10:00	10:11	10:17	10:21	10:30	10:38	10:46	10:58	—	11:13
10:42	10:53	10:59	11:04	11:13	11:21	11:29	11:41	—	11:56
11:24	11:35	11:42	11:47	11:56	**12:04**	**12:12**	**12:24**	**—**	**12:39**
12:06	**12:17**	**12:24**	**12:29**	**12:38**	**12:46**	**12:54**	**1:06**	**—**	**1:21**
12:48	**12:59**	**1:06**	**1:11**	**1:20**	**1:28**	**1:36**	**1:48**	**—**	**2:03**
1:30	**1:41**	**1:48**	**1:53**	**2:02**	**2:10**	**2:18**	**2:30**	**—**	**2:45**
2:12	**2:24**	**2:31**	**2:36**	**2:45**	**2:53**	**3:01**	**3:13**	**—**	**3:28**
2:54	**3:06**	**3:12**	**3:17**	**3:26**	**3:34**	**3:42**	**3:54**	**—**	**4:09**
3:36	**3:48**	**3:54**	**3:59**	**4:07**	**4:16**	**4:24**	**4:36**	**—**	**4:51**
4:18	**4:30**	**4:36**	**4:41**	**4:49**	**4:58**	**5:05**	**5:17**	**—**	**5:32**
5:00	**5:12**	**5:18**	**5:23**	**5:31**	**5:39**	**5:46**	**5:56**	**—**	**6:11**
5:45	**5:56**	**6:02**	**6:07**	**6:15**	**6:23**	**6:30**	**6:40**	**—**	**6:54**
6:25	**6:36**	**6:42**	**6:47**	**6:55**	**7:03**	**7:10**	**7:20**	**—**	**7:34**
7:14	**7:25**	**7:31**	**7:36**	**7:44**	**7:52**	**7:59**	**8:09**	**—**	**8:23**

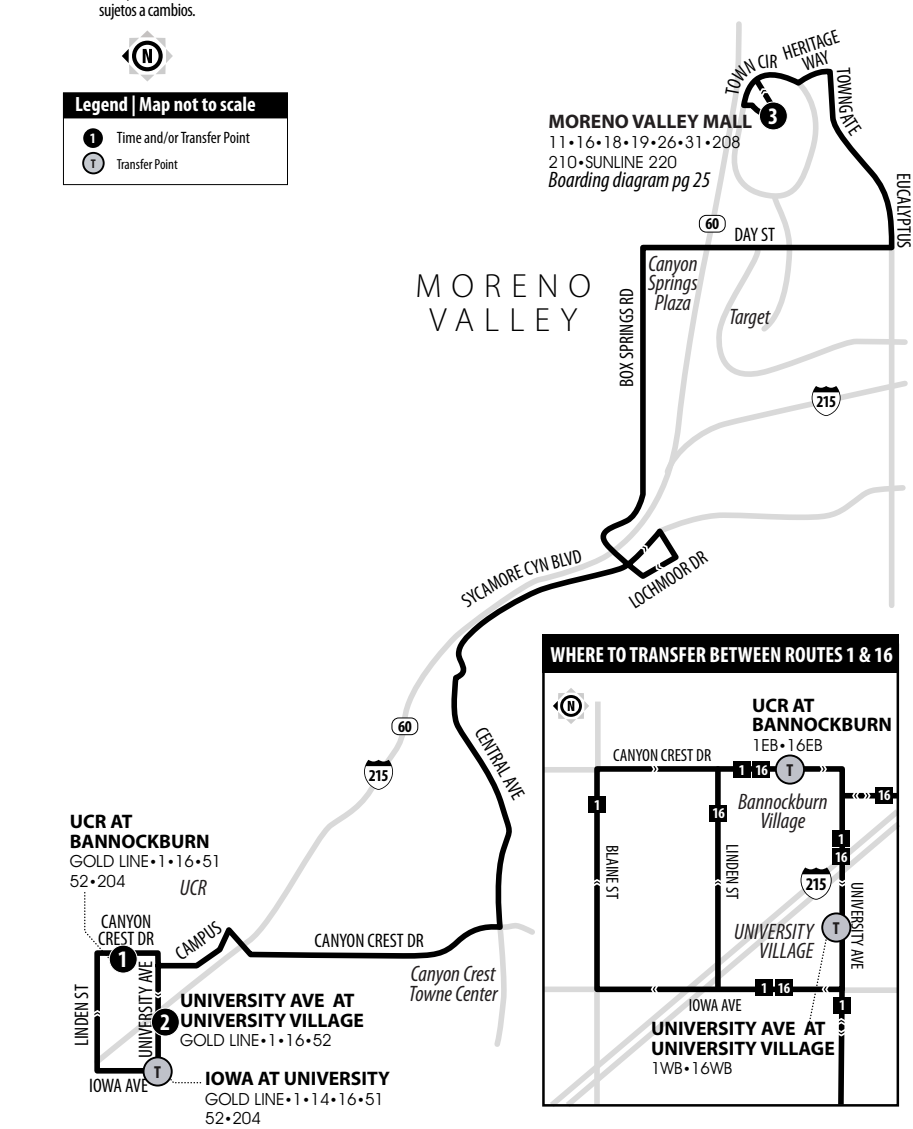
16 MORENO VALLEY MALL TO UCR

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.

Legend | Map not to scale

- 1 Time and/or Transfer Point
- T Transfer Point



WHERE TO TRANSFER BETWEEN ROUTES 1 & 16

16 Eastbound to Moreno Valley Mall

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

UCR at Bannockburn	Moreno Valley Mall
1	3
7:33	7:59
8:15	8:42
8:58	9:27
9:26	9:57
9:56	10:27
10:11	10:42
10:26	10:57
10:40	11:11
10:55	11:26
11:09	11:40
11:25	11:56
11:41	**12:13**
11:56	**12:28**
12:11	**12:43**
12:25	**12:57**
12:41	**1:13**
12:56	**1:28**
1:11	**1:43**
1:26	**1:58**
1:41	**2:13**
1:56	**2:28**
2:11	**2:43**
2:26	**2:58**
2:42	**3:14**
2:57	**3:29**
3:12	**3:44**
3:27	**3:59**
3:44	**4:16**
4:01	**4:33**
4:16	**4:48**
4:31	**5:03**
4:46	**5:18**
5:01	**5:33**
5:18	**5:50**
5:33	**6:05**
6:03	**6:35**
6:29	**7:01**
7:44	**8:16**
8:37	**9:07**
10:13	**10:39**

16 Westbound to UCR

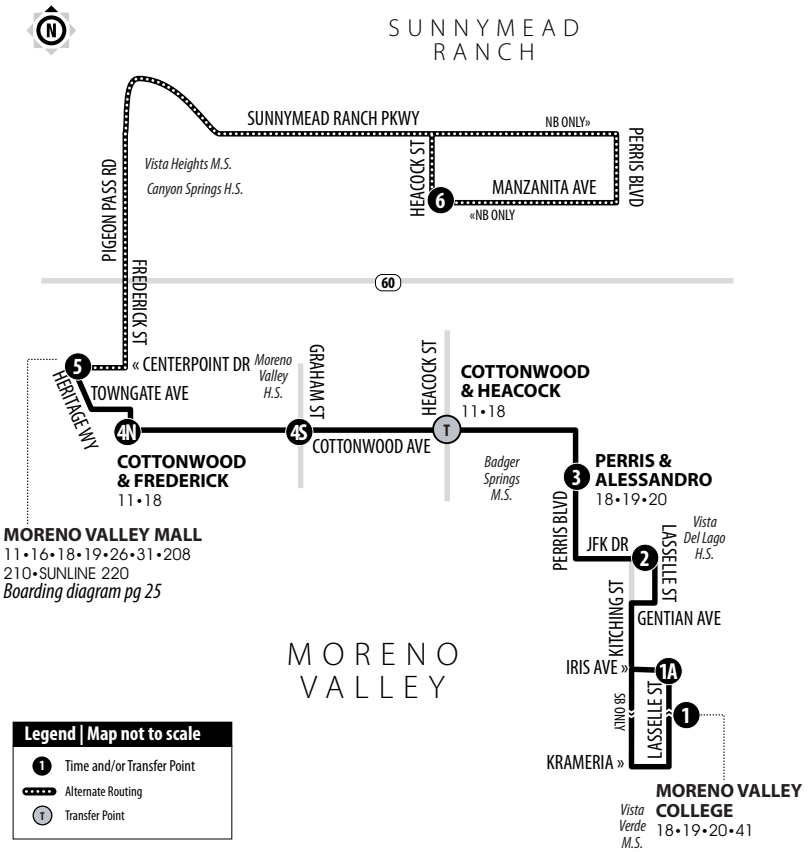
A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Moreno Valley Mall	University Ave & University Village	UCR at Bannockburn
3	2	1
7:11	7:36	7:44
7:55	8:20	8:28
8:38	9:06	9:14
9:07	9:35	9:43
9:36	10:04	10:12
10:04	10:32	10:40
10:19	10:47	10:55
10:34	11:02	11:10
10:49	11:17	11:25
11:04	11:32	11:40
11:19	11:47	11:55
11:34	**12:02**	**12:10**
11:48	**12:17**	**12:25**
12:02	**12:32**	**12:40**
12:17	**12:47**	**12:55**
12:32	**1:02**	**1:10**
12:47	**1:17**	**1:25**
1:02	**1:32**	**1:40**
1:17	**1:47**	**1:55**
1:32	**2:02**	**2:10**
1:47	**2:17**	**2:25**
2:02	**2:32**	**2:40**
2:17	**2:47**	**2:55**
2:32	**3:02**	**3:10**
2:50	**3:20**	**3:28**
3:05	**3:35**	**3:43**
3:20	**3:50**	**3:58**
3:35	**4:05**	**4:13**
3:52	**4:22**	**4:30**
4:07	**4:37**	**4:45**
4:22	**4:52**	**5:00**
4:37	**5:07**	**5:15**
4:52	**5:22**	**5:30**
5:07	**5:37**	**5:45**
5:22	**5:52**	**6:00**
5:37	**6:07**	**6:15**
5:53	**6:22**	**6:30**
6:09	**6:37**	**6:45**
6:39	**7:07**	**7:15**
7:11	**7:39**	**7:47**
7:39	**8:07**	**8:15**
8:25	**8:53**	**9:01**
9:19	**9:47**	**9:55**

18 SUNNYMEAD RANCH - MORENO VALLEY MALL - MORENO VALLEY COLLEGE

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



948

18 Northbound to Sunnymead Ranch & Moreno Valley Mall

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Iris & Lasselle	Lasselle & JFK	Perris & Alessandro	Cottonwood & Frederick	Moreno Valley Mall	Heacock & Manzanita	Moreno Valley Mall
1A	2	3	4N	5	6	5
7:07	7:14	7:22	7:30	7:41	8:03	8:20
8:08	8:15	8:23	8:31	8:42	9:04	9:21
9:12	9:19	9:27	9:35	9:46	10:08	10:26
10:14	10:22	10:31	10:39	10:50	11:12	11:30
11:19	11:27	11:36	11:44	11:55	**12:17**	**12:35**
12:25	**12:33**	**12:42**	**12:50**	**1:01**	**1:23**	**1:41**
1:30	**1:38**	**1:47**	**1:56**	**2:07**	**2:29**	**2:47**
2:36	**2:44**	**2:53**	**3:02**	**3:13**	**3:35**	**3:53**
3:43	**3:51**	**4:00**	**4:09**	**4:20**	**4:42**	**5:00**
4:49	**4:56**	**5:05**	**5:14**	**5:25**	**5:47**	**6:05**
5:56	**6:03**	**6:11**	**6:19**	**6:30**	**6:52**	**7:10**
7:00	**7:07**	**7:15**	**7:23**	**7:34**	**7:56**	**8:13**

18 Southbound to Moreno Valley College

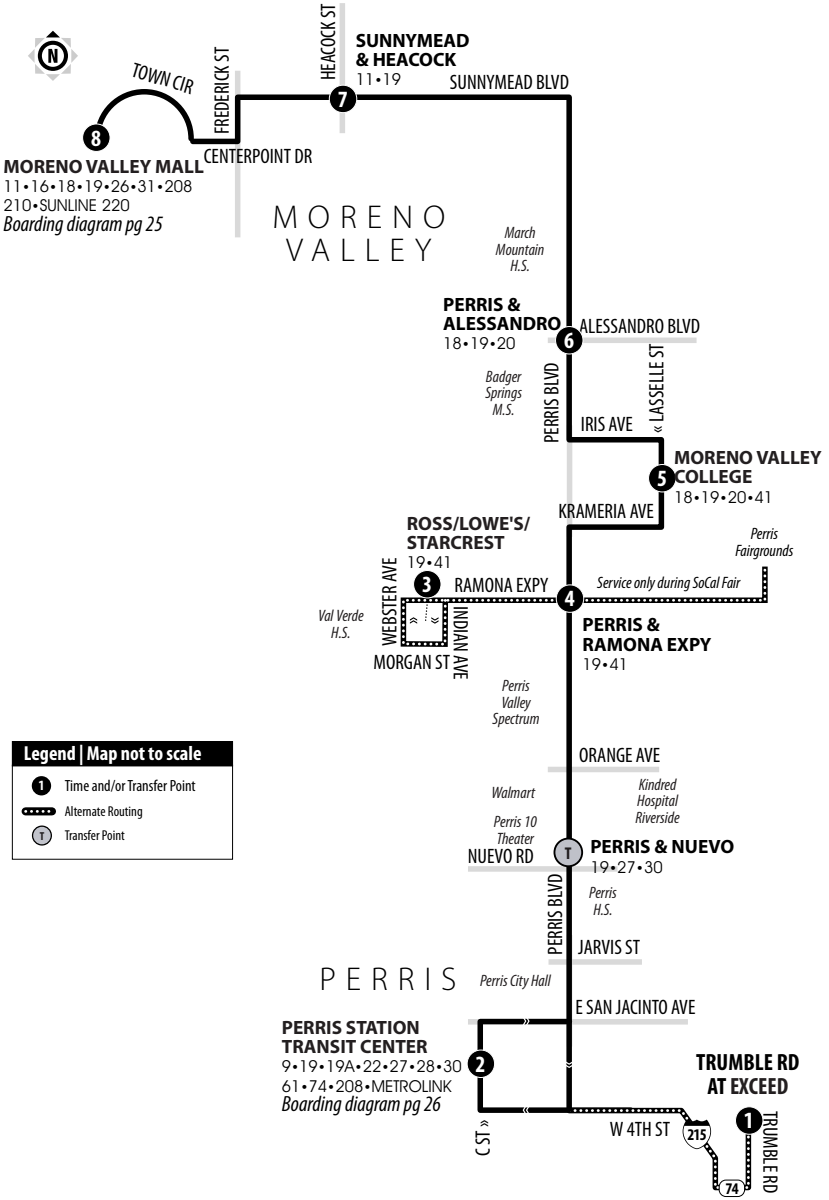
A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Moreno Valley Mall	Cottonwood & Graham	Perris & Alessandro	Lasselle & JFK	Iris & Lasselle
5	4S	3	2	1A
8:30	8:38	8:45	8:51	9:02
9:31	9:39	9:46	9:53	10:04
10:36	10:44	10:51	10:58	11:09
11:40	11:49	11:57	**12:04**	**12:15**
12:45	**12:54**	**1:02**	**1:09**	**1:20**
1:51	**2:00**	**2:08**	**2:15**	**2:26**
2:57	**3:06**	**3:14**	**3:21**	**3:33**
4:03	**4:12**	**4:20**	**4:27**	**4:39**
5:10	**5:19**	**5:27**	**5:34**	**5:46**
6:15	**6:23**	**6:31**	**6:38**	**6:50**

19 | 19A MORENO VALLEY MALL TO PERRIS STATION TRANSIT CENTER - TRUMBLE RD

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



950

19 Northbound to Moreno Valley Mall

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Perris Station Transit Center	Perris & Ramona Expy	Moreno Valley College	Perris & Alessandro	Sunnymead & Heacock	Moreno Valley Mall
2	4	5	6	7	8
5:11	5:29	5:39	5:51	6:00	6:09
6:00	6:18	6:28	6:40	6:49	6:59
6:44	7:02	7:12	7:24	7:35	7:45
7:27	7:45	7:55	8:07	8:18	8:28
7:55	8:13	8:23	8:36	8:47	8:57
8:22	8:40	8:50	9:04	9:16	9:26
8:50	9:08	9:18	9:32	9:44	9:54
9:20	9:38	9:48	10:02	10:14	10:24
9:35	9:53	10:03	10:17	10:29	10:39
9:50	10:08	10:18	10:32	10:44	10:54
10:04	10:22	10:32	10:47	10:59	11:09
10:19	10:37	10:47	11:02	11:14	11:24
10:32	10:50	11:00	11:15	11:28	11:38
10:46	11:04	11:14	11:29	11:42	11:52
11:00	11:18	11:28	11:43	11:56	**12:07**
11:15	11:33	11:43	11:58	**12:11**	**12:22**
11:30	11:48	11:58	**12:13**	**12:26**	**12:37**
11:45	**12:03**	**12:13**	**12:28**	**12:41**	**12:52**
12:00	**12:18**	**12:28**	**12:43**	**12:56**	**1:07**
12:15	**12:33**	**12:43**	**12:58**	**1:11**	**1:22**
12:30	**12:48**	**12:58**	**1:13**	**1:26**	**1:37**
12:45	**1:03**	**1:13**	**1:28**	**1:41**	**1:52**
1:00	**1:18**	**1:28**	**1:43**	**1:56**	**2:07**
1:16	**1:34**	**1:44**	**1:59**	**2:11**	**2:22**
1:34	**1:52**	**2:02**	**2:17**	**2:29**	**2:40**
1:50	**2:08**	**2:18**	**2:32**	**2:44**	**2:55**
2:05	**2:23**	**2:33**	**2:47**	**2:59**	**3:10**
2:20	**2:38**	**2:48**	**3:02**	**3:14**	**3:25**
2:37	**2:55**	**3:05**	**3:19**	**3:31**	**3:42**
2:53	**3:11**	**3:21**	**3:35**	**3:47**	**3:57**
3:08	**3:26**	**3:36**	**3:50**	**4:02**	**4:12**
3:23	**3:41**	**3:51**	**4:05**	**4:17**	**4:27**
3:38	**3:56**	**4:06**	**4:20**	**4:32**	**4:42**
3:53	**4:11**	**4:21**	**4:35**	**4:47**	**4:57**
4:08	**4:26**	**4:36**	**4:50**	**5:02**	**5:12**
4:23	**4:41**	**4:51**	**5:05**	**5:17**	**5:27**
4:39	**4:57**	**5:07**	**5:21**	**5:33**	**5:43**
4:54	**5:12**	**5:22**	**5:36**	**5:48**	**5:58**
5:25	**5:42**	**5:52**	**6:06**	**6:17**	**6:27**
5:59	**6:16**	**6:26**	**6:40**	**6:51**	**7:01**
6:27	**6:44**	**6:54**	**7:08**	**7:19**	**7:29**
7:13	**7:30**	**7:40**	**7:54**	**8:05**	**8:15**
8:10	**8:27**	**8:37**	**8:50**	**9:00**	**9:09**
9:34	**9:51**	**10:01**	**10:13**	**10:22**	**10:31**

19 Southbound to Perris Station Transit Center

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Moreno Valley Mall	Sunnymead & Heacock	Perris & Alessandro	Moreno Valley College	Perris & Ramona Expy	Perris Station Transit Center
8	7	6	5	4	2
6:19	6:25	6:33	6:42	6:52	7:08
6:46	6:53	7:03	7:13	7:23	7:40
7:17	7:24	7:34	7:44	7:54	8:11
8:09	8:16	8:26	8:36	8:46	9:03
8:57	9:04	9:15	9:26	9:36	9:54
9:37	9:45	9:56	10:07	10:17	10:35
9:52	10:00	10:11	10:22	10:32	10:50
10:07	10:15	10:26	10:37	10:47	11:05
10:22	10:30	10:41	10:52	11:02	11:20
10:37	10:45	10:56	11:07	11:17	11:35
10:52	11:00	11:11	11:22	11:32	11:50
11:07	11:15	11:26	11:37	11:47	**12:05**
11:21	11:29	11:40	11:52	**12:02**	**12:20**
11:36	11:44	11:55	**12:07**	**12:17**	**12:35**
11:50	11:58	**12:09**	**12:21**	**12:32**	**12:50**
12:06	**12:14**	**12:25**	**12:37**	**12:48**	**1:06**
12:23	**12:32**	**12:43**	**12:55**	**1:06**	**1:24**
12:38	**12:47**	**12:58**	**1:10**	**1:21**	**1:39**
12:53	**1:02**	**1:14**	**1:26**	**1:37**	**1:55**
1:07	**1:16**	**1:29**	**1:41**	**1:52**	**2:10**
1:23	**1:32**	**1:45**	**1:57**	**2:08**	**2:26**
1:38	**1:47**	**2:00**	**2:12**	**2:23**	**2:41**
1:53	**2:02**	**2:15**	**2:27**	**2:38**	**2:56**
2:08	**2:17**	**2:30**	**2:42**	**2:53**	**3:11**
2:23	**2:32**	**2:45**	**2:57**	**3:08**	**3:26**
2:38	**2:47**	**3:00**	**3:12**	**3:23**	**3:41**
2:53	**3:02**	**3:15**	**3:27**	**3:38**	**3:56**
3:08	**3:17**	**3:30**	**3:42**	**3:53**	**4:11**
3:24	**3:33**	**3:46**	**3:58**	**4:09**	**4:27**
3:39	**3:48**	**4:01**	**4:13**	**4:24**	**4:42**
3:54	**4:03**	**4:16**	**4:28**	**4:40**	**4:58**
4:09	**4:18**	**4:31**	**4:43**	**4:55**	**5:13**
4:26	**4:35**	**4:48**	**5:00**	**5:12**	**5:30**
4:43	**4:52**	**5:05**	**5:17**	**5:29**	**5:47**
4:58	**5:07**	**5:20**	**5:32**	**5:44**	**6:02**
5:13	**5:22**	**5:34**	**5:46**	**5:58**	**6:16**
5:28	**5:37**	**5:49**	**6:01**	**6:13**	**6:31**
5:43	**5:52**	**6:04**	**6:16**	**6:28**	**6:46**
6:00	**6:09**	**6:21**	**6:33**	**6:45**	**7:03**
6:15	**6:24**	**6:36**	**6:48**	**7:00**	**7:17**
6:45	**6:54**	**7:06**	**7:17**	**7:28**	**7:44**
7:11	**7:19**	**7:30**	**7:41**	**7:52**	**8:08**
8:26	**8:34**	**8:45**	**8:56**	**9:07**	**9:23**
9:19	**9:25**	**9:33**	**9:42**	**9:52**	**10:07**
10:41	**10:47**	**10:55**	**11:04**	**11:14**	**11:27**

ROUTE 19A

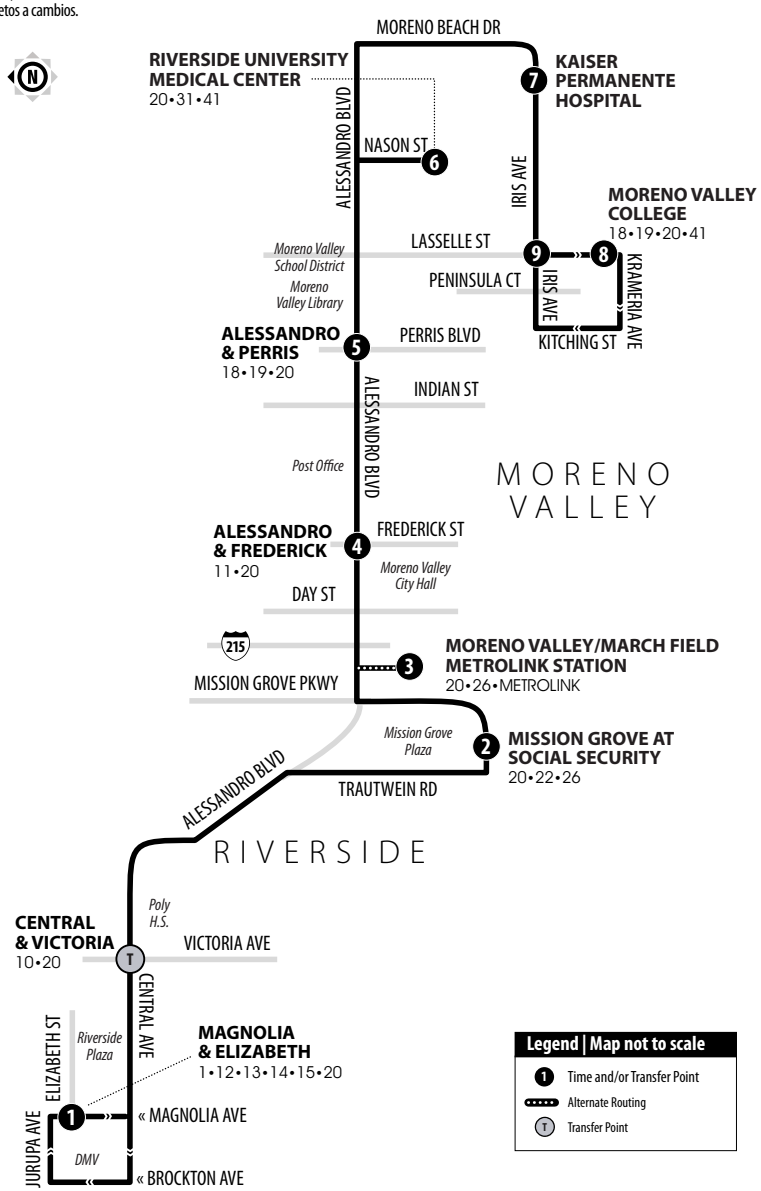
NO SERVICE

20

MAGNOLIA & ELIZABETH - METROLINK - RUMC - KAISER PERMANENTE - MOVAL COLLEGE

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



954

20 Eastbound to Moreno Valley College

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate
† = Saturdays only.

	Magnolia & Elizabeth	Mission Grove at Social Security	Moreno Valley March Field Metrolink Station	Alessandro & Frederick	Alessandro & Perris	Riverside University Medical Center	Iris at Kaiser Permanente Hospital	Moreno Valley College	Iris & Lasselle
	1	2	3	4	5	6	7	8	9
	6:49	7:06	7:16	7:24	7:32	7:39	7:49	7:54	8:03
	7:40	7:57	8:07	8:15	8:23	8:31	8:41	8:46	8:55
	8:28	8:45	—	8:57	9:07	9:15	9:25	9:30	9:39
	9:31	9:48	—	10:01	10:11	10:19	10:29	10:34	10:43
	10:31	10:50	—	11:03	11:13	11:21	11:31	11:36	11:45
	11:31	11:50	—	**12:03**	**12:13**	**12:21**	**12:31**	**12:36**	**12:45**
	12:31	**12:50**	**—**	**1:03**	**1:13**	**1:21**	**1:31**	**1:36**	**1:45**
	1:34	**1:53**	**—**	**2:06**	**2:16**	**2:24**	**2:34**	**2:39**	**2:48**
	2:36	**2:55**	**—**	**3:08**	**3:18**	**3:26**	**3:36**	**3:41**	**3:50**
	3:36	**3:55**	**—**	**4:08**	**4:18**	**4:26**	**4:36**	**4:41**	**4:50**
	4:31	**4:50**	**—**	**5:03**	**5:13**	**5:21**	**5:31**	**5:36**	**5:45**
	5:22	**5:41**	**5:51**	**5:59**	**6:09**	**6:17**	**6:27**	**6:32**	**6:41**
	6:28	**6:47**		**6:59**	**7:07**	**7:15**	**7:25**	**7:30**	**7:39**
	7:26	**7:44**	**—**	**7:56**	**8:04**	**8:11**	**8:21**	**8:26**	**8:35**
†	**8:26**	**8:43**	**—**	**8:54**	**9:02**	**9:09**	**9:19**	**9:24**	**9:33**

20 Westbound to Magnolia & Elizabeth

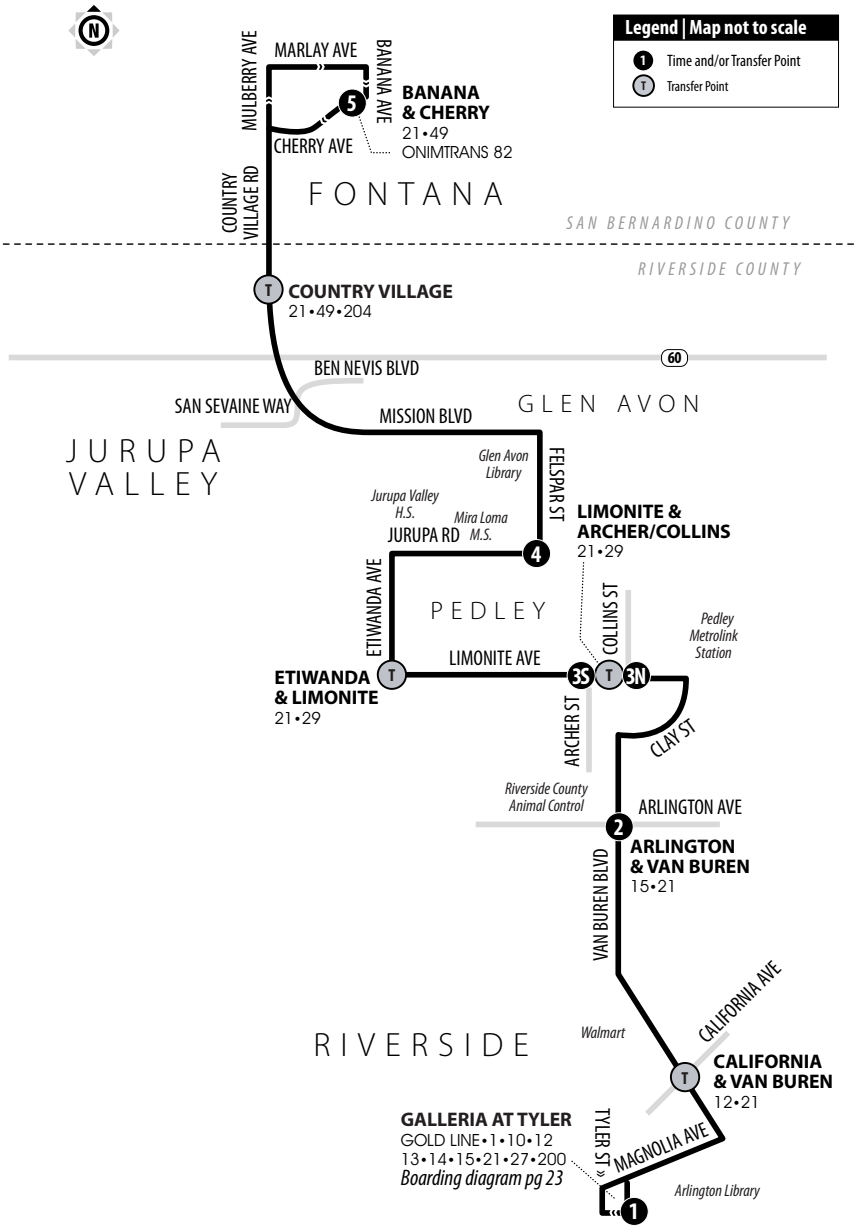
A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate
† = Saturdays only.

	Iris & Lasselle	Iris at Kaiser Permanente Hospital	Riverside University Medical Center	Alessandro & Perris	Alessandro & Frederick	Moreno Valley March Field Metrolink Station	Mission Grove at Social Security	Magnolia & Elizabeth
	9	7	6	5	4	3	2	1
	7:05	7:09	7:19	7:30	7:37	7:47	7:57	8:18
	8:16	8:20	8:30	8:41	8:48	—	9:00	9:21
	9:05	9:09	9:20	9:32	9:40	—	9:54	10:17
	9:49	9:53	10:04	10:16	10:24	—	10:38	11:01
	10:53	10:57	11:08	11:20	11:28	—	11:42	**12:05**
	11:55	11:59	**12:10**	**12:22**	**12:30**	**—**	**12:44**	**1:07**
	12:55	**12:59**	**1:10**	**1:22**	**1:30**	**—**	**1:44**	**2:07**
	1:55	**1:59**	**2:10**	**2:22**	**2:30**	**—**	**2:44**	**3:07**
	2:58	**3:02**	**3:13**	**3:25**	**3:33**	**—**	**3:47**	**4:10**
	4:00	**4:04**	**4:15**	**4:27**	**4:35**	**—**	**4:49**	**5:12**
	5:00	**5:04**	**5:15**	**5:27**	**5:35**	**5:45**	**5:55**	**6:18**
	6:05	**6:09**	**6:20**	**6:32**	**6:39**	**—**	**6:53**	**7:16**
	7:00	**7:04**	**7:15**	**7:27**	**7:34**	**—**	**7:45**	**8:06**
†	**7:50**	**7:54**	**8:05**	**8:15**	**8:22**	**—**	**8:33**	**8:51**

21 GALLERIA AT TYLER TO COUNTRY VILLAGE/ FONTANA

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



956

21 Northbound to Country Village/Fontana

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Galleria at Tyler	Van Buren & Arlington	Limonite & Collins	Felspar & Jurupa	Banana & Cherry
1	2	3N	4	5
7:41	7:53	8:01	8:19	8:32
8:46	9:00	9:10	9:28	9:42
9:55	10:10	10:20	10:38	10:53
11:03	11:21	11:31	11:49	**12:04**
12:14	**12:33**	**12:43**	**1:01**	**1:16**
1:27	**1:46**	**1:56**	**2:14**	**2:29**
2:39	**2:58**	**3:08**	**3:26**	**3:41**
3:53	**4:12**	**4:22**	**4:40**	**4:55**
5:05	**5:22**	**5:32**	**5:50**	**6:05**
6:16	**6:32**	**6:42**	**6:58**	**7:13**

21 Southbound to Galleria at Tyler

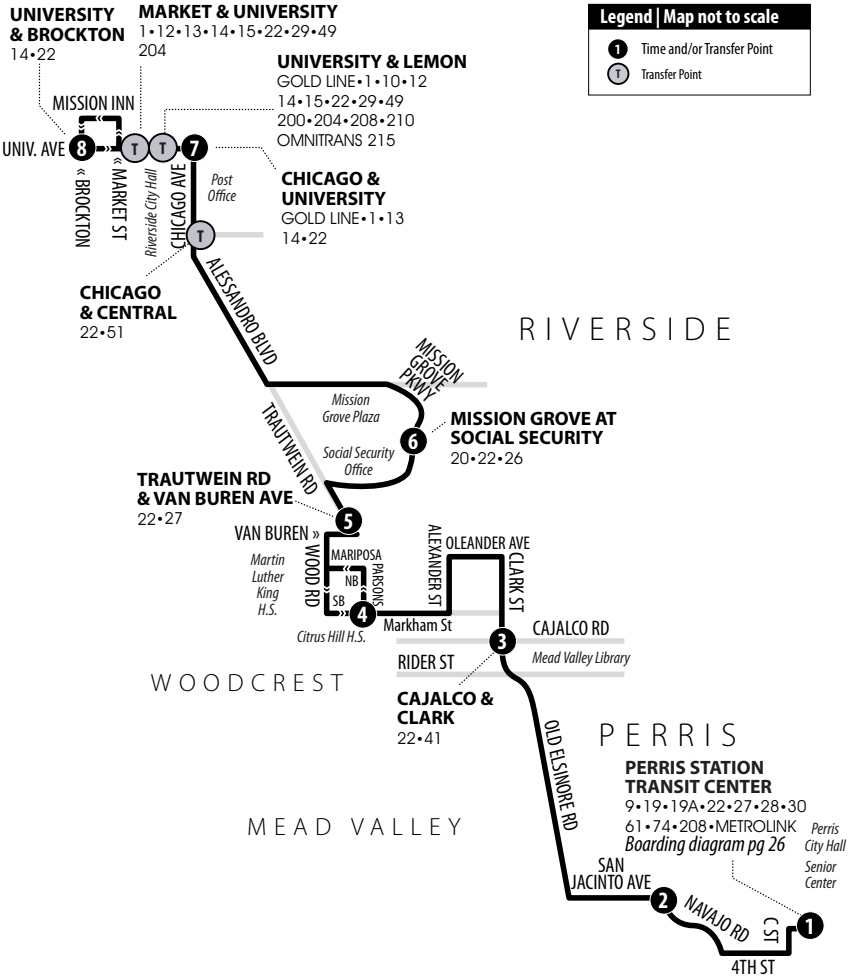
A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Banana & Cherry	Felspar & Jurupa	Limonite & Archer	Van Buren & Arlington	Galleria at Tyler
5	4	3S	2	1
7:37	7:51	8:09	8:19	8:31
8:47	9:02	9:20	9:30	9:45
9:52	10:07	10:26	10:36	10:53
11:03	11:18	11:37	11:47	**12:04**
12:14	**12:29**	**12:48**	**12:59**	**1:17**
1:26	**1:41**	**2:00**	**2:11**	**2:29**
2:39	**2:55**	**3:14**	**3:25**	**3:43**
3:51	**4:07**	**4:26**	**4:37**	**4:55**
5:05	**5:19**	**5:38**	**5:49**	**6:06**

22 DOWNTOWN RIVERSIDE - PERRIS STATION TRANSIT CENTER

Information Center
(951) 565-5002
RiverideTransit.com
RTABus.com

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



22 Northbound to Downtown Riverside

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Perris Station Transit Center	San Jacinto & Navajo	Clark & Cajalco	Parsons & Markham	Trautwein & Van Buren	Mission Grove at Social Security	Chicago & University	University & Brockton
1	2	3	4	5	6	7	8
5:46	5:52	6:03	6:15	6:21	6:27	6:41	6:53
6:50	6:56	7:07	7:19	7:25	7:31	7:45	7:57
7:31	7:37	7:48	8:00	8:06	8:12	8:28	8:40
8:38	8:44	8:55	9:07	9:13	9:19	9:35	9:47
9:42	9:48	9:59	10:11	10:17	10:23	10:39	10:51
10:12	10:18	10:29	10:41	10:47	10:53	11:09	11:21
10:42	10:48	10:59	11:11	11:17	11:23	11:39	11:51
11:24	11:30	11:41	11:53	11:59	**12:05**	**12:21**	**12:34**
12:32	**12:38**	**12:49**	**1:01**	**1:07**	**1:13**	**1:29**	**1:42**
1:34	**1:40**	**1:51**	**2:03**	**2:09**	**2:15**	**2:31**	**2:44**
2:48	**2:54**	**3:05**	**3:17**	**3:23**	**3:29**	**3:45**	**3:58**
3:58	**4:04**	**4:15**	**4:27**	**4:33**	**4:39**	**4:55**	**5:08**
5:07	**5:13**	**5:24**	**5:36**	**5:42**	**5:48**	**6:03**	**6:16**
6:11	**6:17**	**6:28**	**6:40**	**6:46**	**6:52**	**7:06**	**7:19**
7:11	**7:17**	**7:28**	**7:40**	**7:46**	**7:52**	**8:06**	**8:18**

22 Southbound to Perris Station Transit Center

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

University & Brockton	Chicago & University	Mission Grove at Social Security	Trautwein & Van Buren	Markham & Parsons	Clark & Cajalco	San Jacinto & Navajo	Perris Station Transit Center
8	7	6	5	4	3	2	1
7:03	7:13	7:27	7:33	7:40	7:52	8:03	8:13
8:12	8:22	8:36	8:42	8:49	9:01	9:12	9:22
8:50	9:00	9:15	9:21	9:28	9:40	9:51	10:01
9:57	10:07	10:22	10:29	10:36	10:48	10:59	11:09
11:03	11:13	11:28	11:35	11:42	11:54	**12:05**	**12:15**
12:12	**12:22**	**12:37**	**12:44**	**12:51**	**1:03**	**1:14**	**1:24**
1:11	**1:21**	**1:36**	**1:43**	**1:50**	**2:02**	**2:13**	**2:23**
2:01	**2:11**	**2:27**	**2:34**	**2:41**	**2:53**	**3:04**	**3:14**
2:29	**2:39**	**2:55**	**3:02**	**3:09**	**3:21**	**3:32**	**3:42**
2:56	**3:06**	**3:22**	**3:29**	**3:36**	**3:48**	**3:59**	**4:09**
3:31	**3:41**	**3:57**	**4:04**	**4:11**	**4:23**	**4:34**	**4:44**
4:16	**4:26**	**4:42**	**4:49**	**4:56**	**5:08**	**5:18**	**5:28**
4:49	**4:59**	**5:15**	**5:22**	**5:29**	**5:41**	**5:51**	**6:01**
5:37	**5:47**	**6:02**	**6:08**	**6:15**	**6:27**	**6:37**	**6:47**
6:40	**6:50**	**7:05**	**7:11**	**7:18**	**7:30**	**7:40**	**7:50**

23 TEMECULA - MURRIETA - WILDOMAR

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables subject to change.
Rutas designadas y horarios son sujetos a cambios.

960

23 Northbound to Wildomar

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Promenade Mall	Winchester & Nicolas	Rancho Springs Medical Center	Murrieta Walmart	Kalmia & Jefferson	Skyview Ridge Amanda Apts	Inland Valley Medical Center	Palomar & Central
1	2	4	5	6	8	9	10
7:56	8:05	8:27	8:33	8:41	8:48	8:57	9:12
8:56	9:05	9:27	9:33	9:43	9:50	10:00	10:15
10:06	10:17	10:39	10:45	10:55	11:02	11:12	11:27
11:11	11:23	11:49	11:55	**12:05**	**12:12**	**12:22**	**12:37**
12:25	**12:37**	**1:05**	**1:11**	**1:21**	**1:28**	**1:38**	**1:55**
1:39	**1:51**	**2:19**	**2:25**	**2:35**	**2:42**	**2:51**	**3:08**
2:44	**2:56**	**3:24**	**3:30**	**3:40**	**3:47**	**3:56**	**4:13**
3:56	**4:08**	**4:36**	**4:42**	**4:52**	**4:59**	**5:09**	**5:26**
5:06	**5:18**	**5:46**	**5:52**	**6:02**	**6:09**	**6:19**	**6:34**
6:10	**6:22**	**6:50**	**6:56**	**7:04**	**7:11**	**7:26**	—

23 Southbound to Temecula (Promenade Mall)

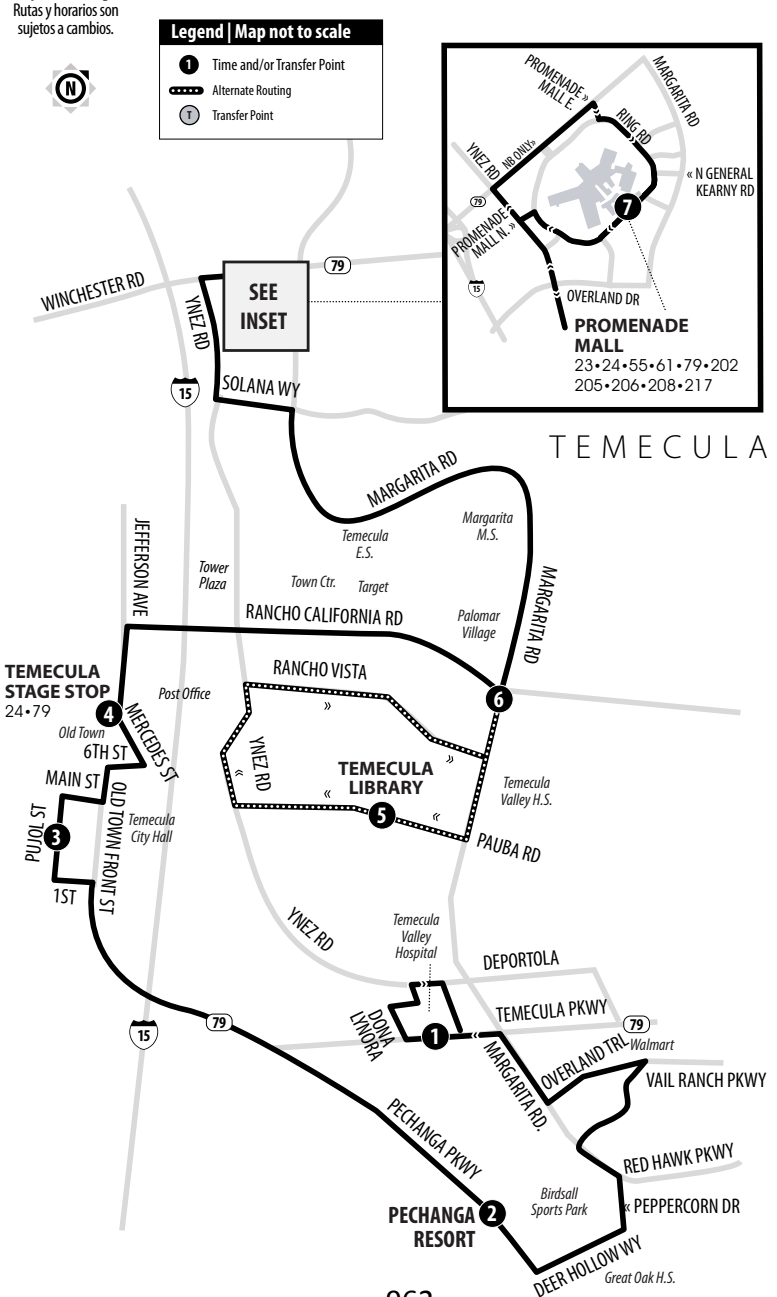
A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Palomar & Central	Inland Valley Medical Center	Skyview Ridge Amanda Apts	Kalmia & Jefferson	Murrieta Walmart	Rancho Springs Medical Center	Winchester & Nicolas	Promenade Mall
10	9	8	6	5	4	2	1
7:19	7:31	7:41	7:49	7:57	8:02	8:22	8:31
8:33	8:45	8:55	9:04	9:12	9:17	9:37	9:46
9:42	9:54	10:04	10:13	10:23	10:28	10:48	10:57
10:48	11:00	11:10	11:19	11:29	11:35	11:55	**12:04**
11:52	**12:05**	**12:15**	**12:24**	**12:34**	**12:40**	**1:00**	**1:09**
1:05	**1:18**	**1:28**	**1:37**	**1:47**	**1:53**	**2:13**	**2:22**
2:17	**2:29**	**2:39**	**2:48**	**2:58**	**3:04**	**3:24**	**3:33**
3:32	**3:44**	**3:54**	**4:03**	**4:13**	**4:19**	**4:39**	**4:48**
4:46	**4:58**	**5:08**	**5:17**	**5:27**	**5:33**	**5:53**	**6:02**
5:46	**5:58**	**6:08**	**6:16**	**6:26**	**6:32**	**6:52**	**7:01**

24 PROMENADE MALL - PECHANGA RESORT - TEMECULA VALLEY HOSPITAL

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



962

24 Northbound to Promenade Mall

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Temecula Valley Hospital	Pechanga Resort	Pujol & Main	Temecula Stage Stop 6th & Front	Margarita & Rancho California	Promenade Mall
1	2	3	4	6	7
7:40	8:06	8:18	8:24	8:33	8:46
8:48	9:14	9:28	9:34	9:43	9:56
9:52	10:18	10:31	10:37	10:46	11:01
11:05	11:34	11:47	11:52	**12:02**	**12:17**
12:19	**12:48**	**1:01**	**1:06**	**1:16**	**1:31**
1:23	**1:52**	**2:05**	**2:10**	**2:21**	**2:36**
2:33	**3:02**	**3:15**	**3:20**	**3:31**	**3:46**
3:45	**4:14**	**4:27**	**4:32**	**4:43**	**4:56**
4:55	**5:24**	**5:37**	**5:42**	**5:49**	**6:00**
6:10	**6:39**	**6:52**	**6:57**	**7:04**	**7:13**

24 Southbound to Temecula Valley Hospital

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Promenade Mall	Margarita & Rancho California	Temecula Stage Stop 6th & Front	Pujol & Main	Pechanga Resort	Temecula Valley Hospital
7	6	4	3	2	1
7:49	8:00	8:09	8:11	8:21	8:38
8:41	8:56	9:08	9:11	9:24	9:42
9:54	10:09	10:21	10:26	10:39	10:57
11:05	11:21	11:35	11:40	11:53	**12:11**
12:12	**12:28**	**12:39**	**12:44**	**12:57**	**1:15**
1:19	**1:36**	**1:47**	**1:52**	**2:05**	**2:23**
2:32	**2:49**	**3:00**	**3:04**	**3:17**	**3:35**
3:43	**4:00**	**4:11**	**4:15**	**4:28**	**4:45**
4:58	**5:15**	**5:26**	**5:30**	**5:43**	**6:00**
6:12	**6:29**	**6:40**	**6:44**	**6:57**	**7:14**

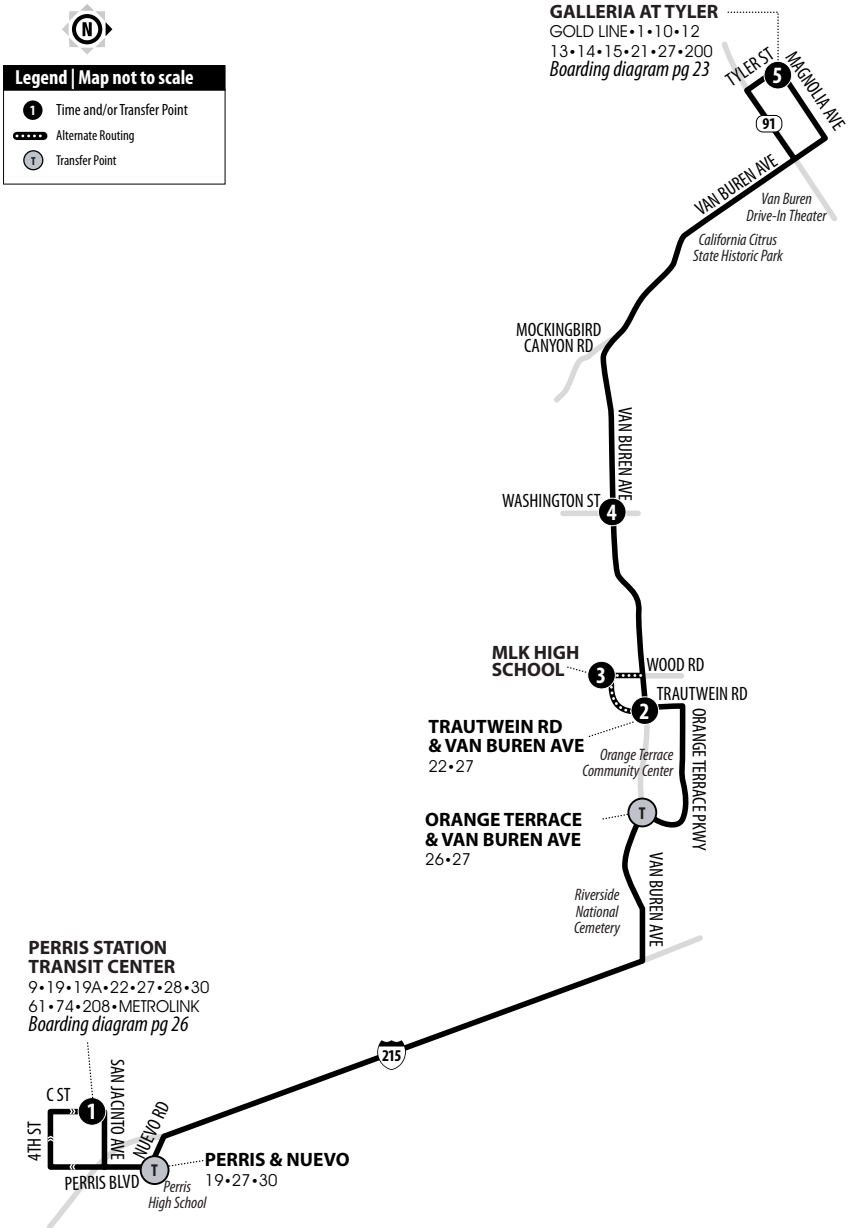
ROUTE 26

NO SERVICE

27 GALLERIA AT TYLER - PERRIS STATION TRANSIT CENTER

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



27 Northbound to Galleria at Tyler

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Perris Station Transit Center	Trautwein & Van Buren	Van Buren & Washington	Galleria at Tyler
1	2	4	5
5:45	6:11	6:15	6:30
6:40	7:06	7:12	7:27
7:41	8:07	8:13	8:30
8:35	9:01	9:07	9:25
9:34	10:02	10:08	10:26
10:35	11:05	11:12	11:31
11:42	**12:12**	**12:19**	**12:40**
12:41	**1:11**	**1:17**	**1:38**
1:55	**2:25**	**2:31**	**2:52**
2:46	**3:16**	**3:22**	**3:43**
4:01	**4:31**	**4:37**	**4:58**
4:56	**5:26**	**5:32**	**5:50**
6:09	**6:39**	**6:44**	**7:02**
7:08	**7:34**	**7:39**	**7:56**
7:51	**8:17**	**8:22**	**8:39**

27 Southbound to Perris Station Transit Center

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Galleria at Tyler	Van Buren & Washington	Trautwein & Van Buren	Perris Station Transit Center
5	4	2	1
5:30	5:43	5:47	6:15
6:43	6:58	7:03	7:31
7:34	7:50	7:55	8:25
8:28	8:46	8:51	9:21
9:23	9:45	9:51	10:23
10:28	10:50	10:56	11:28
11:31	11:53	11:59	**12:31**
12:36	**12:58**	**1:04**	**1:36**
1:36	**1:58**	**2:04**	**2:36**
2:45	**3:07**	**3:13**	**3:45**
3:45	**4:07**	**4:14**	**4:46**
4:57	**5:19**	**5:26**	**5:58**
5:57	**6:17**	**6:22**	**6:54**
6:46	**7:06**	**7:11**	**7:41**
8:06	**8:24**	**8:29**	**8:57**

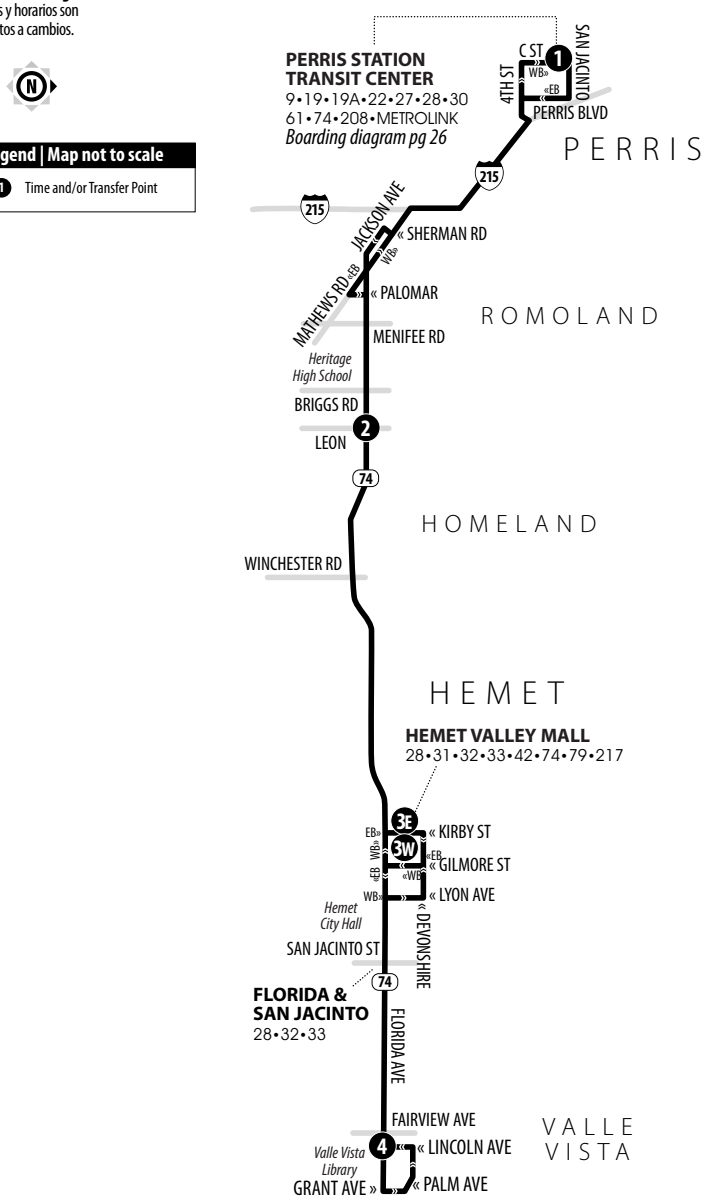
28 PERRIS STATION - HEMET - LINCOLN & FLORIDA

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.

Legend | Map not to scale

1 Time and/or Transfer Point



28 Eastbound to Hemet - Lincoln & Florida

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate
* Trip will end at Florida Ave & State St bus stop at 12:13 a.m.

Perris Station Transit Center	Hwy 74 & Leon	Kirby & Latham	Lincoln & Florida
1	2	3E	4
6:25	6:43	6:57	7:21
6:59	7:17	7:33	7:57
7:43	8:01	8:17	8:41
8:30	8:50	9:07	9:34
9:05	9:25	9:42	10:12
9:43	10:03	10:22	10:52
10:28	10:50	11:09	11:39
11:11	11:33	11:52	**12:22**
11:49	**12:12**	**12:32**	**1:02**
12:34	**12:57**	**1:17**	**1:47**
1:16	**1:39**	**1:59**	**2:29**
2:01	**2:24**	**2:44**	**3:14**
2:44	**3:07**	**3:27**	**3:57**
3:29	**3:52**	**4:12**	**4:42**
4:14	**4:37**	**4:57**	**5:27**
5:01	**5:24**	**5:44**	**6:14**
5:39	**6:01**	**6:20**	**6:47**
6:20	**6:42**	**7:01**	**7:28**
7:05	**7:26**	**7:44**	**8:11**
7:57	**8:18**	**8:36**	**9:03**
9:00	**9:21**	**9:38**	**10:03**
9:34	**9:55**	**10:12**	**10:35**
11:37	**11:53**	12:05*	—

28 Westbound to Perris Station Transit Center

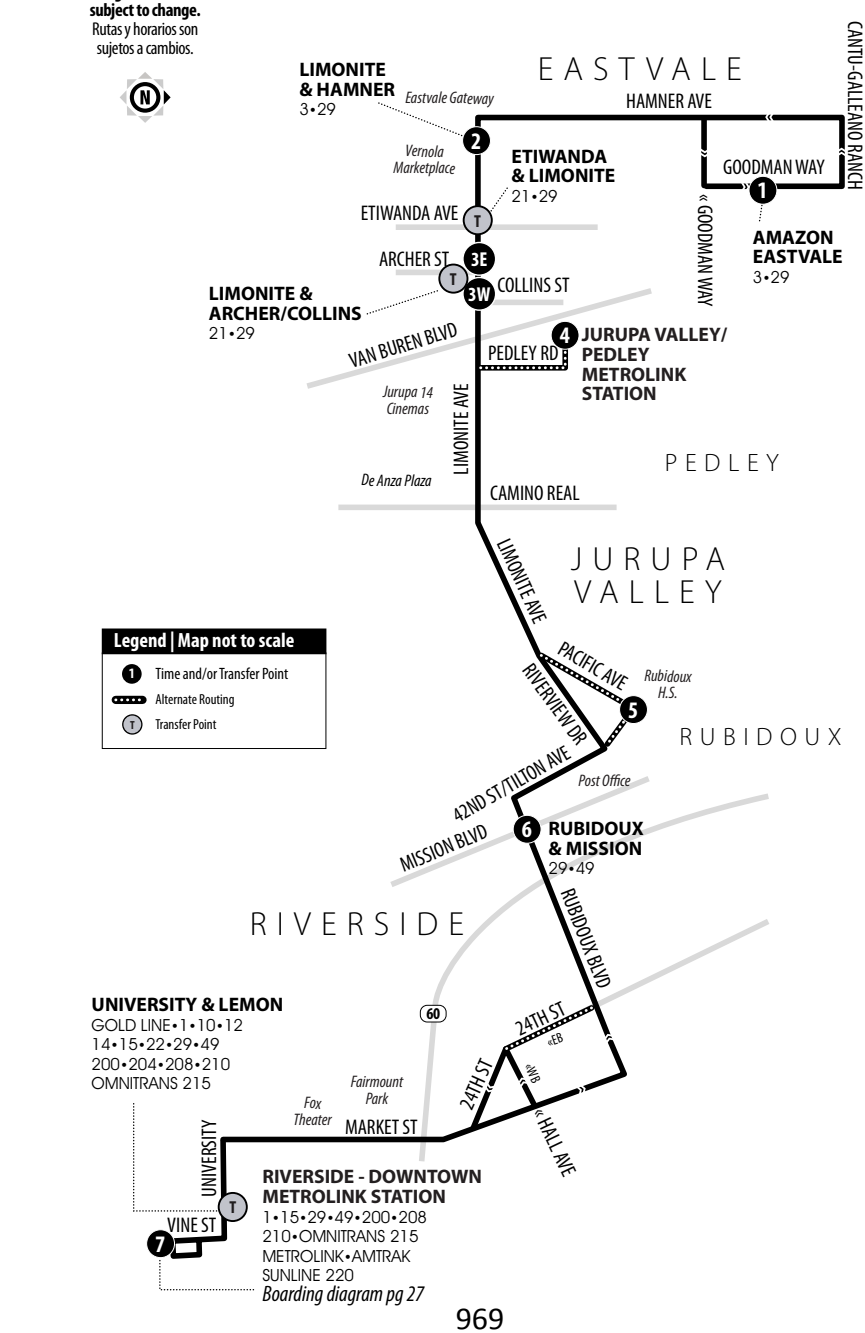
A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Lincoln & Florida	Hemet Valley Mall	Hwy 74 & Leon	Perris Station Transit Center
4	3W	2	1
—	4:30	4:44	5:01
—	5:05	5:19	5:36
5:26	5:55	6:11	6:28
6:11	6:41	6:57	7:14
7:00	7:32	7:50	8:07
7:43	8:15	8:33	8:51
8:18	8:50	9:08	9:27
8:56	9:31	9:49	10:08
9:44	10:19	10:38	10:57
10:22	10:57	11:18	11:38
11:05	11:41	**12:02**	**12:22**
11:49	**12:25**	**12:46**	**1:06**
12:32	**1:08**	**1:29**	**1:49**
1:15	**1:51**	**2:12**	**2:32**
1:57	**2:31**	**2:52**	**3:12**
2:39	**3:13**	**3:34**	**3:54**
3:29	**4:02**	**4:23**	**4:43**
4:09	**4:42**	**5:02**	**5:22**
4:52	**5:25**	**5:45**	**6:05**
5:45	**6:17**	**6:36**	**6:54**
6:25	**6:55**	**7:14**	**7:31**
7:38	**8:08**	**8:27**	**8:44**
8:21	**8:50**	**9:07**	**9:24**

29 DOWNTOWN RIVERSIDE - JURUPA VALLEY - EASTVALE

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



Boarding diagram pg 27

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29 Eastbound to Downtown Riverside

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Amazon Eastvale	Limonite & Hamner	Limonite & Archer	Rubidoux & Mission	Riverside-Downtown Metrolink Station (Vine St Bay D)
1	2	3E	6	7
5:57	6:06	6:17	6:31	6:50
6:56	7:05	7:16	7:30	7:49
8:04	8:13	8:25	8:39	9:00
9:09	9:19	9:31	9:47	10:10
10:21	10:31	10:43	10:59	11:22
11:33	11:43	11:55	**12:11**	**12:34**
12:46	**12:56**	**1:10**	**1:26**	**1:49**
2:04	**2:14**	**2:30**	**2:46**	**3:09**
3:13	**3:23**	**3:39**	**3:55**	**4:18**
4:33	**4:43**	**4:59**	**5:15**	**5:38**
5:41	**5:51**	**6:05**	**6:21**	**6:42**
7:00	**7:10**	**7:24**	**7:40**	**8:01**

29 Westbound to Eastvale

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Riverside-Downtown Metrolink Station (Vine St Bay D)	Rubidoux & Mission	Limonite & Collins	Limonite & Hamner	Amazon Eastvale
7	6	3W	2	1
5:55	6:16	6:28	6:38	6:46
7:00	7:21	7:35	7:46	7:54
7:59	8:24	8:40	8:51	8:59
9:10	9:35	9:51	10:03	10:11
10:20	10:45	11:01	11:15	11:23
11:32	11:58	**12:14**	**12:28**	**12:36**
12:44	**1:10**	**1:26**	**1:40**	**1:48**
1:59	**2:25**	**2:41**	**2:55**	**3:03**
3:19	**3:45**	**4:01**	**4:15**	**4:23**
4:28	**4:54**	**5:10**	**5:23**	**5:31**
5:48	**6:13**	**6:29**	**6:42**	**6:50**
6:52	**7:17**	**7:30**	**7:43**	**7:51**
8:11	**8:36**	**8:49**	**9:01**	**9:09**

30 PERRIS STATION - WESTON & CARTER (WEST LOOP) - MAY RANCH (EAST LOOP)

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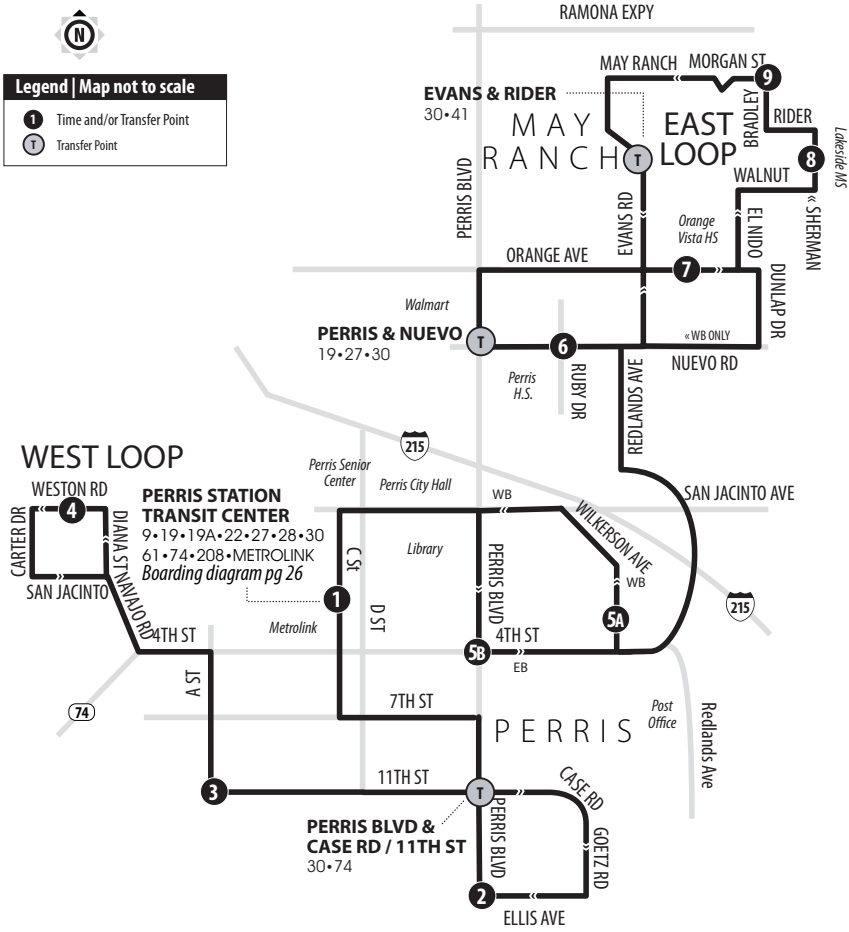
Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



30 East Loop

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Perris Station Transit Center	4th & Perris	Nuevo & Ruby	Orange Vista High School	Sherman & Walnut	Morgan & Bradley	Orange Vista High School	Nuevo & Ruby	4th & Wilkerson	Perris Station Transit Center
1	5B	6	7	8	9	7	6	5A	1
7:45	7:49	7:56	8:05	8:10	8:14	8:23	8:44	8:52	8:59
9:04	9:08	9:16	9:26	9:31	9:35	9:44	10:06	10:14	10:21
10:31	10:35	10:43	10:53	10:58	11:02	11:11	11:33	11:41	11:48
12:13	**12:17**	**12:25**	**12:35**	**12:40**	**12:44**	**12:53**	**1:15**	**1:23**	**1:30**
1:40	**1:44**	**1:52**	**2:02**	**2:07**	**2:11**	**2:20**	**2:42**	**2:50**	**2:57**
3:05	**3:09**	**3:17**	**3:27**	**3:32**	**3:36**	**3:45**	**4:07**	**4:15**	**4:22**
4:29	**4:33**	**4:41**	**4:51**	**4:56**	**5:00**	**5:09**	**5:30**	**5:38**	**5:45**
5:53	**5:57**	**6:05**	**6:15**	**6:20**	**6:24**	**6:33**	**6:54**	**7:02**	**7:09**

31 HEMET VALLEY MALL - SAN JACINTO - BEAUMONT - BANNING - MORENO VALLEY

Information Center
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Routing and timetables subject to change.
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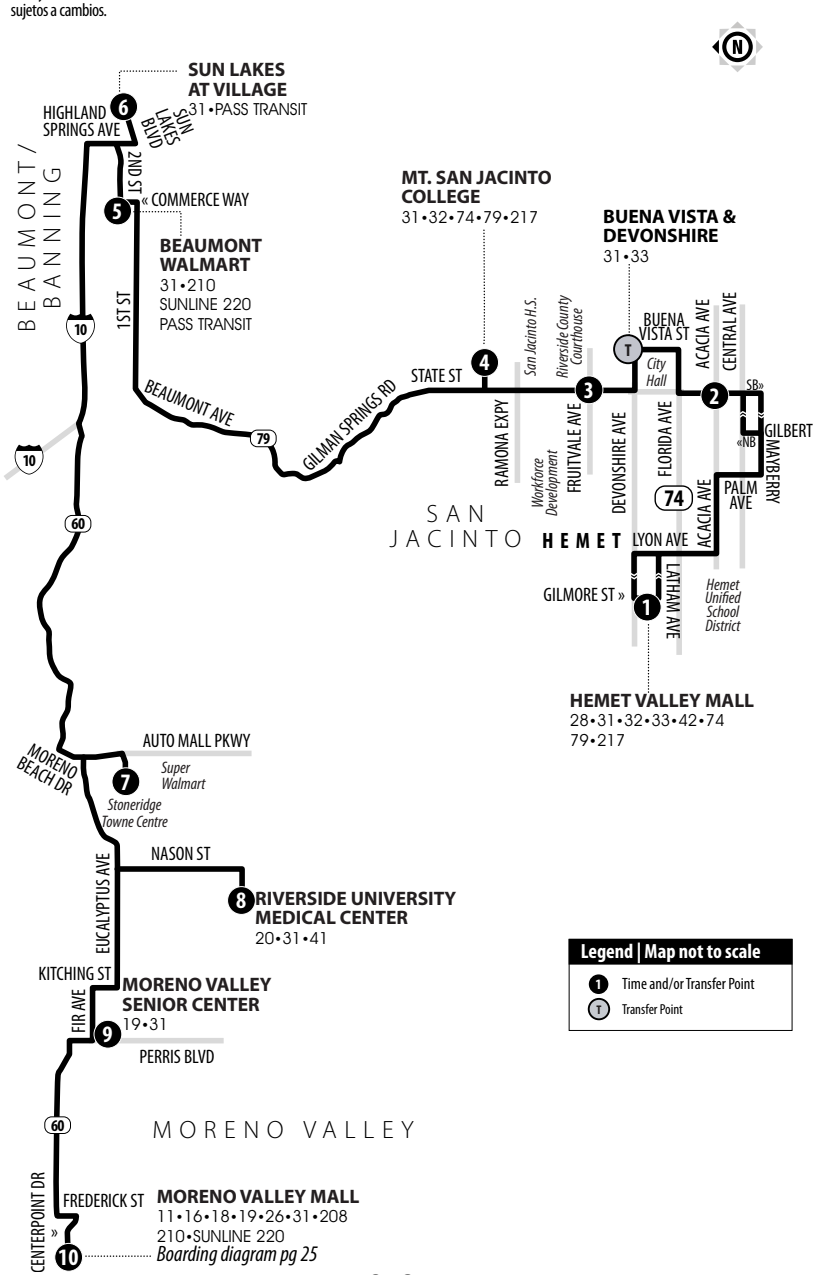

31 Northbound to Moreno Valley Mall

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Hemet Valley Mall	State & Acacia (Post Office)	State & Fruitvale	Mt. San Jacinto College San Jacinto	Beaumont Walmart	Sun Lakes at Village	Super Walmart at Moreno Beach Dr	Riverside University Medical Center	Moreno Valley Senior Center	Moreno Valley Mall
1	2	3	4	5	6	7	8	9	10
7:04	7:13	7:22	7:33	7:51	7:54	8:22	8:34	8:46	9:06
8:12	8:21	8:30	8:41	8:59	9:02	9:32	9:44	9:56	10:16
9:25	9:34	9:43	9:54	10:12	10:15	10:45	10:57	11:09	11:29
10:35	10:44	10:53	11:04	11:22	11:25	11:55	**12:07**	**12:19**	**12:39**
11:46	11:55	**12:04**	**12:15**	**12:33**	**12:36**	**1:06**	**1:18**	**1:30**	**1:50**
12:50	**12:59**	**1:08**	**1:19**	**1:37**	**1:40**	**2:10**	**2:22**	**2:34**	**2:54**
2:06	**2:15**	**2:24**	**2:35**	**2:53**	**2:56**	**3:26**	**3:38**	**3:50**	**4:10**
3:13	**3:22**	**3:31**	**3:42**	**4:00**	**4:03**	**4:33**	**4:45**	**4:57**	**5:17**
4:24	**4:33**	**4:42**	**4:53**	**5:11**	**5:14**	**5:44**	**5:56**	**6:08**	**6:28**
5:26	**5:35**	**5:44**	**5:54**	**6:11**	**6:14**	**6:44**	**6:56**	**7:08**	**7:28**

31 Southbound to Hemet Valley Mall

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Moreno Valley Mall	Moreno Valley Senior Center	Riverside University Medical Center	Super Walmart at Moreno Beach Dr	Sun Lakes at Village	Beaumont Walmart	Mt. San Jacinto College San Jacinto	State & Fruitvale	State & Acacia (Post Office)	Hemet Valley Mall
10	9	8	7	6	5	4	3	2	1
7:10	7:22	7:34	7:43	8:11	8:16	8:36	8:48	8:58	9:08
8:15	8:27	8:39	8:48	9:16	9:21	9:41	9:53	10:03	10:13
9:29	9:41	9:53	10:02	10:31	10:36	10:56	11:09	11:19	11:29
10:33	10:45	10:57	11:06	11:35	11:40	**12:00**	**12:13**	**12:23**	**12:33**
11:46	11:58	**12:10**	**12:19**	**12:48**	**12:53**	**1:13**	**1:26**	**1:36**	**1:46**
12:56	**1:08**	**1:20**	**1:29**	**1:58**	**2:03**	**2:23**	**2:36**	**2:46**	**2:56**
2:07	**2:19**	**2:31**	**2:40**	**3:09**	**3:14**	**3:34**	**3:47**	**3:57**	**4:07**
3:11	**3:23**	**3:35**	**3:44**	**4:13**	**4:18**	**4:38**	**4:50**	**4:59**	**5:09**
4:24	**4:36**	**4:48**	**4:57**	**5:26**	**5:31**	**5:51**	**6:02**	**6:10**	**6:20**
5:34	**5:46**	**5:58**	**6:07**	**6:35**	**6:39**	**6:58**	**7:09**	**7:17**	**7:27**
6:52	**7:04**	**7:16**	**7:25**	**7:53**	**7:57**	**8:16**	**8:27**	**8:35**	**8:45**

32 HEMET VALLEY MALL - MT. SAN JACINTO COLLEGE

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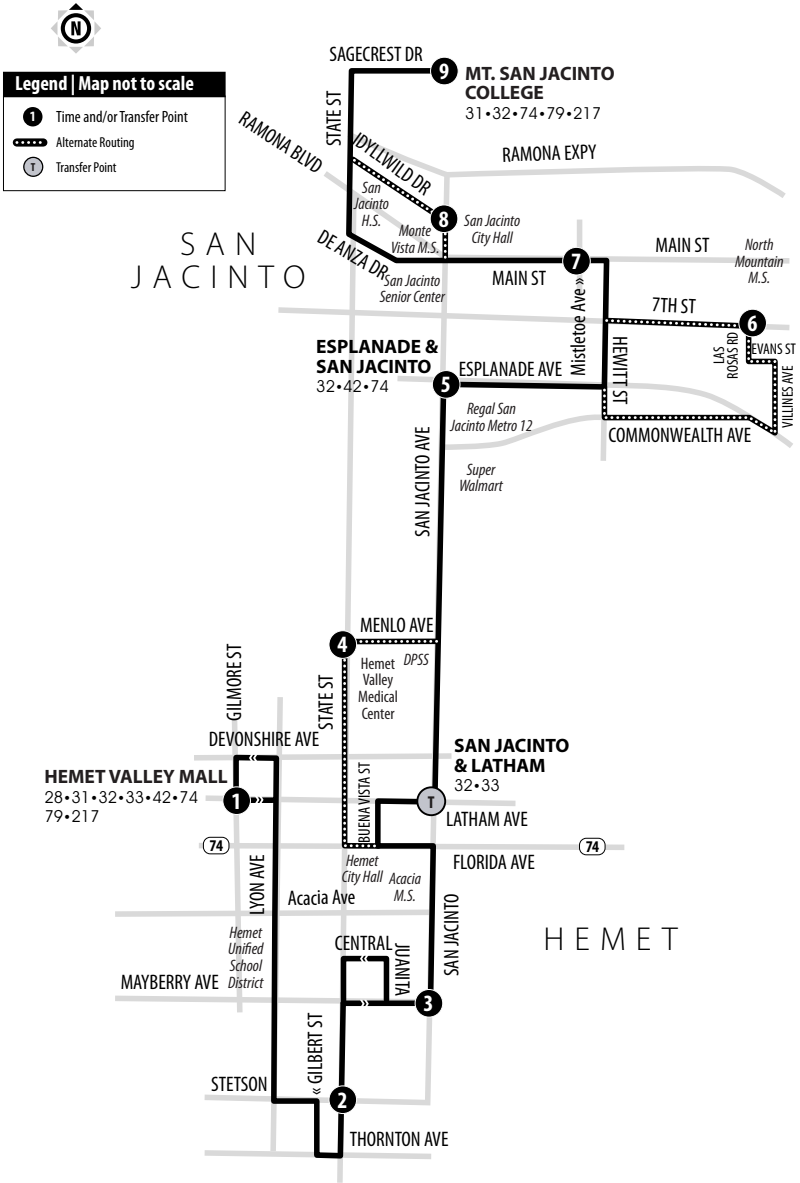
RTABus.com

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



975

32 Northbound to Mt. San Jacinto College

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Hemet Valley Mall	State & Stetson	San Jacinto & Mayberry	Esplanade & San Jacinto	Main & Mistletoe	Mt. San Jacinto College San Jacinto
1	2	3	5	7	9
7:15	7:28	7:34	7:47	7:52	8:04
8:22	8:36	8:42	8:55	9:00	9:13
9:19	9:33	9:39	9:53	9:58	10:11
10:27	10:41	10:47	11:01	11:06	11:19
11:28	11:42	11:48	**12:02**	**12:08**	**12:21**
12:37	**12:51**	**12:57**	**1:11**	**1:17**	**1:29**
1:38	**1:52**	**1:58**	**2:14**	**2:20**	**2:32**
2:49	**3:03**	**3:09**	**3:25**	**3:31**	**3:43**
3:44	**3:58**	**4:04**	**4:20**	**4:26**	**4:38**
5:02	**5:14**	**5:19**	**5:33**	**5:38**	**5:50**
5:56	**6:08**	**6:13**	**6:27**	**6:32**	**6:44**

32 Southbound to Hemet Valley Mall

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Mt. San Jacinto College San Jacinto	Main & Mistletoe	Esplanade & San Jacinto	San Jacinto & Mayberry	State & Stetson	Hemet Valley Mall
9	7	5	3	2	1
7:17	7:30	7:34	7:46	7:53	8:07
8:16	8:29	8:34	8:47	8:55	9:09
9:21	9:34	9:39	9:54	10:02	10:16
10:25	10:38	10:43	10:58	11:06	11:20
11:27	11:40	11:45	**12:00**	**12:08**	**12:22**
12:33	**12:46**	**12:51**	**1:06**	**1:14**	**1:28**
1:37	**1:49**	**1:54**	**2:08**	**2:16**	**2:30**
2:42	**2:54**	**2:58**	**3:12**	**3:20**	**3:34**
3:48	**4:00**	**4:04**	**4:18**	**4:26**	**4:40**
4:54	**5:06**	**5:10**	**5:24**	**5:32**	**5:46**
6:00	**6:12**	**6:16**	**6:28**	**6:36**	**6:50**

33 HEMET VALLEY MALL - SANDERSON & THORNTON - STANFORD & STETSON

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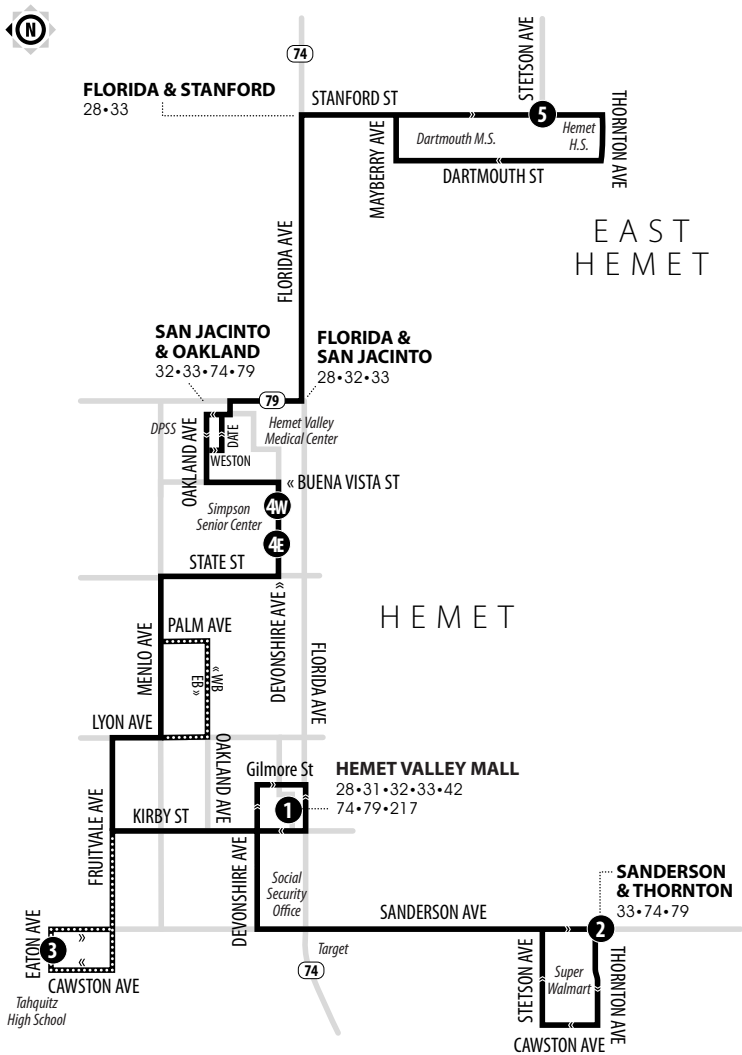
Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



Legend | Map not to scale

- 1 Time and/or Transfer Point
- Alternate Routing

977

33 Eastbound to Stanford & Stetson

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Hemet Valley Mall	Devonshire & Carmalita	Stanford & Stetson
1	4E	5
9:12	9:24	9:39
11:16	11:28	11:44
1:02	**1:14**	**1:30**
2:56	**3:08**	**3:23**
4:37	**4:49**	**5:04**
6:25	**6:37**	**6:52**

33 Westbound to Hemet Valley Mall and Sanderson & Thornton

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Stanford & Stetson	Devonshire & Juanita	Hemet Valley Mall	Thornton & Sanderson	Hemet Valley Mall
5	4W	1	2	1
8:10	8:26	8:39	8:51	9:05
9:44	10:02	10:15	10:29	10:46
11:50	**12:08**	**12:21**	**12:35**	**12:52**
1:48	**2:06**	**2:19**	**2:33**	**2:48**
3:28	**3:46**	**3:59**	**4:12**	**4:27**
5:09	**5:26**	**5:39**	**5:52**	**6:07**

978

40 LAKE ELSINOR - CANYON LAKE - QUAIL VALLEY - MENIFEE - SUN CITY

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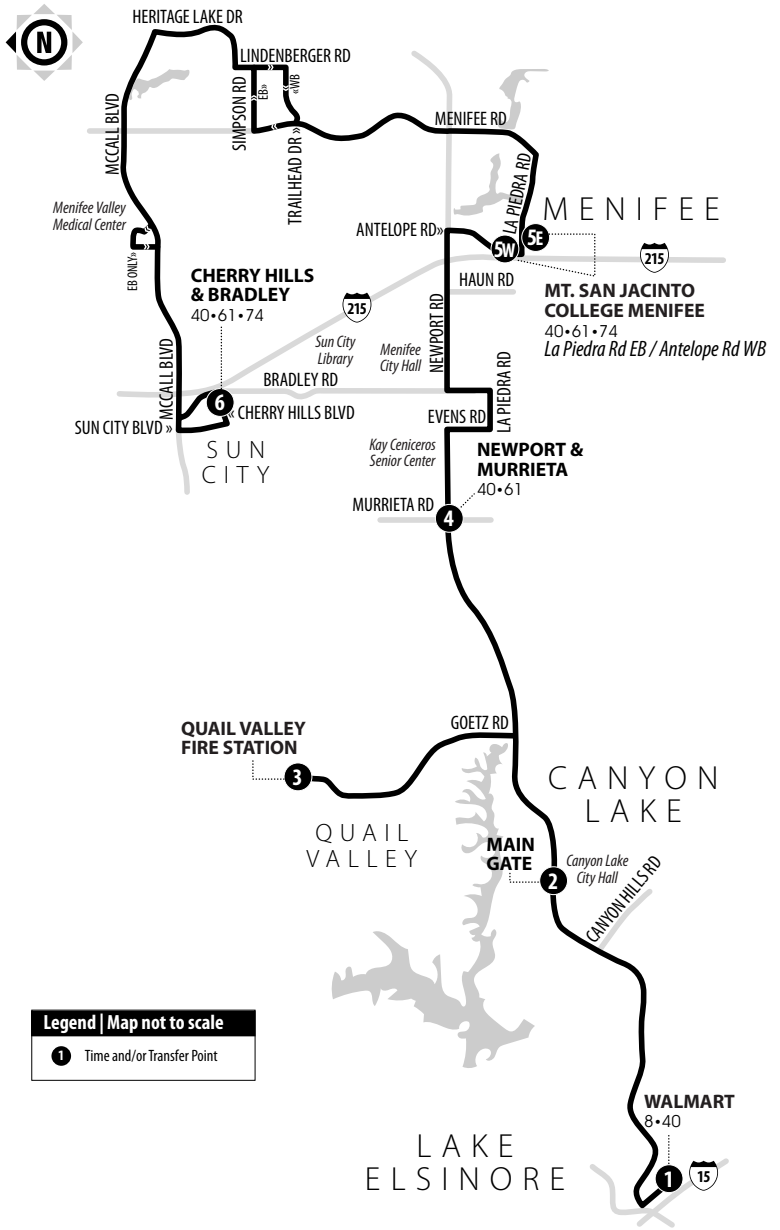
Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



40 Eastbound to Menifee-Sun City

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate
* La Piedra Rd at College

Lake Elsinore Walmart	Canyon Lake Main Gate	Quail Valley Fire Station	Newport & Murrieta	Mt. San Jacinto College Menifee*	Cherry Hills & Bradley
1	2	3	4	5E	6
7:45	7:52	8:02	8:10	8:22	8:50
8:56	9:03	9:13	9:21	9:33	10:01
10:13	10:20	10:30	10:38	10:50	11:18
11:26	11:33	11:43	11:51	**12:03**	**12:31**
12:38	**12:45**	**12:55**	**1:03**	**1:15**	**1:43**
1:56	**2:03**	**2:13**	**2:21**	**2:33**	**3:01**
3:20	**3:27**	**3:37**	**3:45**	**3:57**	**4:25**
4:23	**4:30**	**4:40**	**4:48**	**5:00**	**5:28**
6:08	**6:15**	**6:25**	**6:33**	**6:45**	**7:13**

40 Westbound to Lake Elsinore

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate
** Antelope Rd at La Piedra Rd

Cherry Hills & Bradley	Mt. San Jacinto College Menifee**	Newport & Murrieta	Quail Valley Fire Station	Canyon Lake Main Gate	Lake Elsinore Walmart
6	5W	4	3	2	1
7:36	7:59	8:14	8:25	8:33	8:41
9:00	9:23	9:38	9:49	9:57	10:05
10:14	10:37	10:52	11:03	11:11	11:19
11:26	11:49	**12:04**	**12:15**	**12:23**	**12:31**
12:41	**1:04**	**1:19**	**1:30**	**1:38**	**1:46**
2:05	**2:28**	**2:43**	**2:54**	**3:02**	**3:10**
3:08	**3:31**	**3:46**	**3:57**	**4:05**	**4:13**
4:38	**5:01**	**5:16**	**5:27**	**5:35**	**5:43**
6:02	**6:25**	**6:40**	**6:51**	**6:59**	**7:07**

41 MEAD VALLEY COMMUNITY CENTER - MORENO VALLEY COLLEGE - RUMC

Information Center
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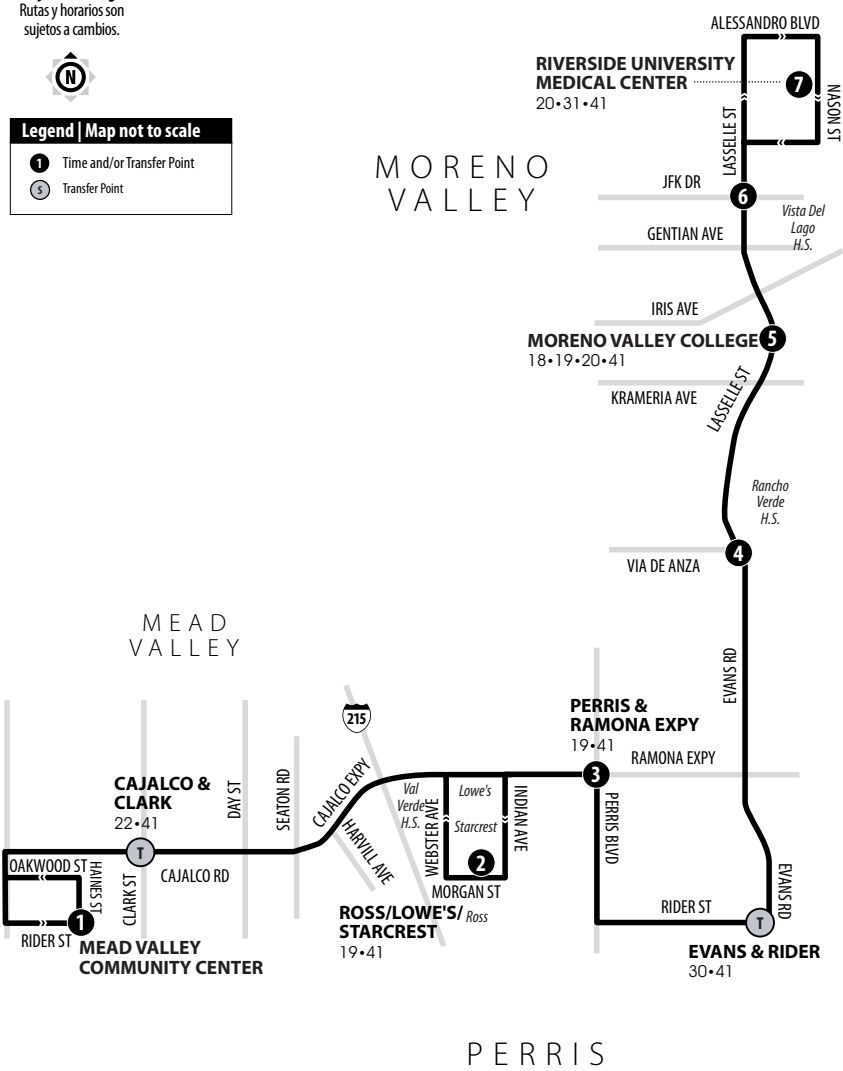
RTABus.com

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



41 Eastbound to Riverside University Medical Center

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Mead Valley Community Center	Ross / Lowe's / Starcrest	Perris & Ramona Expy	Lasselle & Via De Anza	Moreno Valley College	Riverside University Medical Center
1	2	3	4	5	6
6:55	7:08	7:13	7:23	7:27	7:38
8:41	8:54	8:59	9:09	9:13	9:24
10:27	10:40	10:45	10:55	10:59	11:10
12:13	**12:26**	**12:31**	**12:41**	**12:45**	**12:56**
1:59	**2:12**	**2:17**	**2:27**	**2:31**	**2:42**
3:45	**3:58**	**4:03**	**4:13**	**4:17**	**4:28**
5:31	**5:44**	**5:49**	**5:59**	**6:03**	**6:14**

41 Westbound to Mead Valley Community Center

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Riverside University Medical Center	Moreno Valley College	Lasselle & Via De Anza	Perris & Ramona Expy	Ross / Lowe's / Starcrest	Mead Valley Community Center
6	5	4	3	2	1
7:48	7:57	8:02	8:15	8:18	8:31
9:34	9:43	9:48	10:01	10:04	10:17
11:20	11:29	11:34	11:47	11:50	**12:03**
1:06	**1:15**	**1:20**	**1:33**	**1:36**	**1:49**
2:52	**3:01**	**3:06**	**3:19**	**3:22**	**3:35**
4:38	**4:47**	**4:52**	**5:05**	**5:08**	**5:21**
6:24	**6:33**	**6:38**	**6:51**	**6:54**	**7:07**

42 HEMET VALLEY MALL - SAN JACINTO - SOBOBA CASINO

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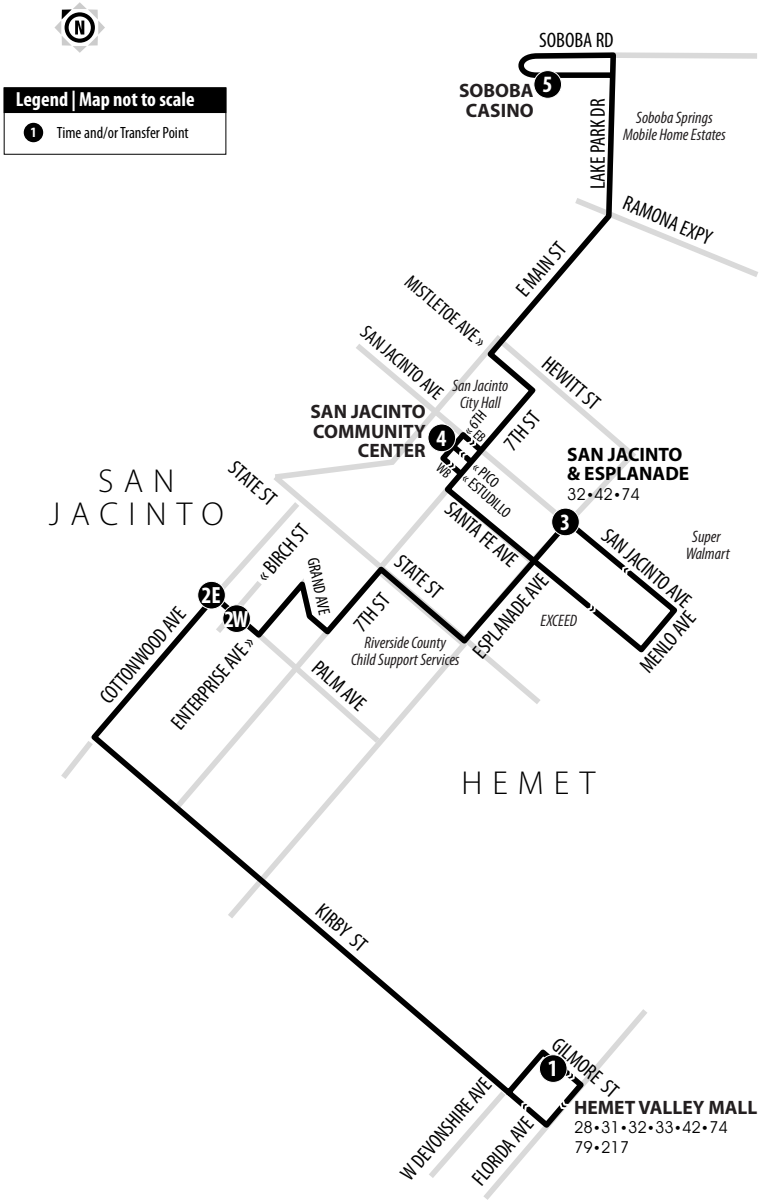
Rutas y horarios son sujetos a cambios.



983

42 Eastbound to Soboba Casino

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Hemet Valley Mall	Palm & Cottonwood	San Jacinto & Esplanade	San Jacinto Community Center	Soboba Casino
1	2E	3	4	5
8:25	8:37	8:50	8:55	9:07
10:04	10:17	10:31	10:37	10:49
12:01	**12:14**	**12:28**	**12:34**	**12:47**
1:40	**1:53**	**2:08**	**2:13**	**2:25**
3:33	**3:46**	**3:59**	**4:04**	**4:16**
5:16	**5:28**	**5:41**	**5:46**	**5:58**

42 Westbound to Hemet Valley Mall

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Soboba Casino	San Jacinto Community Center	San Jacinto & Esplanade	Palm & Birch	Hemet Valley Mall
5	4	3	2W	1
9:17	9:25	9:35	9:43	9:56
10:56	11:04	11:14	11:22	11:35
12:53	**1:01**	**1:11**	**1:19**	**1:32**
2:31	**2:39**	**2:49**	**2:57**	**3:10**
4:26	**4:34**	**4:44**	**4:52**	**5:06**
6:08	**6:16**	**6:26**	**6:34**	**6:48**

49 DOWNTOWN RIVERSIDE - COUNTRY VILLAGE - FONTANA

Information Center
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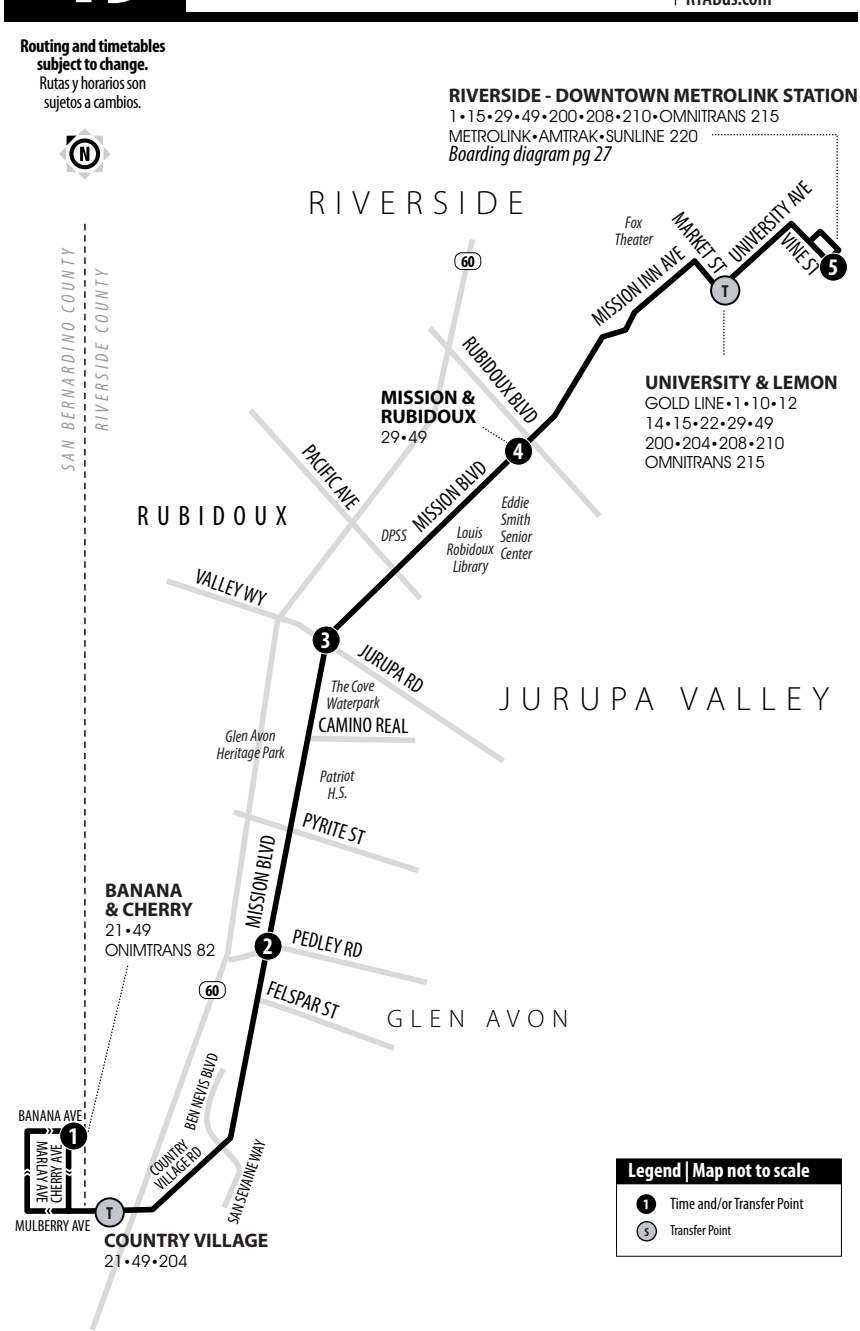
Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



985

49 Eastbound to Downtown Riverside

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Banana & Cherry	Mission & Pedley	Mission & Valley	Mission & Rubidoux	Riverside-Downtown Metrolink Station (Vine St Bay D)
1	2	3	4	5
6:22	6:33	6:40	6:48	7:00
7:09	7:21	7:28	7:36	7:48
7:57	8:09	8:17	8:27	8:40
8:47	8:59	9:07	9:17	9:30
9:41	9:53	10:01	10:11	10:24
10:32	10:45	10:53	11:04	11:19
11:27	11:40	11:48	11:59	**12:14**
12:22	**12:35**	**12:43**	**12:54**	**1:09**
1:17	**1:30**	**1:38**	**1:49**	**2:04**
2:13	**2:26**	**2:34**	**2:45**	**3:00**
3:09	**3:22**	**3:30**	**3:41**	**3:56**
4:05	**4:18**	**4:26**	**4:36**	**4:51**
5:01	**5:14**	**5:22**	**5:32**	**5:47**
5:56	**6:09**	**6:17**	**6:25**	**6:40**
6:53	**7:06**	**7:14**	**7:21**	**7:34**

49 Westbound to Country Village/Fontana

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Riverside-Downtown Metrolink Station (Vine St Bay D)	Mission & Rubidoux	Mission & Valley	Mission & Pedley	Banana & Cherry
5	4	3	2	1
7:10	7:23	7:30	7:35	7:47
7:58	8:13	8:20	8:25	8:37
8:50	9:05	9:13	9:18	9:31
9:40	9:55	10:03	10:09	10:22
10:34	10:50	10:58	11:04	11:17
11:29	11:45	11:54	11:59	**12:12**
12:24	**12:40**	**12:49**	**12:54**	**1:07**
1:19	**1:35**	**1:44**	**1:49**	**2:03**
2:14	**2:32**	**2:40**	**2:45**	**2:59**
3:10	**3:28**	**3:36**	**3:41**	**3:55**
4:06	**4:24**	**4:32**	**4:37**	**4:51**
5:01	**5:19**	**5:27**	**5:32**	**5:46**
5:57	**6:15**	**6:23**	**6:29**	**6:42**
6:50	**7:07**	**7:15**	**7:21**	**7:34**
7:44	**8:00**	**8:07**	**8:13**	**8:26**

ROUTE 50

SUSPENDED UNTIL JURY TRIALS RESUME

ROUTE 51

SUSPENDED UNTIL UCR CLASSES RESUME

988

ROUTE 52

NO SERVICE

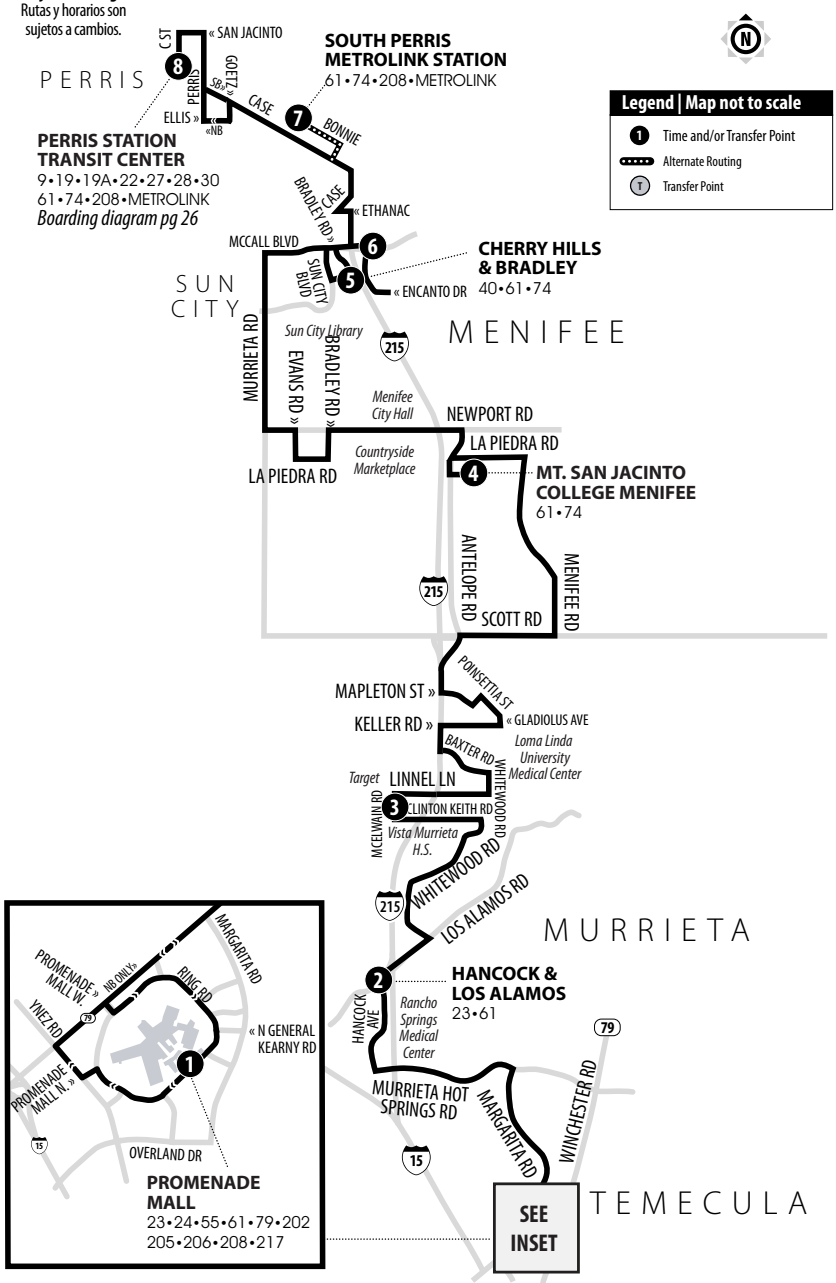
ROUTE 55

SUSPENDED UNTIL TEMECULA SCHOOLS RESUME

61 PERRIS STATION TRANSIT CENTER - SUN CITY - MENIFEE - MURRIETA - TEMECULA

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



61 Northbound to Perris Station Transit Center

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Promenade Mall	Hancock & Los Alamos	McElwain at Super Target	Mt. San Jacinto College Menifee	Cherry Hills & Bradley	Encanto & McCall	Perris Station Transit Center
1	2	3	4	5	6	7
6:51	7:08	7:17	7:37	8:01	8:08	8:30
8:11	8:28	8:37	8:57	9:22	9:29	9:52
9:28	9:45	9:55	10:15	10:40	10:47	11:10
10:52	11:14	11:24	11:44	**12:09**	**12:16**	**12:39**
12:05	**12:27**	**12:37**	**12:57**	**1:22**	**1:29**	**1:51**
1:21	**1:45**	**1:56**	**2:18**	**2:43**	**2:50**	**3:12**
2:50	**3:14**	**3:25**	**3:47**	**4:12**	**4:19**	**4:41**
4:06	**4:30**	**4:41**	**5:02**	**5:27**	**5:34**	**5:56**
5:39	**6:02**	**6:13**	**6:34**	**6:59**	**7:05**	**7:26**

61 Southbound to Temecula (Promenade Mall)

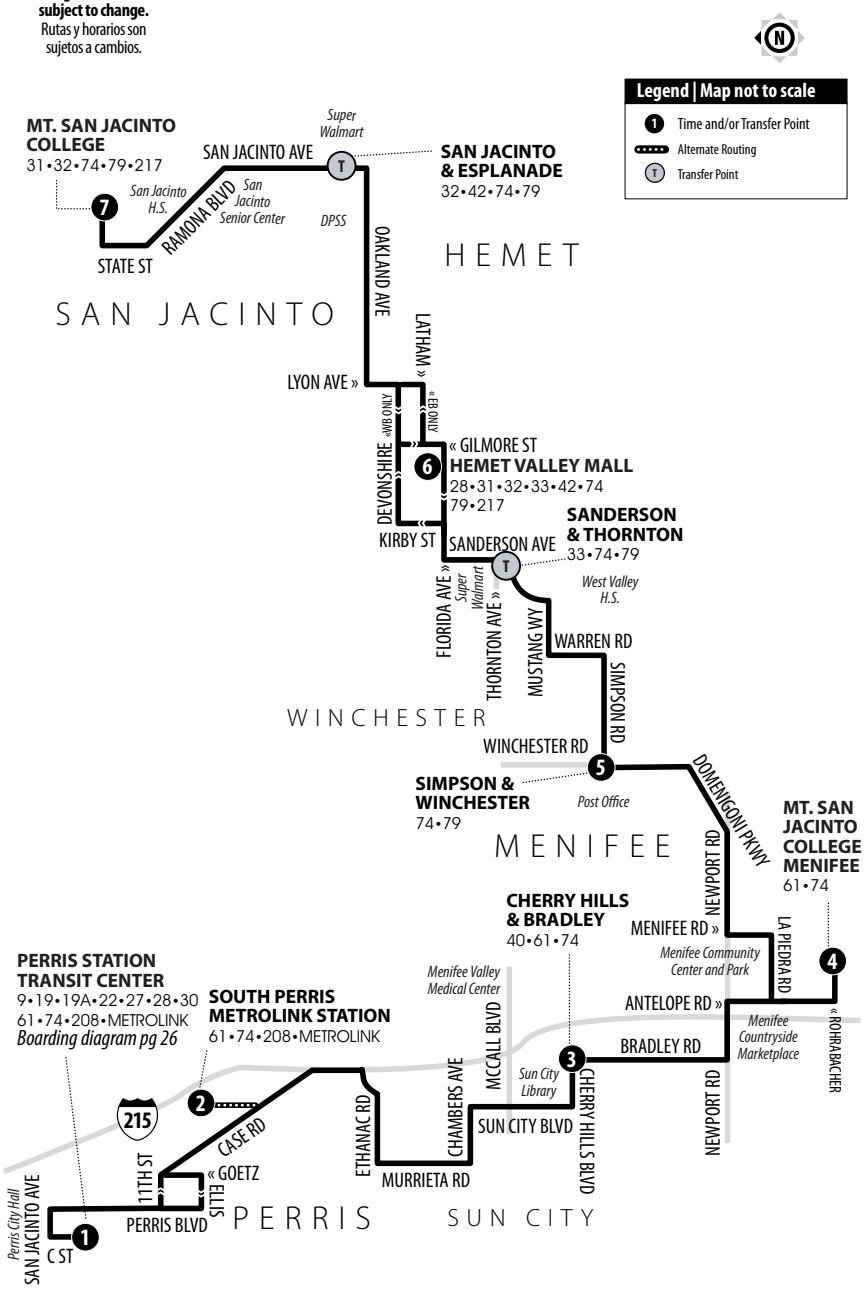
A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Perris Station Transit Center	Encanto & McCall	Cherry Hills & Bradley	Mt. San Jacinto College Menifee	McElwain at Super Target	Hancock & Los Alamos	Promenade Mall
7	6	5	4	3	2	1
7:34	7:52	8:00	8:25	8:47	8:58	9:16
8:52	9:11	9:19	9:45	10:07	10:19	10:40
10:07	10:26	10:34	11:00	11:22	11:34	11:55
11:24	11:43	11:51	**12:17**	**12:39**	**12:50**	**1:11**
12:49	**1:08**	**1:16**	**1:42**	**2:04**	**2:15**	**2:36**
2:03	**2:22**	**2:30**	**2:56**	**3:18**	**3:29**	**3:50**
3:23	**3:42**	**3:50**	**4:16**	**4:37**	**4:48**	**5:09**
5:07	**5:26**	**5:34**	**6:00**	**6:21**	**6:32**	**6:53**

74 SAN JACINTO - HEMET - MENIFEE - SUN CITY - PERRIS

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



74 Eastbound to Hemet Valley Mall and MSJC San Jacinto

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Perris Station Transit Center	Cherry Hills & Bradley	Mt. San Jacinto College Menifee	Simpson & Winchester	Hemet Valley Mall	Mt. San Jacinto College San Jacinto
1	3	4	5	6	7
6:56	7:19	7:31	7:45	8:07	8:31
8:03	8:26	8:40	8:56	9:18	9:44
9:26	9:49	10:03	10:19	10:41	11:09
10:41	11:04	11:18	11:34	11:59	**12:27**
12:00	**12:23**	**12:38**	**12:54**	**1:21**	**1:49**
1:30	**1:53**	**2:08**	**2:24**	**2:51**	**3:19**
2:58	**3:21**	**3:36**	**3:51**	**4:19**	**4:47**
4:30	**4:53**	**5:08**	**5:23**	**5:49**	**6:17**
5:34	**5:57**	**6:11**	**6:26**	**6:52**	**7:16**

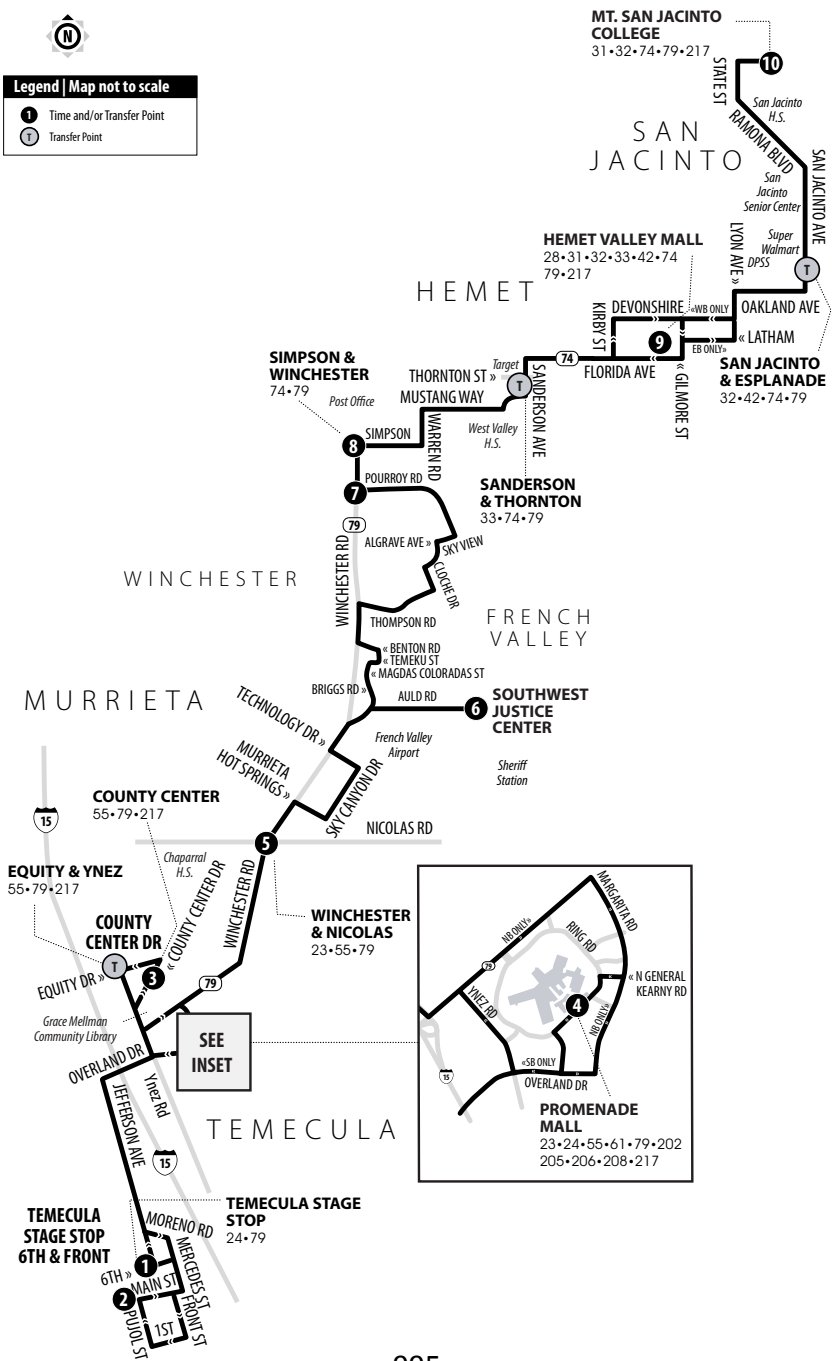
74 Westbound to Perris Station Transit Center

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Mt. San Jacinto College San Jacinto	Hemet Valley Mall	Simpson & Winchester	Mt. San Jacinto College Menifee	Cherry Hills & Bradley	Perris Station Transit Center
7	6	5	4	3	1
6:08	6:31	6:49	7:02	7:14	7:38
7:30	7:56	8:14	8:27	8:41	9:08
8:50	9:16	9:36	9:49	10:04	10:31
10:02	10:30	10:53	11:07	11:23	11:50
11:29	11:57	**12:20**	**12:34**	**12:50**	**1:18**
12:39	**1:07**	**1:30**	**1:44**	**2:00**	**2:28**
1:59	**2:27**	**2:50**	**3:04**	**3:20**	**3:48**
3:29	**3:57**	**4:20**	**4:34**	**4:50**	**5:18**
5:02	**5:30**	**5:53**	**6:07**	**6:23**	**6:50**
6:27	**6:52**	**7:15**	**7:29**	**7:44**	**8:08**

79 SAN JACINTO - HEMET - WINCHESTER - TEMECULA

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com



79 Northbound to Hemet Valley Mall and MSJC San Jacinto

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

County Center	Promenade Mall	Winchester & Nicolas	Southwest Justice Center	Winchester & Pourroy	Simpson & Winchester	Hemet Valley Mall	Mt. San Jacinto College San Jacinto
3	4	5	6	7	8	9	10
7:33	7:43	7:50	8:01	8:11	8:21	8:43	9:09
8:49	8:59	9:06	9:17	9:28	9:38	10:00	10:28
10:06	10:16	10:23	10:34	10:45	10:55	11:20	11:48
11:18	11:32	11:41	11:52	**12:04**	**12:14**	**12:41**	**1:09**
12:41	**12:55**	**1:04**	**1:15**	**1:27**	**1:37**	**2:04**	**2:32**
2:08	**2:22**	**2:31**	**2:43**	**2:55**	**3:05**	**3:33**	**4:01**
3:37	**3:51**	**4:00**	**4:12**	**4:24**	**4:34**	**5:02**	**5:30**
4:49	**5:03**	**5:13**	**5:25**	**5:37**	**5:47**	**6:13**	**6:37**
6:08	**6:20**	**6:30**	**6:42**	**6:54**	**7:04**	**7:30**	**7:54**

79 Southbound to Temecula (County Center)

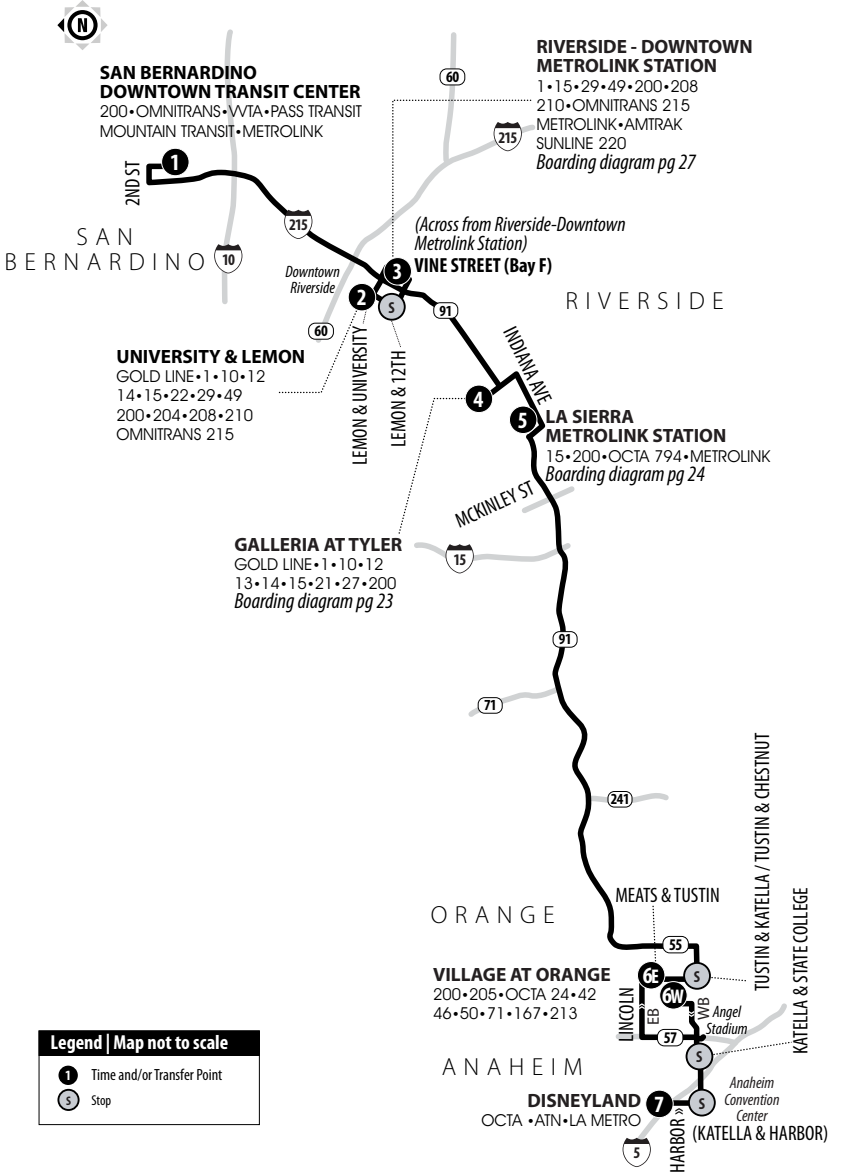
A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Mt. San Jacinto College San Jacinto	Hemet Valley Mall	Simpson & Winchester	Pourroy & Winchester	Southwest Justice Center	Winchester & Nicolas	Promenade Mall	County Center
10	9	8	7	6	5	4	3
6:47	7:13	7:31	7:41	7:53	8:06	8:11	8:19
8:14	8:40	9:00	9:10	9:23	9:36	9:43	9:51
9:22	9:50	10:13	10:25	10:38	10:51	11:00	11:08
10:45	11:13	11:36	11:46	11:59	**12:14**	**12:23**	**12:31**
12:07	**12:35**	**12:58**	**1:08**	**1:21**	**1:36**	**1:45**	**1:53**
1:19	**1:47**	**2:10**	**2:20**	**2:33**	**2:48**	**2:57**	**3:05**
2:42	**3:10**	**3:33**	**3:43**	**3:56**	**4:11**	**4:20**	**4:28**
4:11	**4:39**	**5:02**	**5:13**	**5:27**	**5:41**	**5:50**	**5:58**
5:40	**6:08**	**6:31**	**6:42**	**6:56**	**7:10**	**7:19**	**7:27**

200 SAN BERNARDINO - RIVERSIDE - ANAHEIM

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



COMMUTERLINK EXPRESS

997

200 Westbound to Anaheim

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate.

San Bernardino Downtown Transit Center	Lemon & University (Downtown Riverside)	Riverside-Downtown Metrolink Station (Vine St Bay F)	Galleria at Tyler	La Sierra Metrolink Station	Meats & Tustin	Disneyland
1	2	3	4	5	6W	7
6:00	6:22	6:25	6:45	6:53	7:25	7:47
7:36	7:58	8:01	8:21	8:29	9:04	9:26
9:11	9:33	9:36	9:56	10:04	10:39	11:01
10:40	11:02	11:06	11:26	11:34	**12:12**	**12:36**
12:20	**12:42**	**12:46**	**1:06**	**1:14**	**1:52**	**2:16**
2:15	**2:37**	**2:41**	**3:01**	**3:09**	**3:47**	**4:11**
3:30	**3:52**	**3:55**	**4:15**	**4:23**	**4:59**	**5:23**
5:30	**5:52**	**5:55**	**6:15**	**6:23**	**6:57**	**7:21**
7:30	**7:52**	**7:55**	**8:13**	**8:21**	**8:53**	**9:15**

200 Eastbound to San Bernardino

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate.

Disneyland	Village at Orange	La Sierra Metrolink Station	Galleria at Tyler	Lemon & University (Downtown Riverside)	Riverside-Downtown Metrolink Station (Vine St Bay F)	San Bernardino Downtown Transit Center
7	6E	5	4	2	3	1
8:28	8:56	9:32	9:39	9:59	10:02	10:20
10:07	10:35	11:11	11:19	11:39	11:42	**12:00**
11:42	**12:10**	**12:46**	**12:55**	**1:15**	**1:18**	**1:36**
1:12	**1:40**	**2:18**	**2:27**	**2:47**	**2:50**	**3:08**
2:53	**3:21**	**3:59**	**4:08**	**4:28**	**4:31**	**4:49**
4:48	**5:16**	**5:54**	**6:02**	**6:22**	**6:25**	**6:43**
6:04	**6:29**	**7:07**	**7:15**	**7:35**	**7:38**	**7:56**
8:15	**8:40**	**9:14**	**9:21**	**9:41**	**9:44**	**10:02**
10:15	**10:40**	**11:13**	**11:19**	**11:35**	**11:38**	**11:56**

ROUTE 202

NO SERVICE

999

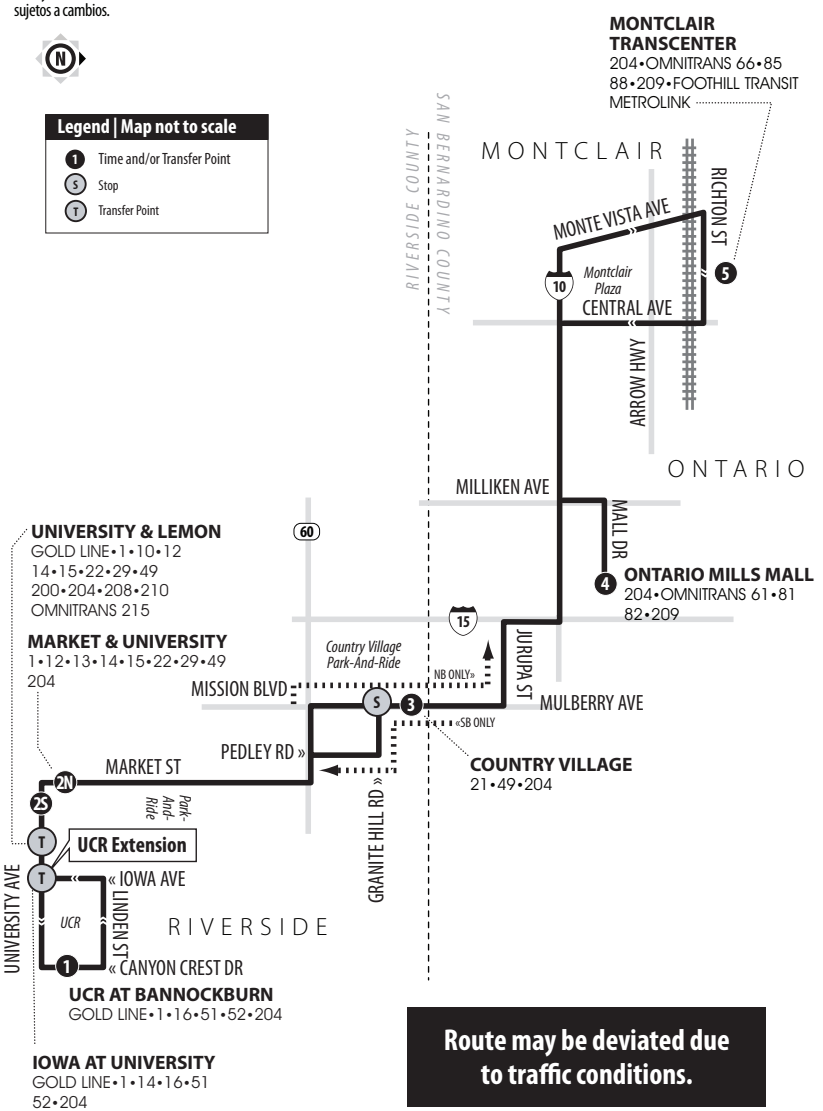
204

UCR - DOWNTOWN RIVERSIDE - ONTARIO MILLS MALL - MONTCLAIR TRANSCENTER

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.

No service on weekends or: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



COMMUTERLINK EXPRESS

1000

204 Weekdays | Northbound to Ontario Mills Mall & Montclair Transcenter

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate
* Trip starts two minutes earlier from University & Lemon

UCR at Bannockburn	Market & University	Country Village	Ontario Mills Mall	Montclair Transcenter
1	2N	3	4	5
—	4:20*	4:34	4:51	5:09
—	5:15*	5:29	5:46	6:08
—	5:55*	6:12	6:29	6:51
6:45	6:58	7:12	7:29	7:51
2:00	**2:17**	**2:31**	**2:50**	**3:12**
2:55	**3:12**	**3:26**	**3:45**	**4:07**
3:45	**4:02**	**4:16**	**4:35**	**4:57**
5:08	**5:25**	**5:42**	**6:01**	**6:23**
6:13	**6:28**	**6:42**	**6:59**	**7:17**

204 Weekdays | Southbound to Downtown Riverside & UCR

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Montclair Transcenter	Ontario Mills Mall	Country Village	University & Lemon	UCR at Bannockburn
5	4	3	2S	1
5:25	5:44	6:03	6:20	6:35
6:23	6:42	7:01	7:18	7:33
7:04	7:23	7:45	8:03	8:18
8:01	8:20	8:42	9:00	9:15
3:27	**3:52**	**4:17**	**4:40**	**4:58**
4:17	**4:42**	**5:07**	**5:36**	**5:54**
5:12	**5:40**	**6:00**	**6:23**	**6:43**
6:33	**6:55**	**7:15**	**7:33**	**7:48**
7:36	**7:58**	**8:17**	**8:35**	**8:48**

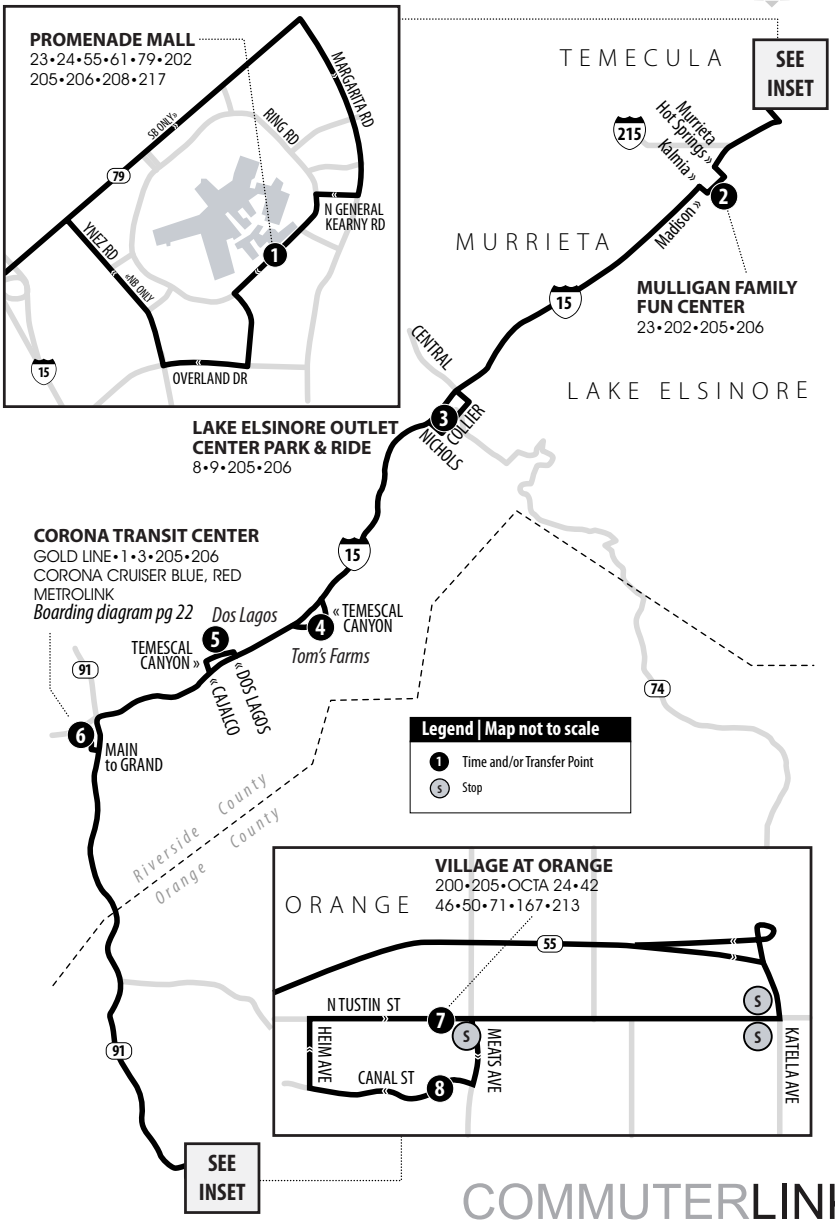
For Metrolink information, go to metrolinktrains.com or call 800-371-5465.

205 | 206 TEMECULA - MURRIETA - LAKE ELSINORE - CORONA TRANSIT CENTER - ORANGE

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.

No service on weekends or: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



COMMUTERLINK EXPRESS

1002

205|206 Weekdays | Northbound to Corona Transit Center and Village at Orange

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

	Promenade Mall	Mulligans Murrieta	Lake Elsinore Outlet Center Park-And-Ride	Tom's Farm	Dos Lagos	Corona Transit Center	Canal & Meats
	1	2	3	4	5	6	8
205	3:56	4:07	4:27	4:38	—	5:00	5:45
206	4:17	4:27	4:45	5:00	—	5:20	—
206	4:36	4:47	5:07	5:23	—	5:45	—
205	—	—	5:35	5:47	6:00	6:23	7:18
206	5:09	5:20	5:40	—	—	6:15	—
205	—	—	6:10	6:23	6:38	7:04	7:59
206	5:48	6:00	6:20	—	—	7:02	—
205	**—**	**—**	**—**	**—**	**—**	**3:10**	**3:48**
205	**—**	**—**	**—**	**—**	**—**	**4:27**	**5:05**
206	**3:17**	**3:32**	**3:57**	**4:11**	**4:20**	**4:40**	**—**
206	**4:41**	**4:56**	**5:21**	**5:35**	**5:44**	**6:04**	**—**
205	**—**	**—**	**—**	**—**	**—**	**6:14**	**6:49**
206	**6:30**	**6:45**	**7:07**	**7:20**	**7:28**	**7:46**	**—**

205|206 Weekdays | Southbound to Temecula

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

	Canal & Meats	Village at Orange	Corona Transit Center	Dos Lagos	Tom's Farm	Lake Elsinore Outlet Center Park-And-Ride	Mulligans Murrieta	Promenade Mall
	8	7	6	5	4	3	2	1
206	—	—	6:25	6:38	6:48	7:05	7:23	7:45
	The 6:25 a.m. trip will wait for the 6:10 a.m. westbound train, but no later than 6:25 a.m. before departing the Metrolink Station.							
205	5:55	5:59	6:34	—	—	—	—	—
206	—	—	7:12	7:25	7:35	7:50	8:05	8:18
	The 7:12 a.m. trip will wait for the 6:50 a.m. eastbound and 6:50 a.m. westbound trains, but no later than 7:20 a.m. before departing the Metrolink Station.							
205	7:30	7:34	8:11	—	—	—	—	—
205	8:15	8:19	8:56	—	—	—	—	—
206	**—**	**—**	**4:31**	**—**	**5:03**	**5:18**	**5:38**	**5:55**
	The 4:31 p.m. trip will wait for the 4:27 p.m. train, but no later than 4:41 p.m. before departing the Metrolink Station.							
205	**4:00**	**4:04**	**5:08**	**5:33**	**5:43**	**5:58**	**—**	**—**
	The 5:08 p.m. trip will wait for the 4:41 p.m. and 4:58 p.m. trains, but no later than 5:15 p.m. before departing the Metrolink Station.							
206	**—**	**—**	**5:09**	**—**	**—**	**5:51**	**6:11**	**6:26**
	The 5:09 p.m. trip will wait for the 4:41 p.m. and 4:58 p.m. trains, but no later than 5:15 p.m. before departing the Metrolink Station.							
206	**—**	**—**	**5:30**	**—**	**6:02**	**6:17**	**6:37**	**6:52**
	The 5:30 p.m. trip will wait for the 5:25 p.m. train, but no later than 5:40 p.m. before departing the Metrolink Station.							
206	**—**	**—**	**5:50**	**—**	**6:22**	**6:37**	**6:57**	**7:12**
	The 5:50 p.m. trip will wait for the 5:45 p.m. train, but no later than 6:05 p.m. before departing the Metrolink Station.							
205	**5:17**	**5:21**	**6:25**	**6:50**	**7:00**	**7:15**	**7:30**	**7:48**
	The 6:25 p.m. trip will wait for the 6:05 p.m. and 6:17 p.m. trains, but no later than 6:35 p.m. before departing the Metrolink Station.							
206	**—**	**—**	**6:40**	**—**	**7:05**	**7:20**	**7:40**	**7:55**
	The 6:40 p.m. trip will wait for the 6:35 p.m. train, but no later than 6:50 p.m. before departing the Metrolink Station.							
205	**6:59**	**7:03**	**8:01**	**—**	**8:19**	**8:34**	**8:49**	**9:05**
	The 8:01 p.m. trip will hold for the 7:36 p.m. and 7:55 p.m. trains to arrive. If your train is delayed, please call RTA Customer Information Center at 951-565-5002 to ensure the bus waits.							

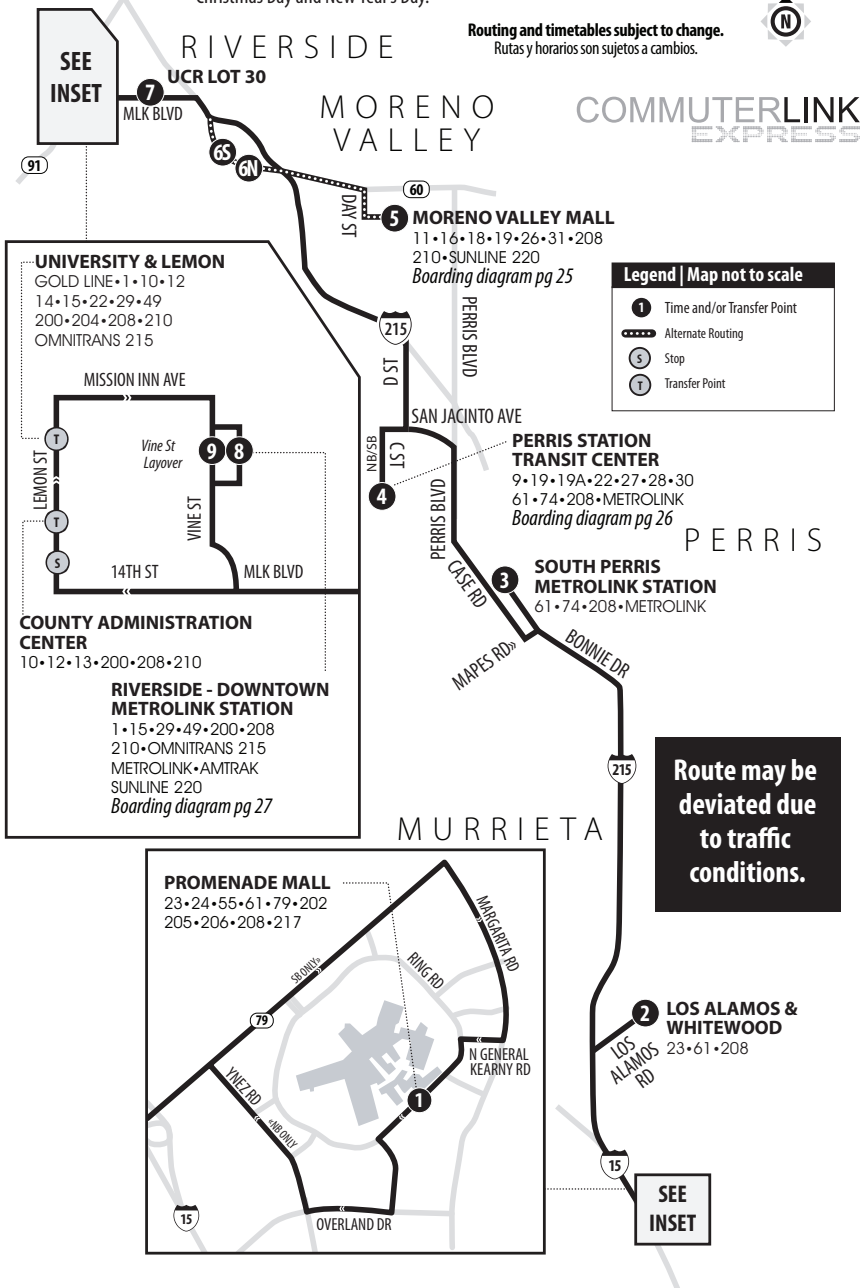
208

TEMECULA - MURRIETA - PERRIS - MORENO VALLEY - DOWNTOWN RIVERSIDE

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

No service on weekends or: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



1005

208 Weekdays | Northbound to Downtown Riverside

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Promenade Mall	Los Alamos & Whitewood	South Perris Metrolink Station	Perris Station Transit Center	Moreno Valley Mall	Sycamore Canyon & Eastridge	UCR Lot 30	Riverside-Downtown Metrolink Station	Vine St Layover (Bay A)
1	2	3	4	5	6N	7	8	9
3:48	3:58	4:18	4:30	—	—	—	5:00	5:12
4:15	4:25	4:45	4:57	—	—	—	5:27	5:39
4:55	5:05	5:25	5:40	—	—	6:08	6:20	6:32
5:32	5:44	6:04	6:19	—	—	6:56	7:08	7:20
6:14	6:26	6:46	7:02	—	—	7:46	7:58	8:13
2:51	**3:06**	**3:31**	**3:49**	**4:14**	**4:23**	**—**	**4:45**	**4:57**
3:38	**3:53**	**4:18**	**4:36**	**5:01**	**5:10**	**—**	**5:30**	**5:42**

208 Weekdays | Southbound to Temecula

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Vine St Layover (Bay A)	Riverside-Downtown Metrolink Station	UCR Lot 30	Sycamore Canyon & Sierra Ridge	Moreno Valley Mall	Perris Station Transit Center	South Perris Metrolink Station	Los Alamos & Whitewood	Promenade Mall
9	8	7	6S	5	4	3	2	1
4:57	5:07	—	5:22	5:32	5:54	6:05	6:24	6:37
6:16	6:26	—	6:41	6:53	7:15	7:26	7:51	8:13
5:10	**5:22**	**5:37**	**—**	**—**	**6:07**	**6:19**	**6:41**	**6:56**
The 5:22 p.m. trip departing Riverside-Downtown Metrolink will wait for the 4:57 p.m., 5:03 p.m. and 5:17 p.m. trains to arrive, but no later than 5:27 p.m. before departing the station.								
6:02	**6:14**	**6:27**	**—**	**—**	**6:55**	**7:07**	**7:27**	**7:42**
The 6:14 p.m. trip departing Riverside-Downtown Metrolink will wait for the 5:48 p.m. and 6:06 p.m. trains to arrive, but no later than 6:22 p.m. before departing the station.								
6:33	**6:45**	**6:58**	**—**	**—**	**7:26**	**7:38**	**7:58**	**8:13**
The 6:45 p.m. trip departing Riverside-Downtown Metrolink will wait for the 6:27 p.m., 6:28 p.m. and the 6:37p.m. trains to arrive, but no later than 6:45 p.m. before departing the station.								
6:53	**7:05**	**7:18**	**—**	**—**	**7:46**	**7:58**	**8:18**	**8:33**
The 7:05 p.m. trip departing Riverside-Downtown Metrolink will wait for the two 6:58 p.m. trains to arrive, but no later than 7:10 p.m. before departing the station.								
7:30	**7:42**	**7:54**	**—**	**—**	**8:12**	**8:24**	**8:44**	**8:57**
The 7:42 p.m. trip departing Riverside-Downtown Metrolink will wait for the 7:25 p.m. train to arrive before departing the station.								
8:31	**8:41**	**8:51**	**—**	**—**	**9:09**	**9:21**	**9:41**	**9:54**
The 8:41 p.m. trip departing Riverside-Downtown Metrolink will wait for the 8:05 p.m. and 8:25 p.m. trains to arrive before departing the station. If your train is delayed, please call RTA Customer Information Center at 951-565-5002 to ensure the bus waits.								

ROUTE 210

NO SERVICE

1007

ROUTE 217

NO SERVICE

1008

SHORT RANGE TRANSIT PLAN

FY **2021–2023**

SunLine TRANSIT AGENCY

Board of Directors

SunLine was established under a Joint Powers Agreement (JPA) on July 1, 1977, between Riverside County and the communities of the Coachella Valley, which at the time included the Cities of Coachella, Desert Hot Springs, Indio, Palm Desert, and Palm Springs. The JPA was later amended to include the Cities of Cathedral City, Indian Wells, La Quinta, and Rancho Mirage. The JPA's governing board consists of one elected official from each member entity and one county supervisor. SunLine is headquartered in Thousand Palms, California.

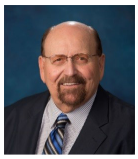
Cathedral City:	Raymond Gregory
Coachella:	Megan Beaman Jacinto
Desert Hot Springs:	Russell Betts
Indian Wells:	Ty Peabody
Indio:	Glenn Miller
La Quinta:	Robert Radi, Vice Chair
Palm Desert:	Kathleen Kelly, Chair
Palm Springs:	Lisa Middleton
Rancho Mirage:	G. Dana Hobart
Riverside County:	V. Manuel Perez

SunLine Organizational Structure

Lauren Skiver	Chief Executive Officer/General Manager
Luis Garcia	Chief Financial Officer
Tommy Edwards	Chief Performance Officer
Peter Gregor	Chief Safety Officer
Tamara Miles	Chief Human Relations Officer
Todd McDaniel	Chief Transportation Officer
Brittney B. Sowell	Chief of Public Affairs/Clerk of the Board
Tony Cohen	Chief Maintenance Officer

Skiver

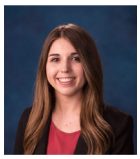
Garcia


Edwards

Gregor

Miles

McDaniel


Sowell

Cohen

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Abbreviations and Acronyms

ADA	Americans with Disabilities Act
BEB	battery electric bus
CARB	California Air Resources Board
CMAQ	Congestion Mitigation and Air Quality
CNG	compressed natural gas
CVAG	Coachella Valley Association of Governments
DBE	Disadvantaged Business Enterprise
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FY	fiscal year
ICT	Innovative Clean Transit
IT	information technology
IVT	Imperial Valley Transit
IVTC	Imperial Valley Transportation Commission
JPA	Joint Power Agreement
KPI	Key Performance Indicator
LCTOP	Low Carbon Transit Operations Program
LTF	Local Transportation Fund
MBTA	Morongo Basin Transit Authority
RCTC	Riverside County Transportation Commission
RTA	Riverside Transit Agency
SBTC	San Bernardino Transit Center
SGR	State of Good Repair
SRA	SunLine Regulatory Administration
SRTP	Short Range Transit Plan
STA	State Transit Assistance Fund
TAP	Transit Ambassador Program

TIRCP	Transit and Intercity Rail Capital Program
Title VI	Title VI of the Civil Rights Act
TSP	transit signal priority
ZEB	zero-emission bus

Definitions

Financially Constrained Plan	Funded service improvements
Financially Unconstrained Plan	Unfunded service improvements
Microtransit	A form of demand response transit that offers flexible routing and/or flexible scheduling of minibus vehicles

Executive Summary

This Refueled FY2021-2023 Short Range Transit Plan (SRTP) describes near- and long-term initiatives for SunLine Transit Agency (SunLine) to support the local economy, meet the mobility needs of Coachella Valley, expand transit market share, and gain new transit users. Because every transit trip begins and ends by having to walk or use a mobility device, motorized and nonmotorized mobility, accessibility, and interconnectivity are essential components of planning and developing transit services.

In the midst of these planning efforts, the COVID-19 pandemic of 2020 caused a major national and global disruption with the closures of businesses, schools, and entertainment venues and the enforcement of national and statewide public health policies. In March 2020, the adverse effects of COVID-19 on SunLine's ridership peaked. SunLine's weekday fixed route ridership dropped by 70 percent to 4,300 daily boardings. Paratransit ridership dropped by 80 percent to 100 daily boardings compared to the same month of the previous year. The COVID-19 pandemic and the resulting secondary impacts on the Coachella Valley's economy, employment, and day-to-day life warranted SunLine to change course to immediately support the region's post COVID-19 pandemic recovery efforts.

While Figure ES.1 and Figure ES.2 show a significant drop in ridership in mid-March, ridership leveled off around 5,000 riders per day through April, illustrating that SunLine continues to provide lifeline service to

Figure ES.1 SunLine Fixed Route Average Weekday Ridership 2020 (January – April)

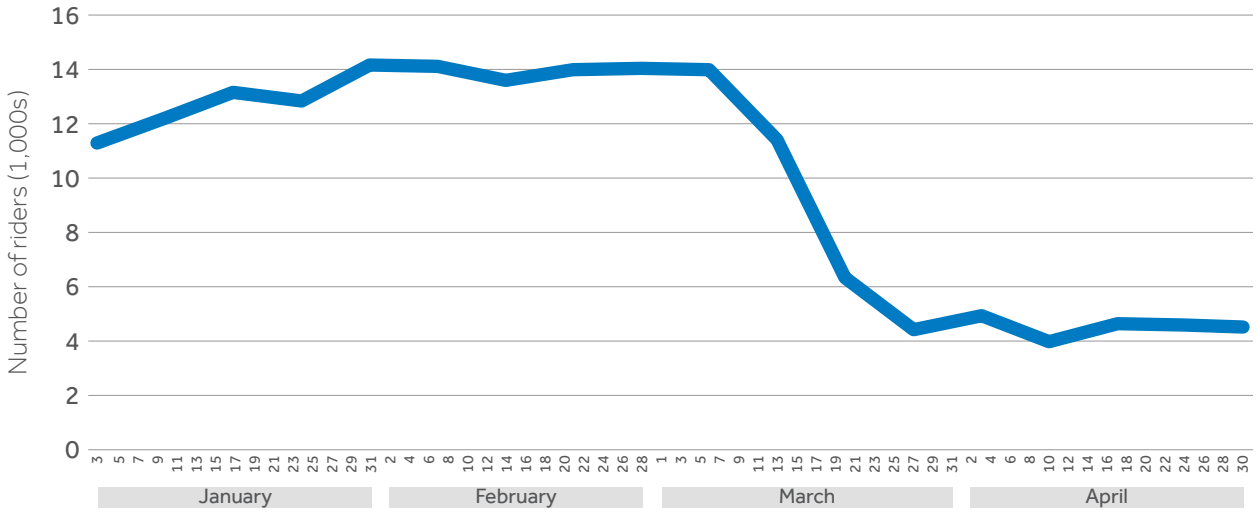
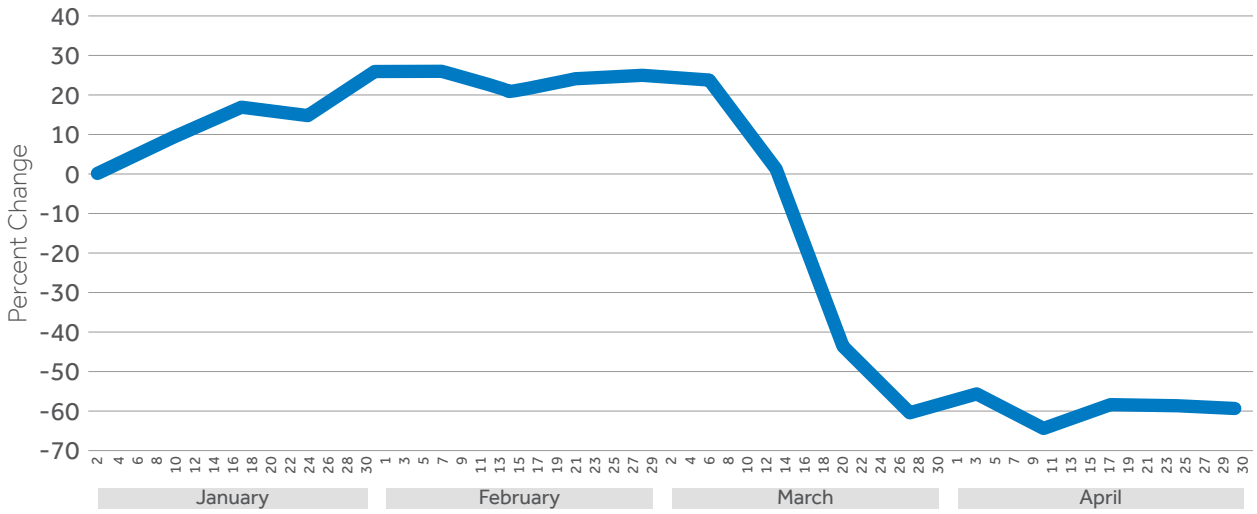


Figure ES.2 SunLine Fixed Route Average Weekday Ridership 2020 (January – April) Percent Change



the community. These efforts included taking those who do not own an automobile to work, doctors' offices, grocery shopping, and to other essential appointments. Recovering and rebuilding ridership from this major disruption is SunLine's highest priority. While continuing to respond to the day-to-day challenges, SunLine will begin implementing a COVID-19 toolbox with strategies and tools to support the recovery efforts of the region and then grow the transit market when it's safe to do so.

Tools for the COVID-19 recovery include:

- Safety and sanitation
  - Rear-door boarding
  - Identify technology options for more efficient bus cleaning
  - Evaluate bus frequencies to minimize crowding
- Fare collection
  - Accelerate move toward Token Transit cashless fare system
  - Establish community partnerships with retail outlets for remote ticketing
  - Separate farebox from driver
- Contingency planning
  - Maintain essential services
  - Prioritize resources to most important routes
- Mass media campaigns
- Audience-specific messaging campaigns

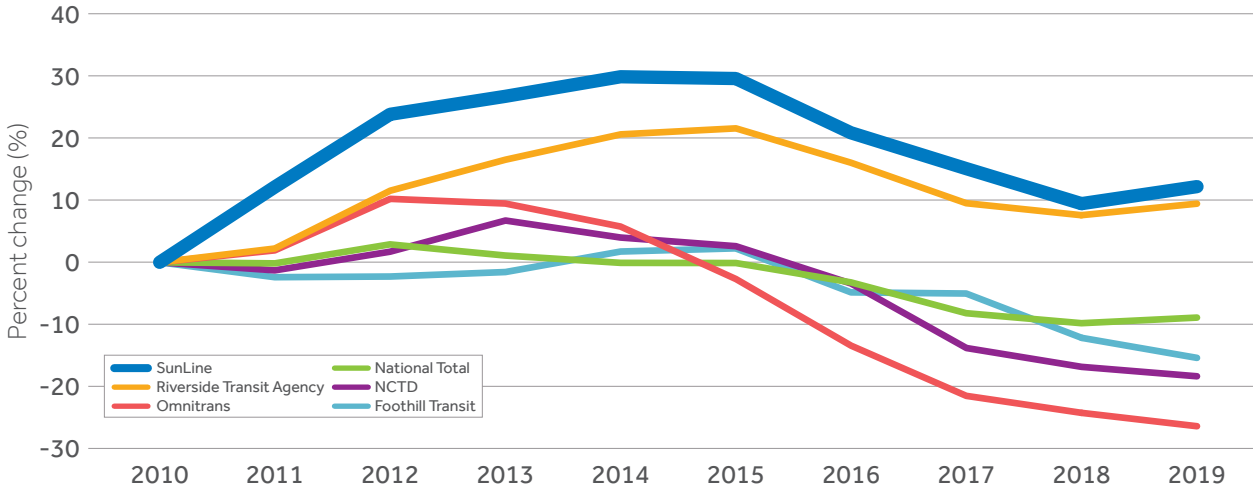
Looking forward, once a state of normalcy is reached, SunLine's bold Refueled: FY2021-2023 SRTP to recast its future, prepared with the guidance provided by the Board of Directors, input received from the residents who use transit, and a robust data analysis will be presented to the public for review and their input.

The core guiding principles of Refueled include:

- Make SunLine's system faster, more direct, and more efficient to attract new riders;
- Streamline SunLine's route structure to focus more resources on the system's most productive bus corridors;
- Develop microtransit solutions to serve low-density service areas and replace low-productivity bus corridors;
- Simplify the fare structure and move to electronic media;
- Update the service standards policy to support performance-driven transit and an emerging service delivery model; and
- Develop the Route 111 High Quality Transit Corridor with transit signal priority, queue jumpers, and Super Stops to facilitate timed transfer connections and intermodal connectivity.

Until the COVID-19 pandemic peaked in March 2020, SunLine was leading its peers with ridership gains since 2010, shown in Figure ES.3, bucking the national ridership trend. SunLine's 2019 onboard rider survey showed a remarkable 93 percent overall customer satisfaction rating. These accomplishments and current initiatives such as the Innovative Clean Transportation program, the College of the Desert microtransit pilot

Figure ES.3 Percent Change Fixed Route Ridership Relative to 2010



Source: National Transit Database Motor Bus and Commuter Bus Annual Unlinked Trips

project, the student Haul Pass program, and the SolVan vanpool program reflect SunLine's ambitious plans to support the Coachella Valley's economy, educational objectives, and quality of life for residents of all ages and abilities.

The Refueled FY2021-2023 SRTP lays out a financially constrained implementation plan based on the best available financial projections and anticipated grants. The service, rolling stock, and support infrastructure improvements that are not funded but are essential to meeting the future mobility needs of Coachella Valley are identified in the financially unconstrained section of the plan.

The financially unconstrained section, or transit needs plan, will guide the development of new financial resources over time to bring these recommendations into reality. Additionally, the financially unconstrained plan is essential to effectively communicate SunLine's operating and capital needs to local, state, and federal funding agencies. Lastly, the plan enables SunLine to collaborate with local jurisdictions, Coachella Valley Association of Governments, Riverside County Transportation Commission, and other funding and planning agencies. The aim is to work together in long-term regional planning and implementation efforts to optimize scarce financial resources and develop and deliver projects jointly.

The plan emphasizes coordination and collaboration with local governments to:

- Establish better multimodal connections to transit;
- Implement street improvements and pedestrian/non-motorized interconnectivity;
- Improve transit efficiency, speed, and reliability;
- Reduce transfers and travel times of the planned and redesigned local bus system;
- Realign routes to serve growing areas of the Coachella Valley; and
- Allocate a greater portion of new funding to implement and expand the transit market share or capture new riders.

This SunLine Refueled: FY2021-2023 SRTP identifies financially feasible improvements that can provide faster and more convenient service to help attract riders. Implementation of these recommendations is contingent on transit demand and recovery from the COVID-19 pandemic:

- Microtransit can provide lifeline service on routes that may have to be discontinued because of low productivity.

- Originally slated to begin service in May 2020, the 10 Commuter Link between Indio and San Bernardino is delayed indefinitely.
- Implementation of Route 111X Weekday Express service between Indio and Palm Springs may also be delayed past the anticipated January 2021 start date.

Other improvement recommendations will be prioritized based on public and stakeholder input and the ability to fund them.

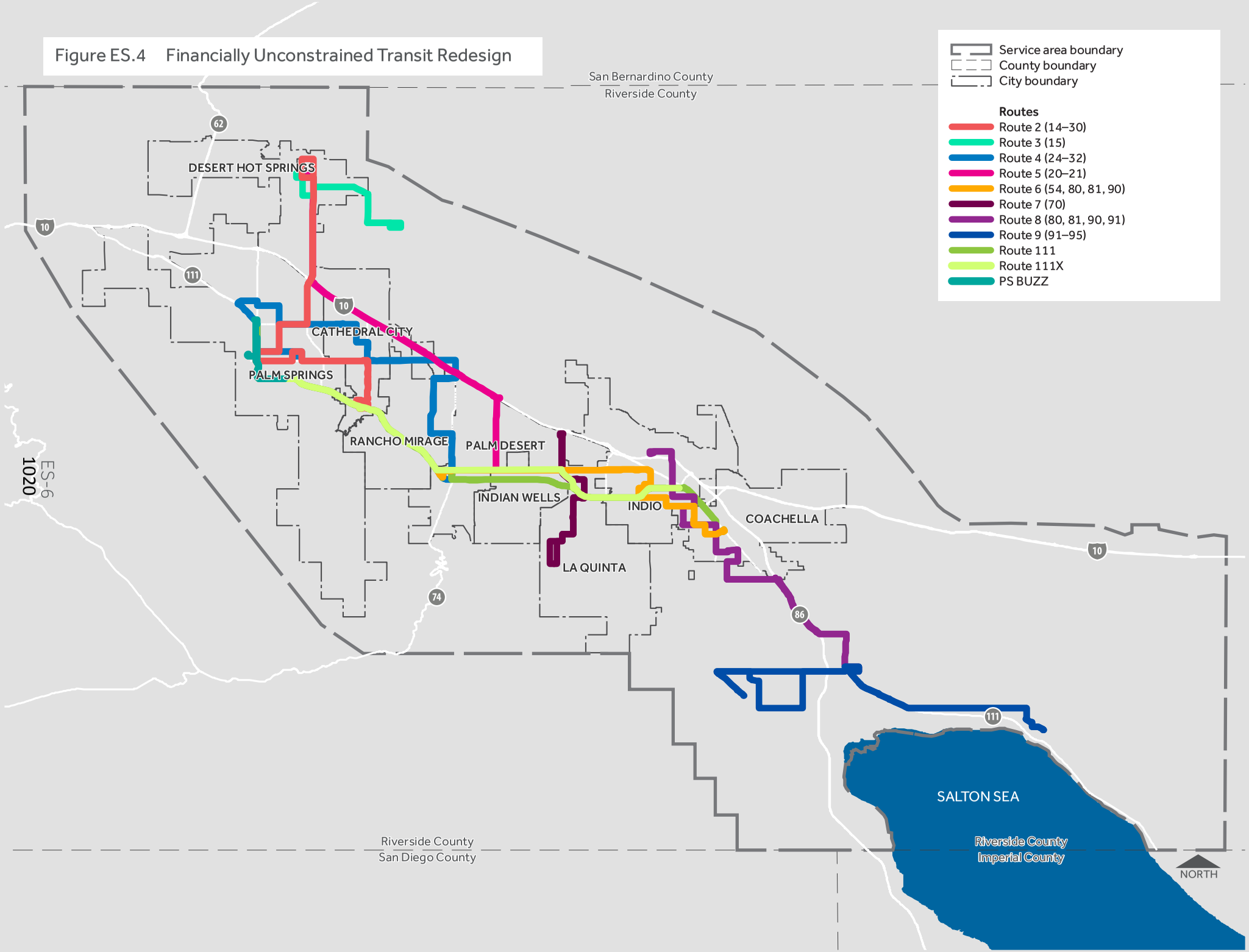
Figure ES.4 shows the financially unconstrained SunLine transit redesign in concept. It would straighten, lengthen, and combine SunLine's existing 16 bus routes into 11 redesigned routes. Rural lifeline transit service to unincorporated areas of Riverside County, such as Mecca, North Shore, and One Hundred Palms, may be provided by on-demand microtransit service. Using microtransit in areas with lower transit demand would allow SunLine to use its existing bus fleet to improve service on its trunk routes.

The staff recommendation is to adopt the financially unconstrained section of the plan in concept as a precursor to the public outreach efforts and preparation of the implementation plan and schedule. The financially unconstrained plan will then be subject to public review and input. Based on the input received from the public, local jurisdictions, and regional planning agencies, the plan will be revised and modeled with ridership and cost projections, and an implementation priority order will be set. This collaborative planning and review process is the cornerstone of the successful plan, and it cannot be a hasty process. The schedule for this critical step is contingent on the communities and the region reaching a level of post COVID-19 pandemic normalcy. Once the plan is refined, it will be presented to the Board of Directors for consideration.

Through its Innovative Clean Transit Regulation, the California Air Resources Board has mandated that public transit agencies transition to zero-emission buses (ZEBs) by 2040. SunLine is ahead of many of its peers in meeting the ZEB targets. However, fleet planning for the Refueled service expansion must be included in the ZEB implementation plan. Shown in Appendix C, this implementation plan shows how SunLine intends to comply with the mandate and when it plans to purchase the buses and build the necessary support infrastructure.

Potential funding for growing SunLine's fleet may be available through the Greenhouse Gas Reduction Fund. The Transit and Intercity Rail Capital Program (TIRCP) helps fund transformative capital improvements that will modernize California's bus transit systems. Refueled has the potential

Figure ES.4 Financially Unconstrained Transit Redesign



to transform how SunLine delivers service. Because the plan will reduce greenhouse gas emissions, vehicle miles traveled, and traffic congestion, the TIRCP is an important potential source for Refueled capital funding needs.

As SunLine seeks grant funding from the TIRCP and other regional, state, and national sources, this Refueled SRTP has a powerful story to tell about SunLine's commitment to exceptional transit service, mobility, sustainability, and clean energy.

This Refueled SRTP has four chapters. **Chapter 1** provides an overview of the system. **Chapter 2** describes route performance and existing service. **Chapter 3** describes Refueled initiatives and identifies potential service changes to implement the recommended route redesign. **Chapter 4** covers the financial and capital plans.

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CHAPTER 1
System Overview and Service Profile

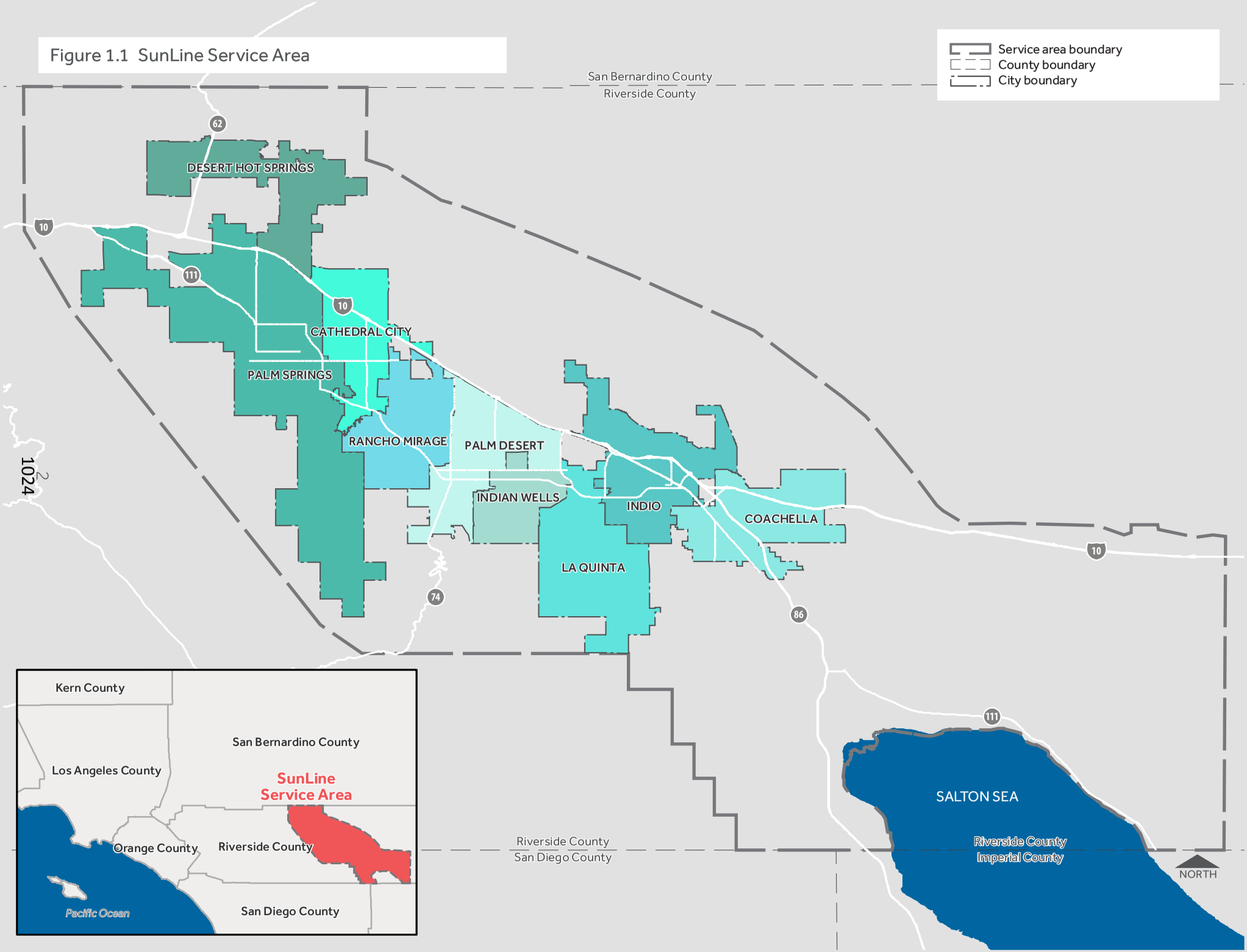
In 2019, SunLine Transit Agency completed a bold plan to recast its transit system. This plan to minimize transfers, reduce travel times, and realign routes to growing, more productive areas—SunLine Refueled—was prepared with guidance provided by the Board of Directors, input from transit riders, and a robust data analysis. SunLine conducted a microtransit pilot project to determine whether smaller vehicles used on demand could eventually replace rural lifeline service currently provided by a 40-foot city bus. It also launched the Haul Pass program to make transit more accessible and easier to use for college and university students.

This first chapter of the Refueled FY2021-2023 Short Range Transit Plan (SRTP) provides an introduction to SunLine. It outlines the baseline service conditions and includes a rider profile, a description of the service area, and a summary of current public transit service.

1.1 Description of Service Area

The SunLine service area covers 1,120 square miles of the Coachella Valley (Figure 1.1). It extends from San Gorgonio Pass in the west to the Salton Sea in the southeast. Located 120 miles east of downtown Los Angeles and 60 miles east of Riverside and San Bernardino, most of SunLine's

Figure 1.1 SunLine Service Area



service area is located in the Riverside County Supervisorial District 4. SunLine provides service to the following cities:

- Cathedral City
- Coachella
- Desert Hot Springs
- Indian Wells
- Indio
- La Quinta
- Palm Desert
- Palm Springs
- Rancho Mirage

Service is also provided to the Riverside County unincorporated communities of Bermuda Dunes, Desert Edge, Mecca, North Shore, One Hundred Palms, Oasis, Thermal, and Thousand Palms. Within the Coachella Valley region, SunLine provides 150 square miles of fixed route service coverage and 200 square miles of paratransit service coverage.

1.2 Population Profile and Demographics

The 2019 SunLine Transit Rider Survey was an important source of information for the Refueled plan. It gave SunLine staff a ridership profile and described how riders use the transit system. The infographic (next page) shows the demographic characteristics of SunLine's riders.

Demographic Projections

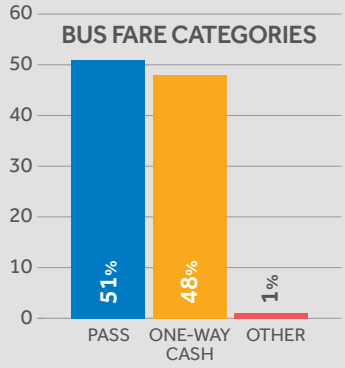
Despite the recent ridership downturn related to the COVID-19 pandemic, population growth in Riverside County and the Coachella Valley will continue to drive demand for public transit services. Refueled is aimed at supporting the local economy by providing better service to Coachella Valley's transit riders. With straighter, more direct routes, the redesigned system will provide more permanent transit corridors to transit-supportive land uses. These high-quality transit corridors, such as Route 111, are productivity-oriented to capture new riders. They are scalable to meet future demand as population grows.

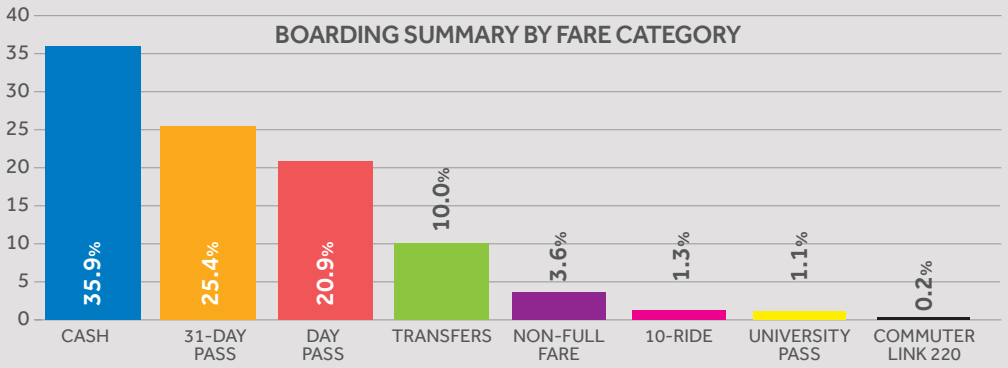
Projections prepared by the Southern California Association of Governments show that the Riverside County population is expected to grow at 1.1 percent rate from 2020 to 2040. This means an increase from 2.5 million people in 2020 to 3.17 million people in 2040. In contrast, Coachella Valley is projected to have a 2 percent higher annual growth rate than Riverside County over the same 20-year period. Population in Coachella Valley cities is projected to grow from 390,000 in 2020 to 600,000 in 2040. Figure 1.2 shows the Riverside County population growth projections through 2060. Figure 1.3 shows the Coachella Valley population growth projections.

POPULATION PROFILE and RIDER CHARACTERISTICS

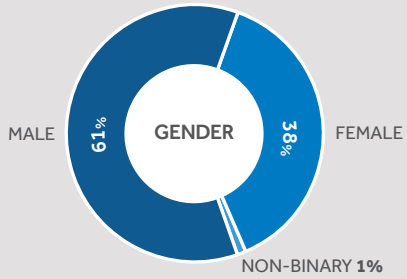
The SunLine Transit Rider Survey provided a snapshot of passenger characteristics, as summarized here.

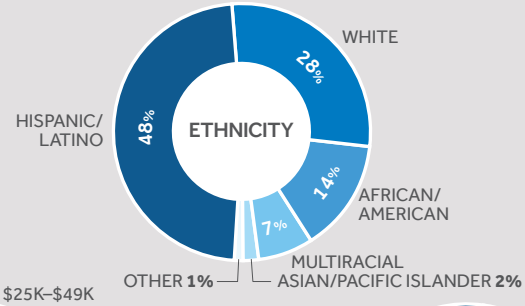
BOARDING FARE

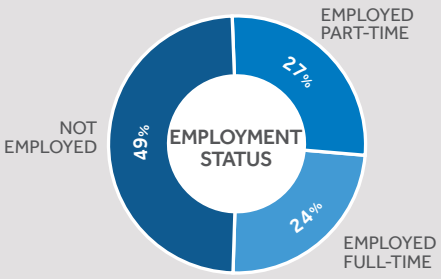


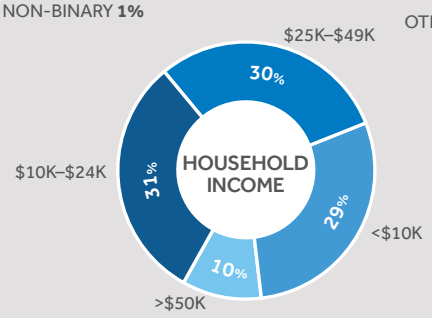


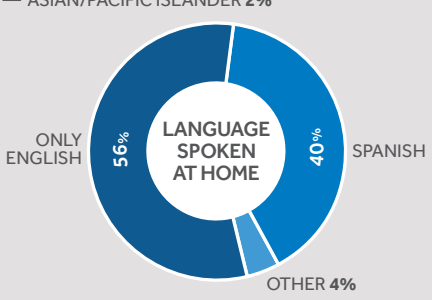
DEMOGRAPHICS











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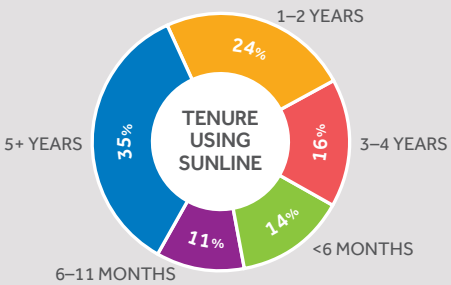
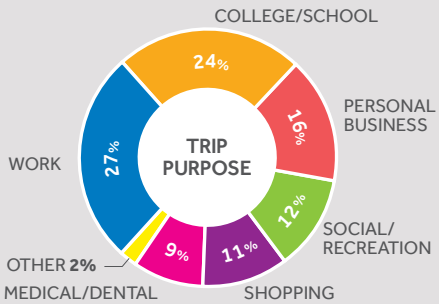
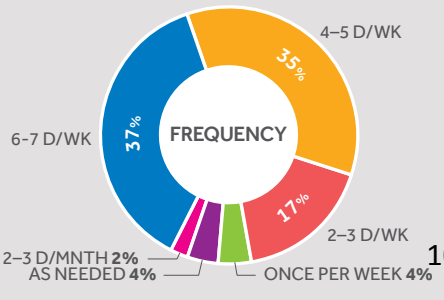






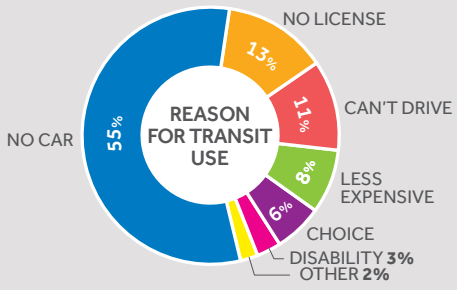


Figure 1.2 Riverside County Population Growth Projections

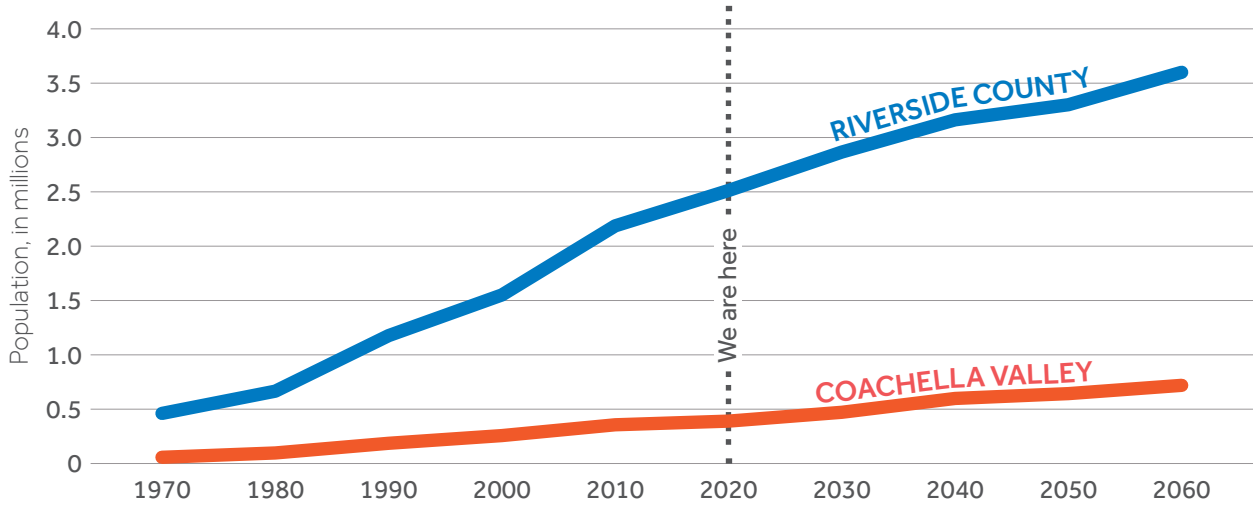
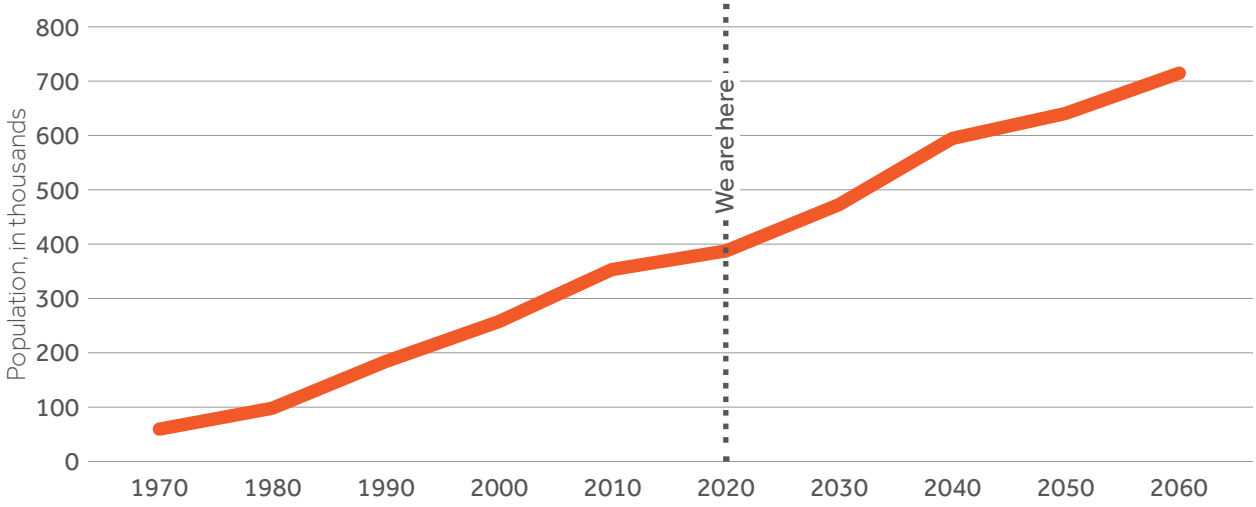


Figure 1.3 Coachella Valley Population Growth Projections



Within Coachella Valley, the cities of Coachella, Desert Hot Springs, and Indio are projected to gain the most population by 2040. These cities are projected to grow as follows.

- Coachella – 103,000 population increase (4.5 percent annual growth)
- Desert Hot Springs – 31,000 population increase (2.7 percent annual growth)
- Indio – 45,000 population increase (1.6 percent annual growth)

Figure 1.4 shows population growth projections for jurisdictions in the SunLine service area.

Disadvantaged communities in California are specifically targeted for investment of proceeds from the State's cap-and-trade program. Senate

Figure 1.4 Growth Projections for Jurisdictions in the SunLine Service Area

City	2012 Population	2040 Population	Difference	Percent Difference (%)
Cathedral City	51,476	68,100	16,624	32
Coachella City	42,400	146,300	103,900	245
Desert Hot Springs City	27,800	58,900	31,100	112
Indian Wells City	5,100	7,200	2,100	41
Indio City	78,800	123,300	44,500	56
La Quinta City	38,300	47,700	9,400	25
Palm Desert City	49,800	61,700	11,900	24
Palm Springs City	45,600	56,900	11,300	25
Rancho Mirage City	17,600	25,000	7,400	42
Unincorporated Riverside County	359,500	487,500	128,000	36
Total	**716,376**	**1,082,600**	**366,224**	**51%**

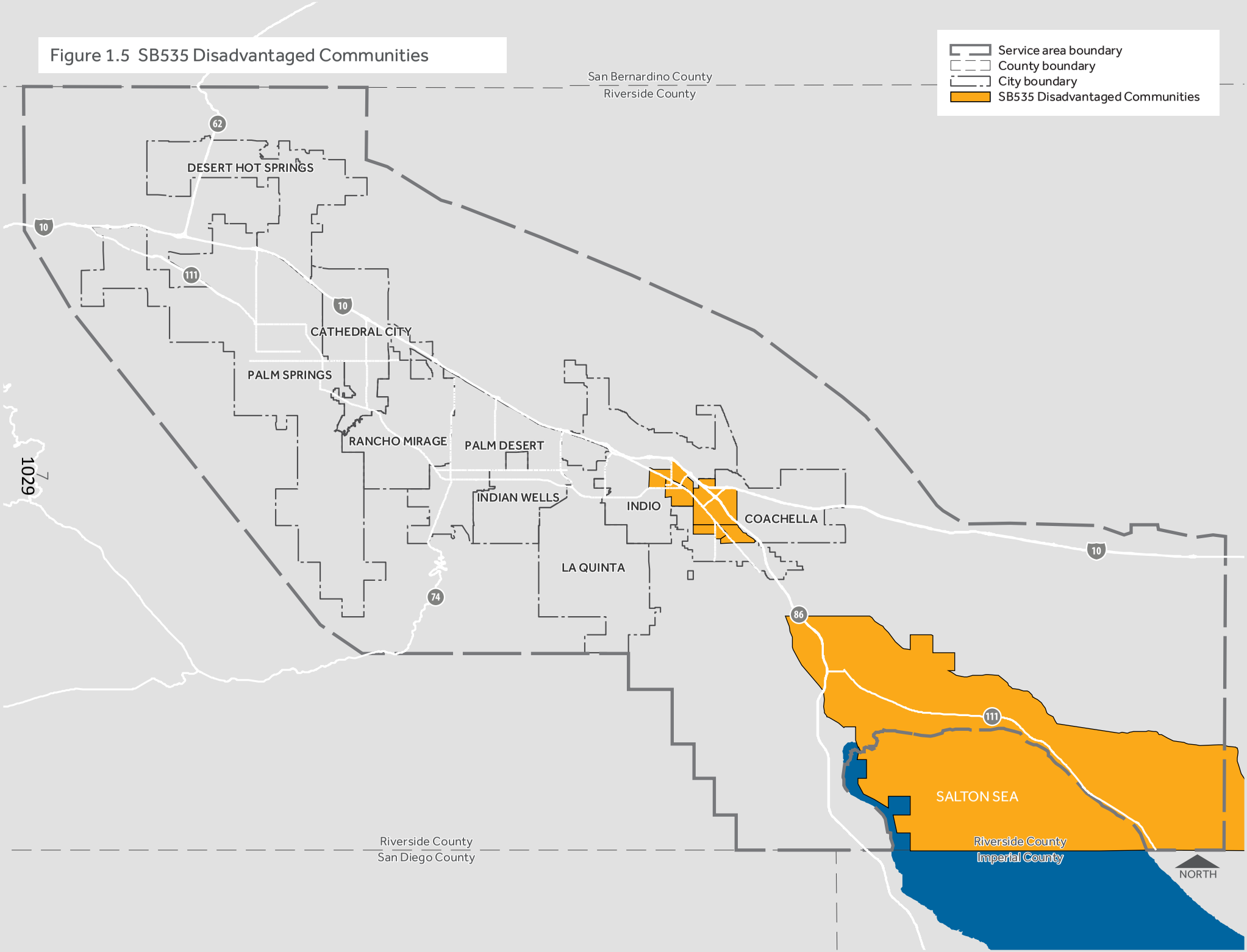
Source: Southern California Association of Governments, 2016.
http://scagrtpscs.net/Documents/2016/draft/d2016RTPSCS_DemographicsGrowthForecast.pdf

Bill 535 mandates that 25 percent of the proceeds from the Greenhouse Gas Reduction Fund go to projects that benefit disadvantaged communities. These investments are primarily aimed at improving public health, quality of life, and economic opportunity in the State's most burdened communities while also reducing pollution. Disadvantaged communities are defined as the top 25 percent scoring census tracts from the California Environmental Health Screening Tool (CalEnviroScreen). The Senate Bill 535 disadvantaged communities within the SunLine service area are illustrated in Figure 1.5.

1.3 Description of Fixed Route and Paratransit Services

SunLine's existing transit service includes local bus, a circulator, a commuter/express bus, microtransit, and paratransit service. Additionally, SunLine's taxi voucher, vanpool, and rideshare programs provide additional

Figure 1.5 SB535 Disadvantaged Communities



transportation options to residents throughout the Coachella Valley. Each of these service types is described briefly in the following sections.

SRTP Table 1.0 (see SRTP Tables) shows a list of the routes and the areas they serve. Figure 1.6 shows the SunLine system map. Appendix A shows existing route profiles.

Local Bus

SunLine currently operates 15 local routes in its service area. The local bus network is broken down into trunk routes and connector or feeder routes. Trunk routes serve highly traveled corridors with more frequent headways and include Routes 14, 30, and 111. Connector/feeder routes operate in less dense areas and connect to trunk routes. These routes generally operate at less frequent headways and include Routes 15, 20, and 21.

Palm Springs BUZZ

The Palm Springs BUZZ is a free local circulator provided in partnership with the City of Palm Springs that operates in downtown Palm Springs on Thursday, Friday, and Saturday at 20-minute frequencies for a span of 10 hours from 12 p.m. to 10 p.m.

College of the Desert Microtransit Pilot

Microtransit is an emerging transit mode that offers flexible and dynamic demand-driven transportation solutions to areas with limited transit access or where traditional fixed route service is simply not feasible. Microtransit services typically operate with a fleet of smaller vehicles (for example, cutaway vans or buses) in defined zones, with dynamic routing based on real-time demand. Similar to Transportation Network Companies such as Uber and Lyft, users in designated areas simply specify the details of their trips on a mobile application, and a vehicle is summoned to deliver them to their destination. Operating specifics such as service hours and coverage area can be tailored to meet the needs and/or resources of the agency (fleet availability, operating budget, etc.).

In January 2020, SunLine began evaluating on-demand service provided by local taxi companies. This microtransit pilot program is intended to provide additional transportation options for College of the Desert students. The results of this pilot project will guide possible deployment across the Coachella Valley to provide access to the fixed route system and potentially expand the SunLine service area. Figure 1.7 shows the microtransit pilot service area.

Figure 1.6 SunLine System Map

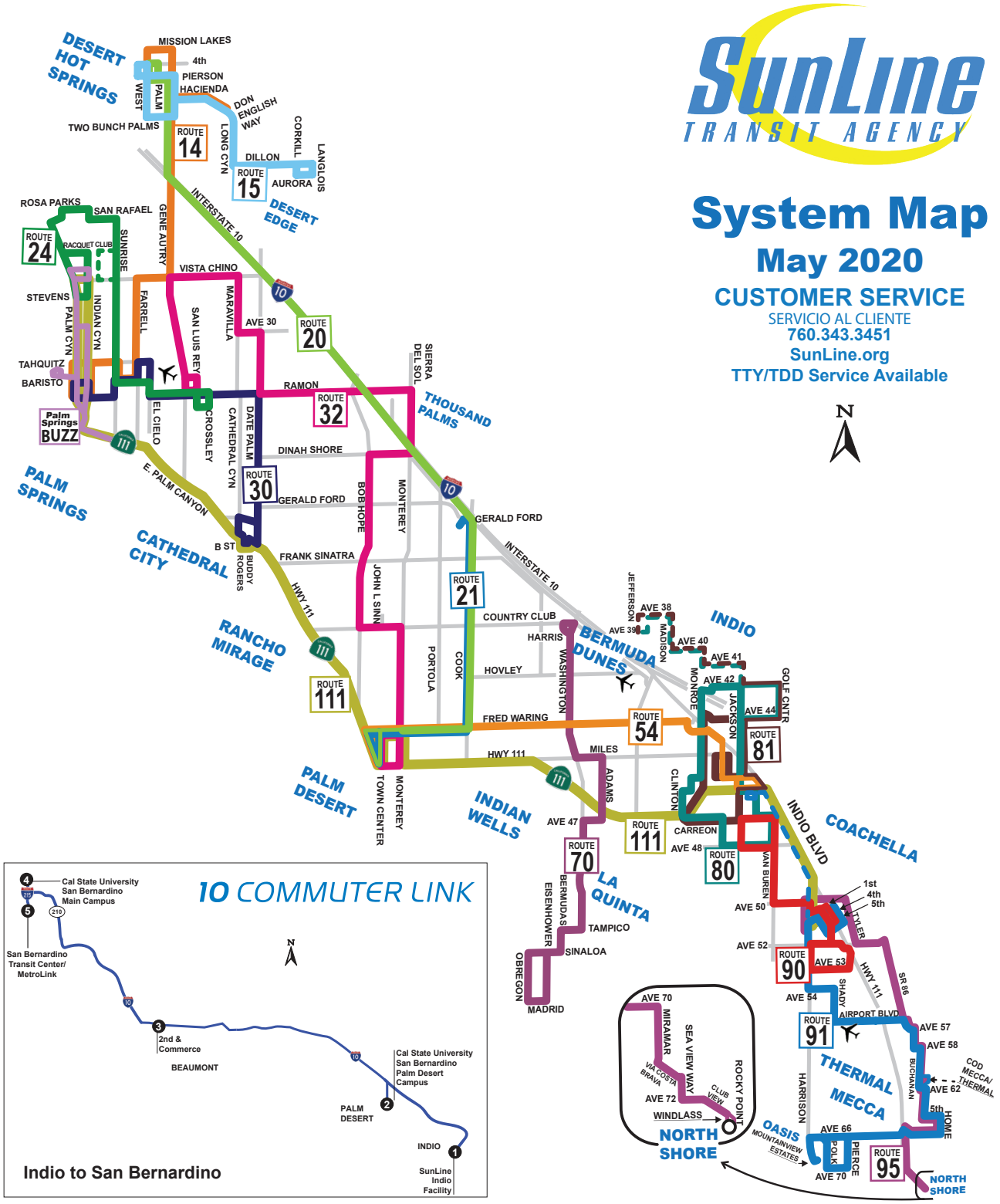
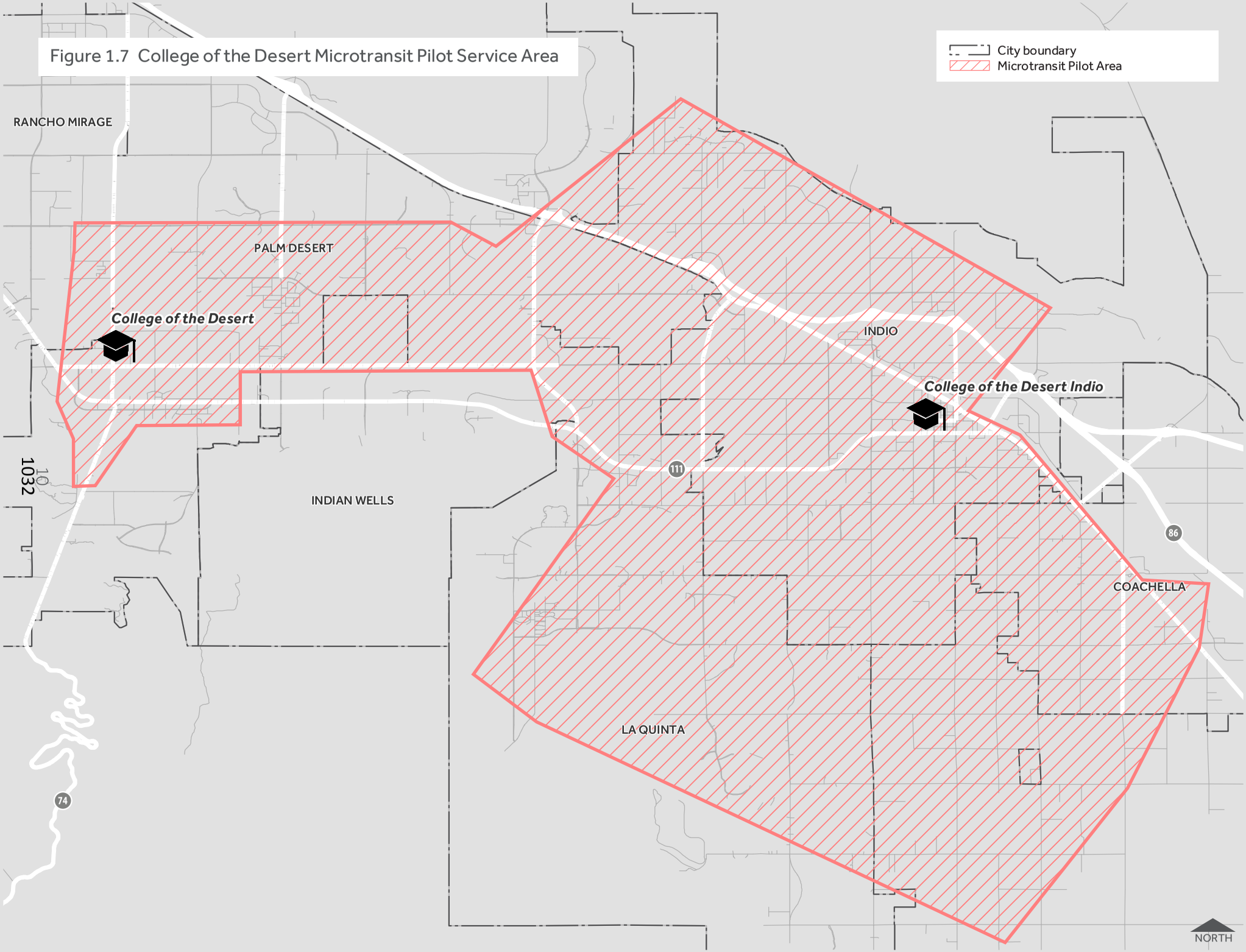


Figure 1.7 College of the Desert Microtransit Pilot Service Area



Commuter/Express Bus

Commuter bus routes are those tailored to serve specific travel markets, typically during weekday peak travel periods. Implementation of the 10 Commuter Link with service between Indio and San Bernardino is contingent on transit demand and recovery from the COVID-19 pandemic.

SunDial Paratransit

SunLine operates federally mandated paratransit services. This service, called SunDial, is a shared-ride, origin to destination transportation option that is provided to people with disabilities who are unable, or who have limited ability because of their disability, to use fixed route buses. All public transit agencies that provide fixed route bus and rail service are required by the Americans with Disabilities Act (ADA) to provide parallel paratransit service within 3/4 of a mile of local fixed routes, and days and hours of operation are based on that of the local fixed route network. Commuter and deviated services such as the 10 Commuter Link and Route 95 do not require complementary ADA service.

SolVan Vanpool

SunLine's Vanpool Program, SolVan, provides a subsidy for qualified vans that agree to report about daily riders, miles, hours, and expenses. A SolVan reporting system has been created to track each rider on each vanpool. The driver of the vanpool must be a participant in the vanpool program. Vanpool passengers will be responsible for paying the van monthly lease cost minus the subsidy. The lease cost includes insurance and maintenance. They will also share the cost of gas, toll fees, and parking fees (if applicable). Vehicles for this type of service will be leased by one of the pre-qualified vendors to one of the commuters in the group, a company, or a third-party representative.

Taxi Administration

The SunLine Regulatory Administration (SRA) is charged with licensing and regulating taxicab businesses and drivers in the Coachella Valley.

1.4 Description of Ridership, Revenue Miles, and Revenue Hours by Mode/Route Classification

Figure 1.8 shows the SunLine transit system performance by mode for 2018 and 2019.

Figure 1.8 Transit System Performance, FY2018–2019

Service	Boardings		Revenue Miles		Revenue Hours		Boardings/ Revenue Mile		Boardings/ Revenue Hour	
	2018	2019	2018	2019	2018	2019	2018	2019	2018	2019
Fixed route	3,947,023	4,039,450	3,402,692	3,364,997	231,781	228,131	1.20	1.20	17.00	17.70
On-demand	156,292	155,332	989,084	971,701	66,851	65,911	0.16	0.16	2.34	2.36
Total	**4,103,315**	**4,194,782**	**4,391,776**	**4,336,698**	**298,632**	**294,042**	**0.93**	**0.97**	**13.74**	**14.27**

Source: National Transit Database, 2018–2019

1.5 Current Fare Structure

In 2002, SunLine raised its base cash fare from $0.75 to $1.00. In 2011, a SunLine fare study recommended both eliminating the $0.25 transfer fare and incrementally raising the base cash fare to $1.50. These recommendations were not implemented. The SunLine Board of Directors has given direction to staff to explore fare-free operations.

Figure 1.9 shows the existing SunLine fare structure. This fare structure differentiates fares for specific transit customers and trip types. The multiplier column shows the ratio of the base cash fare to the pass price and is the point where the pass fare per trip matches the per-trip cash payment. The multipliers show how SunLine is targeting specific market segments with discounts to increase the system's ridership and revenue. For example, SunLine provides a discounted 31-day youth pass for students using transit.

1.5.1 Cash Fares

In addition to the $1.00 fare for adult riders, SunLine enforces a $0.25 fee for transfers. The transfer pass is good for unlimited rides within 2 hours of purchasing, and is valid only on the day issued. Transfers are issued only upon boarding.

The base cash fare for seniors, which SunLine defines as individuals 60 years of age or older, is $0.50 on all fixed route services. Individuals that qualify for the ADA also pay a $0.50 base cash fare on all fixed route services. The fare complies with the Federal Transit Administration's (FTA's) Half Fare rule, which requires agencies receiving federal funds

Figure 1.9 Existing SunLine Fare Structure

Fare Type	Price ($)	Multiplier	Fare Type	Price ($)
Adult			Other	
Cash	1.00	—	Transfers	0.25
Day pass	3.00	3.0	CV employer pass	24.00
10-ride	10.00	10.0	University pass	24.00
31-day pass	34.00	34.0		
Youth			Commuter Link 10 Cash	
Cash	0.85	—	General cash	6.00
Day pass	2.00	2.4	Senior cash	4.00
10-ride	8.50	10.0		
31-day pass	24.00	28.2		
Seniors/Disabled			Commuter Link 10 Cash	
Cash	0.50	—	General day pass	14.00
Day pass	1.50	3.0	General 30-day pass	150.00
10-ride	5.00	10.0	Senior day pass	10.00
31-day pass	17.00	34.0	Senior 30-day pass	100.00

to offer fares to persons 65 or over and disabled travelers at a level no more than half the base cash fare. Medicare cards, Department of Motor Vehicles driver's license or senior ID cards, ADA certification cards, or SunLine Half Fare ID cards are accepted as proof of age or disability.

A discounted youth fare of $0.85 is also available for children between the ages of 5 and 17. Children 4 years of age and younger ride free with a paid adult cash fare (maximum of two children).

1.5.2 Fare Passes

SunLine currently issues two types of fare passes: the Day Pass and the 31-day Pass. Daily and monthly passes are available for the 10 Commuter Link service as well, but are priced and sold separately from the general fixed route passes.

Day Pass

The SunLine Day Pass is available for $3.00 and allows for unlimited rides on all fixed routes for the duration of 1 calendar day. In adherence to the FTA's Half Fare rule, the Day Pass for seniors and disabled riders is available for $1.50. The Day Pass for youth riders is $2.00. The Day Pass for the 10 Commuter Link is $14 for adults and $10 for seniors.

31-day Pass

SunLine sells a pass valid for a rolling 31-day period from the date of first use. The 31-day Pass is available for $34 for general adult riders, $17 for seniors and disabled riders, and $24 for youths. The monthly pass for the 10 Commuter Link is a 30-day pass available for $150 (10 Commuter Link operates Monday through Friday only).

Multiple Ride (10-ride)

A 10-ride pass is available for $10.00 for general adult riders, $5.00 for seniors and disabled riders, and $8.50 for youths (ages 5 to 17). There is no discount from the base cash fare for this pass.

Employer Passes

SunLine offers a 31-day pass to businesses in the Coachella Valley that have 5 or more employees interested in using transit. The pass can be used for unlimited rides on any of SunLine's fixed route services and is priced at $24 a month. The pass is $10 less than the 31-day adult pass and is designed to encourage greater use of alternative modes of transportation.

Haul Pass

In August 2018, SunLine launched its Haul Pass Program to improve student access to Coachella Valley's colleges and university. Both the College of the Desert and the California State University, San Bernardino – Palm Desert Campus are partners. To ride SunLine, students of these schools can simply swipe their active student ID card through the SunBus card reader when they board. The program is currently funded through a 3-year grant from the Low Carbon Transit Operations Program (LCTOP).

Token Transit

SunLine riders download the Token Transit application to their smartphone and use it to pay SunLine fares. It requires a credit or debit card to set up an account and purchase bus passes.

1.6 Revenue Fleet

SunLine's fleet includes fixed route buses, paratransit vehicles, and support vehicles. SRTP Table 1.1 (see SRTP Tables) shows the characteristics of

SunLine's fixed route and paratransit fleet. Figure 1.10 shows a summary of SunLine's fleet of support vehicles.

Figure 1.10 SunLine Support Vehicle Summary

Description	Fuel Type	Number of Vehicles
Electric Light Vehicles	Electric	14
CNG Light Vehicles	CNG	18
CNG Light Duty Trucks	CNG	14
Hybrid/Gasoline Light Duty Vehicles	Hybrid	2
	Total	48

Note: CNG = compressed natural gas

1.7 Existing Transit Facilities and Bus Stop Amenities

SunLine operates administrative and bus operations facilities at two locations. Administrative headquarters and main bus operations are located at 32-505 Harry Oliver Trail in Thousand Palms. SunLine also operates a maintenance and fueling facility at 83-255 Highway 111 in Indio. Park-and-ride facilities are located at 78-420 Varner Road in Thousand Palms and at 83-255 Highway 111 in Indio.

SunLine's bus system has 659 stops with 424 shelters. Planning is underway to relocate 12 inactive shelters. In addition, there are 60 stand-alone benches and waste containers at 14 major transfer locations. Figure 1.11 shows the top 10 stops served for weekday service. Figure 1.12 shows the top 10 weekend stops.

1.8 Existing Coordination between Transit Agencies and Private Providers

As the designated Consolidated Transportation Services Agency, SunLine coordinates public transportation services throughout its service area. Staff participates in meetings with social and human service agencies,

Figure 1.11 Weekday Service: Top 10 Stops Served

Stop	City	Average Riders Per Day
Indian Canyon/Ramon	Palm Springs	485
B St/Buddy Rogers	Cathedral City	331
West/Pierson	Desert Hot Springs	254
Baristo/Farrell South Side	Palm Springs	235
Ramon/San Luis Rey North Side	Palm Springs	198
Ramon/San Luis Rey South Side	Palm Springs	194
5th/Vine	Coachella	190
Hwy 111/Flower	Indio	189
Ramon/Date Palm West Side	Cathedral City	167
Baristo/Farrell North Side	Palm Springs	126

Source: SunLine Transit Agency, March 2019–February 2020

Figure 1.12 Weekend Service: Top 10 Stops Served

Stop	City	Average Riders Per Day
5th/Vine	Coachella	358
Indian Canyon/Ramon	La Quinta	299
B St/Buddy Rodgers	Cathedral City	279
Palm Canyon/Stevens	Palm Springs	191
Hwy 111/Flower	Indio	171
Town Center/Hahn East Side	Palm Desert	163
West/Pierson	Desert Hot Springs	140
Palm Canyon/Baristo	Palm Springs	107
Town Center/Hahn West Side	Palm Desert	98
Ramon/San Luis Rey North Side	Palm Springs	93

Source: SunLine Transit Agency, March 2019–February 2020

consumers, and grassroots advocates through forums such as the Riverside County Transportation Commission (RCTC) Citizens Advisory Committee/Social Service Transportation Advisory Council, SunLine's ACCESS Advisory Committee, San Gorgonio Pass Area - Transportation Now Coalition, and neighboring transit operators.

SunLine facilitates the ACCESS Advisory Committee. Staff hosts regular meetings at the Thousand Palms Administrative Office. SunLine applies input from the Committee to improve relationships with the community to address public transportation issues in the Valley.

Additionally, staff members are actively involved in the regional transportation planning process through participation on RCTC and county committees. These committees include the RCTC Citizens Advisory Committee/Social Service Transportation Advisory Council, the Technical Advisory Committee, Aging & Disability Resource Connection (ADRC) of Riverside Long Term Services and Supports Coalition, Desert Valley Builders Association, and related committees to enhance coordination efforts with SunLine.

1.8.1 Coordination With Other Public Transportation Providers

In addition to providing transit service throughout the Coachella Valley, SunLine offers transit connections to a number of adjacent transit operators. SunLine, Omnitrans, and Metrolink collaborated to schedule the operation of 10 Commuter Link service, which connects Indio/Palm Desert to the California State University, San Bernardino campus and the San Bernardino Transit Center (SBTC)/Metrolink Station with a bus stop in Beaumont. In Beaumont, 10 Commuter Link provides connectivity to Riverside Transit Agency (RTA), Beaumont Transit, and Banning Transit. Transfers are available to bus routes connecting to Cabazon, University of California, Riverside, Riverside University Health Center, Kaiser Hospital, VA Hospital, Loma Linda Medical Center, and numerous destinations served by RTA, Beaumont Transit, and Banning Transit. Negotiations are underway to establish agreements between SunLine and RTA, Beaumont Transit, and Banning Transit.

SunLine also hosts Morongo Basin Transit Authority (MBTA) Routes 12 and 15 through a cooperative service agreement at its stops in downtown Palm Springs. The collaboration offers connections to Yucca Valley, Landers, Joshua Tree, and Twentynine Palms.

SunLine is collaborating with Palo Verde Valley Transit Agency on its Rides to Wellness demonstration project known as the Blythe Wellness

Express service. This service, launched in July 2017, operates 3 days per week and travels to the Coachella Valley's three hospitals (Desert Regional Medical Center, Eisenhower Medical Center, and John F. Kennedy Memorial Hospital) within SunLine's service area.

Amtrak California (operated by Amtrak bus contractors) transports rail passengers traveling between rail hubs at certain Amtrak stations and SunLine's bus stops in Palm Springs, Palm Desert, and La Quinta, under an additional cooperative service agreement. Amtrak's Sunset Limited inter-city train serves the Palm Springs Station on north Indian Canyon Drive. However, with rail service only serving Palm Springs three times a week in each direction, it is impractical for SunLine to offer transit service to the station at this time.

SunLine collaborates with the Imperial Valley Transportation Commission (IVTC) in an effort to find a future connection with Imperial Valley Transit (IVT). IVTC oversees the regional transportation services and programs provided by IVT in the Southern California areas of Brawley, Calexico, Imperial, West Shores, and El Centro.

In 2019, FlixBus initiated regional bus service at Palm Springs, Palm Desert, and Indio that connects to Los Angeles in the west and Phoenix, Arizona, in the east. SunLine maintains an interagency operating agreement with FlixBus.

1.9 Review of Previous Studies and Plans

In 2019, SunLine completed its Transit Redesign and Network Analysis Study. Prepared by HDR, this study took a comprehensive look at fixed route transit operations to make recommendations to optimize SunLine's service. SunLine also completed an on-board transit rider survey in 2019. This survey provided insight into rider preferences and needs to help guide the transit redesign. Other reports reviewed for the preparation of this SRTP include:

- Bus Rider Survey Study (February 2015)
- SunLine Transit Feasibility Study Hydrogen Station Expansion (January 2016)
- SunLine Transit Facilities Master Plan (November 2016)
- SunLine Transit Agency Transit Asset Management (September 2018)
- Network Study Report SunLine Transit Redesign & Network Analysis (February 2019)
- Innovative Clean Transit (ICT) Plan to SunLine Board of Directors (May 2020)

CHAPTER 2
Existing Service and Route Performance

SunLine developed its Refueled plan through a holistic process that reflected guidance from the Board of Directors, input received from riders, and a data-driven process that used existing transit market information such as stop- and route-level boarding data and origin-destination survey data. This SRTP includes updated key performance indicators (KPIs) that further support these quantitative, community-based planning methods.

2.1 Description of Key Performance Indicators

As part of its Refueled commitment, SunLine regularly reviews routes' service performance to adjust service supply to meet demand within its capacities. A quartile-based performance threshold is used to compare and measure the relative performance of individual routes. This tool allows SunLine to identify the top 25 percent and bottom 25 percent performing routes.

Passengers per revenue hour is the recommended KPI for evaluating SunLine's route-level service. It measures service effectiveness or productivity based on ridership (passenger boardings) generated for each revenue hour of service operated. SRTP Table 2 (see SRTP Tables) shows SunLine's system performance targets.

2.1.1 Service Quality Standards

Service quality standards contribute to the reliability and consistency of service delivery. Riders may first be attracted to transit service based on headway and span. Choice riders may continue to use services because they can reliably get to their destinations on time. Unreliable service often results in decreased ridership. Service quality standards are proposed to be measured using the following operational and passenger experience metrics:

- on-time performance (service reliability)
- percent service delivered (service reliability)
- miles between service interruption (service reliability)
- load standards (service comfort)
- average fleet age (service comfort)
- bus deployment policy

Each suggested metric is discussed in more detail below.

On-time Performance. This KPI measures service reliability as defined by adherence to the published service schedule. "On-time" is when a trip departs a time point within a range of 0 minutes early to 3 minutes late. To achieve targeted on-time performance, service running times must be calibrated regularly based on existing conditions. SunLine has a relatively uncongested operating environment, which helps support a high KPI for on-time performance. The on-time performance target is 90 percent for all services. This target helps show riders that 9 out of every 10 trips will arrive at the scheduled time.

Runtime variants also affect service speed and reliability. Runtime is the time allotted in a transit schedule for a route to travel from one time point to another time point, or from beginning to end. Calibrating the runtime for the day of the week and hour of the day (for example, peak vs. non-peak) helps routes and the overall system adhere to or surpass the adopted on-time performance. It is important to review runtime variants regularly because roadway traffic conditions are ever-changing.

Miles between Service Interruptions. This KPI measures service reliability as defined by revenue miles between service interruptions, regardless of cause. SunLine's standard is 5,000 miles.

Load Standards. This service quality KPI establishes load standards for various vehicle types and is measured for each trip operated. While it may be acceptable for some riders to stand on the bus for short distances or

time periods (for example, under 2 miles and/or 10 minutes) during peak periods, it is generally accepted that seating should be available for all riders during normal off-peak conditions. Figure 2.1 show load standards.

Figure 2.1 Load Standards

Service Period	Maximum Consistent Load Factor
Peak	Average over 133% of seated load = 50 passengers
Off-peak	Average 100% of seated load = 38 passengers

Average Fleet Age. The age of the vehicle fleet affects performance and reliability of transit services as well as system attractiveness to customers. SunLine's standard for average fleet age is no greater than 10 years. Adhering to the average fleet age standard will help ensure a reliable and comfortable passenger experience.

Bus Deployment Policy. Bus deployment specifies the type of vehicle that should be used to operate individual routes. The type of vehicle deployed on a route depends primarily on ridership demand and trip loads. Using incorrectly sized vehicles on routes can unnecessarily add operating cost to a route or result in overcrowding. Figure 2.2 shows the bus deployment policy.

Routes 111, 14, 30, and 15 should use 40-foot buses given the higher passenger volumes.

Other routes should use either 40- or 32-foot buses based on ridership demand.

Figure 2.2 Bus Deployment

Service Type	Vehicle Type
Trunk routes	40-foot buses
Local routes	32- or 40-foot buses depending on ridership demand
On-demand service	15-passenger van or sedan

SunLine will review the bus deployment policy every 2 years beginning in 2020, and will make necessary adjustments as the fleet is updated to ensure compliance with Title VI of the Civil Rights Act of 1964 requirements.

SunLine is in full compliance with Title VI, which protects people from discrimination based on race, color, and national origin in programs and activities receiving federal financial assistance. SunLine ensures equitable distribution of its assets in delivery of transit services to the people of Coachella Valley.

Buses are assigned according to successful completion of maintenance functions without regard to route assignment, or vehicle age, except in size considerations as outlined above. Additionally, fuel cell buses are assigned to routes with shorter distances and/or durations that are within the acceptable range capacity of those vehicles.

Adequate numbers of buses are assigned to routes with high demand to avoid instances of overcrowding or standing passenger. All SunLine buses are fully air conditioned and are 100 percent accessible to persons with disabilities.

2.1.2 Warrants Standards

Warrants standards provide a way to determine which areas within the large service area will have both the passenger demand and performance potential to produce cost-effective fixed route transit service. To ensure the agency's financial sustainability, SunLine will introduce only those new services that operate above the lower-performing route quartile or with productivity that is within 15 percent of the system average.

Planning new services around these guidelines will help ensure successful performance of new routes. Providing a set of guidelines for which areas warrant all-day fixed route service will help SunLine respond to future community requests for new service.

2.1.3 Network Role

New services should be evaluated for their place in the overall transit network. Each new route in the network will have a unique role, whether it is facilitating transfers with existing services, introducing service coverage to a recent development, or providing connections between current routes and major destinations. While successful new routes connect with existing services, they should not duplicate existing service or compete for passengers.

2.1.4 Market Opportunities

There is a strong correlation between service performance, surrounding population, and employment densities—the more people with access to a route, the higher the route's potential ridership. Population-dense areas tend to coincide with mixed-use neighborhoods, walkable environments, and higher populations of transit-friendly constituencies such as students, seniors, zero-vehicle households, and low-income populations.

The minimum population and employment density for the introduction of new all-day fixed route transit service is an average of 10 people/jobs per acre within a half mile of the proposed route.

A minimum threshold is considered supportive of fixed route service and should not be subjected to further analysis. Areas in this category that have unmet needs may be served by alternative options to fixed route service.

2.1.5 Unmet Mobility Needs

SunLine will strongly consider the mobility needs of transit-dependent populations when evaluating where to operate service. In assessing the area's demand for transit service, it is important to examine the presence of these demographic groups and identify any present unmet needs.

2.1.6 Key Destinations

Key destinations likely to generate higher demand for transit service include major area schools, colleges, universities, hospitals, retail/commercial/entertainment centers with more than 10 people/jobs per acre, open residential communities (not gated), and those with relatively lower income and vehicle ownership levels.

2.1.7 Evaluating New Services

New routes should be monitored to determine whether they are reaching the desired performance standards. The route should first be evaluated after 6 months to determine whether it meets more than two-thirds of its performance standards. New services not meeting the minimum standards at the end of an 18- to 24-month trial period are subject to corrective action or discontinuation.

In some cases, trial periods for new services may vary based on the requirements of grant funding. For example, if a grant provided 3 years of funding for a route that did not meet standards, this route may still be operated for the full 3-year period.

2.1.8 Productivity vs. Coverage Target

The SunLine Board of Directors' goal is to capture new riders and expand transit market share. The Board is committed to first investing in new operating plans that improve productivity, and second in operating plans that improve coverage. This is consistent with the Transportation Development Act of 1971 that established fiscal performance requirements of 20 percent of farebox recovery in urbanized areas and 10 percent in rural areas. To comply with this state mandate, and to improve effectiveness and efficiency, SunLine recommends the following policy for service deployment:

- Seventy percent of fixed route service should be deployed in areas with higher population and employment densities where transit is able to meet productivity standards
- Thirty percent of fixed route service should be deployed to maintain coverage in areas where lower population and employment densities limit transit service productivity.

SunLine will not dismantle its existing service to pay for productivity. Rather, funds for new service will be split 70/30 to establish productivity-oriented routes to expand the transit market share and capture new riders. This focus on productivity will also help SunLine meet mandatory farebox recovery requirements. By state mandate, new or significantly modified service is exempt from meeting the required criteria for up to 2 years plus the year of commencement. The objective is to give these routes time to perform up to the standards.

2.2 Service Performance

Beginning in August 2018, SunLine's Haul Pass program attracted new student riders to the system. Expanding the student travel market helped stabilize declines in transit ridership. At the same time, SunLine was able to reduce expenses and complete FY2020–2021 under budget. These savings put SunLine in a better financial position to weather the operational challenges and budget shortfalls resulting from the COVID-19 pandemic. For example, in the last quarter of the fiscal year, SunLine will see a significant decrease in passenger fare revenue as local fixed route and paratransit bus service are being provided free of charge.

SRTP Table 2.1 (see SRTP Tables) shows the Fiscal Year (FY) 2020–2021 SRTP performance report. It shows FY2018–2019 and FY2019–2020 system performance indicators with FY2020–2021 anticipated performance. It projects a decrease in passengers and an increase in

operating costs for FY2020–2021. SRTP Table 2.2 (see SRTP Tables) shows the SRTP system service summary broken out by fixed route and dial-a-ride service types. SRTP Table 2.3 (see SRTP Tables) shows route-level performance indicators.

Before the COVID-19 pandemic ridership drop, SunLine had been enjoying an increase in transit use. Figure 2.3 shows total SunLine system ridership, including both paratransit and fixed route bus service, for the 5 years from FY2014–2015 to FY2018–2019. Figure 2.4 shows that ridership increased in FY2018–2019 over the previous fiscal year. SunLine attributes this increase to the Haul Pass program attracting new student riders.

Figure 2.5 shows increases in local bus ridership in the fall and spring months, which corresponds to student demand.

Figure 2.6 shows the fixed bus route performance for FY2000–2021.

Where fixed route service increased between FY2017–2018 and FY2018–2019, paratransit service ridership levels remained steady. Figure 2.7 shows a small decrease in annual paratransit ridership between fiscal years. This small decline is good news as SunLine manages its paratransit service to

Figure 2.3 System Ridership Comparison - 5 years

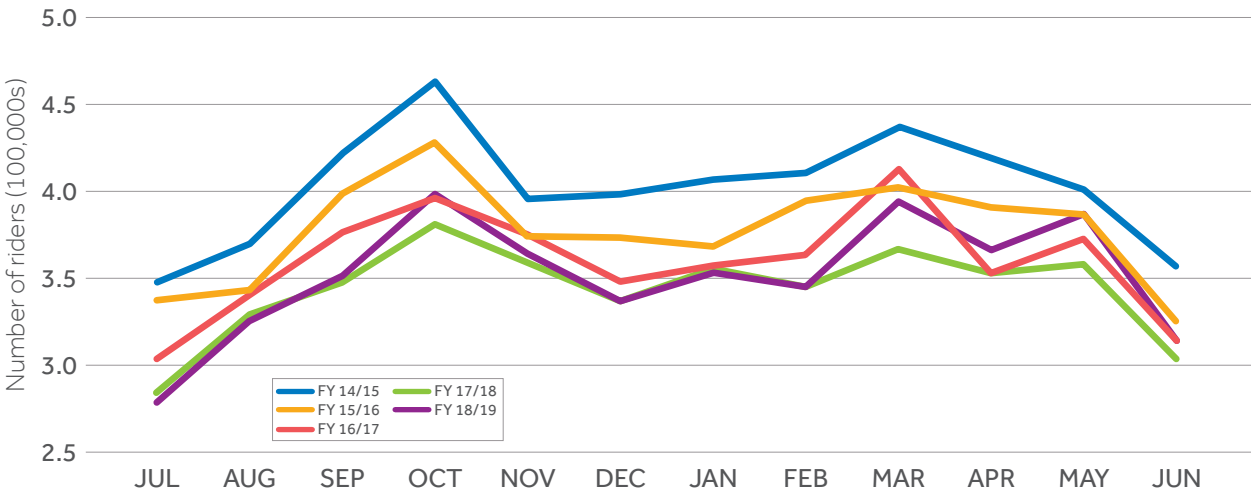


Figure 2.4 SunBus Ridership Change

Service Type	FY2017–2018	FY2018–2019	Percent Change
Sun Bus (Fixed Route)	3,947,023	4,039,450	2.3%

Figure 2.5 Fixed Route Ridership Comparison - 5 years

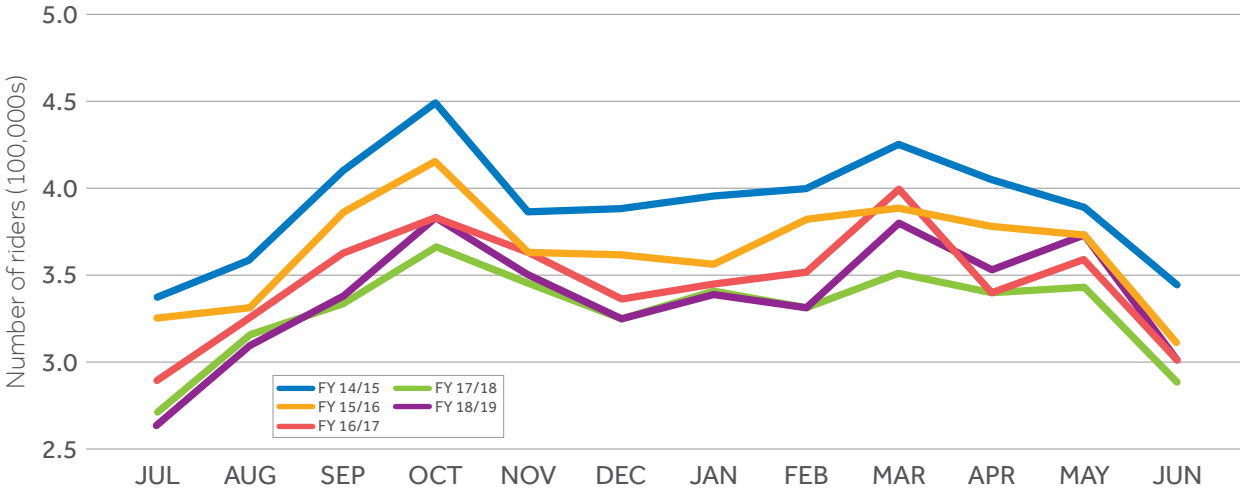


Figure 2.6 Fixed Route Performance, FY2020–2021

Route	Peak Vehicles	Annual Revenue Miles	Annual Revenue Hours	Gross Annual Operating Cost	Annual Passengers
10 Commuter Link	2	191,556	5,915	N/A	N/A
14	7	429,302	27,996	$4,195,171	580,984
15	1	87,484	5,448	$830,772	117,180
20	2	84,780	3,582	$851,447	31,587
21	1	18,391	1,334	$217,625	13,068
24	5	171,466	12,760	$1,489,422	176,322
30	5	267,281	25,674	$2,522,510	616,319
32	3	279,553	16,865	$2,562,878	250,298
54	2	113,483	6,733	$968,940	79,314
70	3	129,249	9,687	$1,240,395	163,252
80	5	105,020	9,061	$1,029,211	203,664
81	4	53,409	5,660	$585,221	88,736

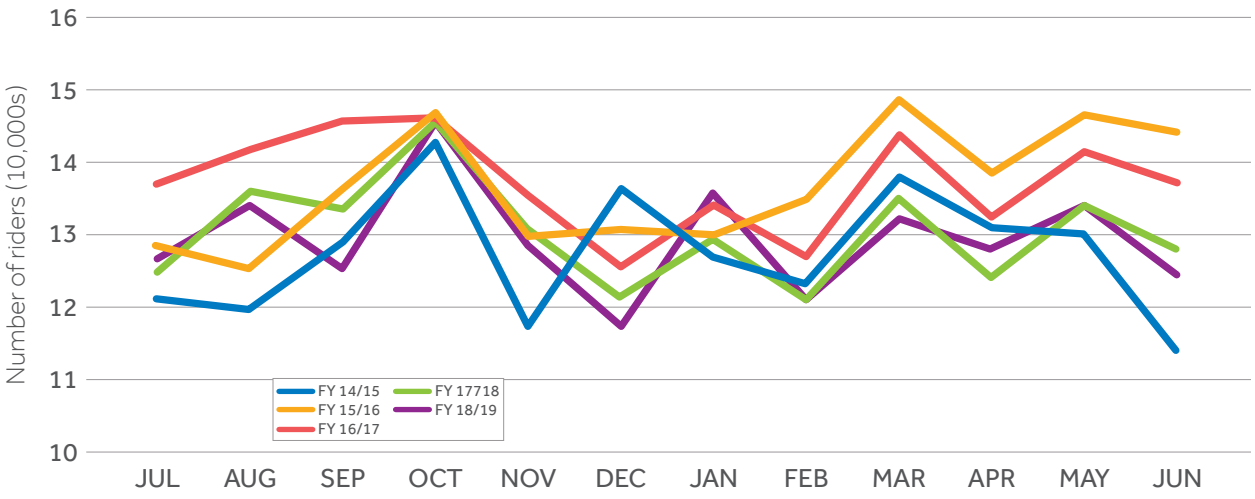
Figure 2.6 Fixed Route Performance, FY2020–2021 (continued)

Route	Peak Vehicles	Annual Revenue Miles	Annual Revenue Hours	Gross Annual Operating Cost	Annual Passengers
90	1	78,800	6,012	$669,911	72,872
91	3	315,323	17,279	$2,917,930	157,058
95	1	115,773	6,390	$1,076,640	28,840
111	14	1,006,510	67,814	$11,043,268	1,412,920
Total	**59**	**3,447,380**	**228,210**	**$32,201,341**	**3,992,414**

Figure 2.7 Paratransit System Performance, FY2018–2019

Service Type	FY2017-2018	FY2018-2019	Percent Change
SunDial	156,292	155,332	-0.6%

Figure 2.8 SunDial Ridership Comparison - 5 years



divert as many riders as possible to fixed route service as a way to control costs. Figure 2.8 (previous page) shows paratransit use for 5 recent fiscal years.

2.2.1 Taxi Voucher Program

In addition to SunDial, SunLine offers a Taxi Voucher Program providing half-price taxi trips for seniors (60+ years) and the disabled through the use of an electronic payment card. This card is easily obtained by eligible patrons by submitting an application to SunLine. Once the application is reviewed and accepted, the patron is then mailed an activated payment card. When the patron receives their card they are able to call in and add a balance of up to $75 per month. SunLine provides matching funds in equal amount up to the $75. The total balance added for each month can be a maximum of $150. Remaining funds from previous months are carried over until utilized. To use the balance, the patrons simply order a cab and pay their fare with the Taxi Voucher payment card.

This program is serviced by two taxi businesses permitted to operate in the Coachella Valley and provides some relief to the demands on the paratransit services. Both the riders and the taxi providers appreciate how this service keeps them competitive with other rideshare services in the area. It is anticipated that operational funding for the Taxi Voucher Program will be exhausted as of March 31, 2021.

2.2.2 Taxi Administration

The SRA is charged with licensing and regulating taxicab businesses and drivers in the Coachella Valley. Figure 2.9 presents the current operating taxi businesses in the Coachella Valley along with the number of vehicles operated by each company.

Figure 2.9 Taxi Businesses

Business	Number of Vehicles
Coachella Valley Taxi	20
Desert City Cab	36
Yellow Cab of the Desert	52

2.2.3 Vanpool

A vanpool is a group of people who are commuting to the same workplace or post-secondary education facility (college, trade school, etc.) regularly from the same community, riding together in a van or SUV provided by a vendor to share expenses. Vanpools typically carry from 5 to 15 passengers and operate long distances, traveling between pick-up locations and a place of work/school.

Vanpools provide small-scale commuter ridership in scenarios where operator costs would otherwise be prohibitively high. Operating costs are very low, because the passengers drive themselves. Ridership per platform hour is healthy. Vanpools are very demand-responsive; once ridership falls below a threshold, the service goes away and new routes can be added with a minimum of overhead. They can access office parking areas and other locations that scheduled SunLine service cannot reach, making for more convenient passenger drop-offs.

Vanpool programs can be administered in a variety of ways, allowing the employer to be fully involved or simply promote the service. Employers can help employees form vanpools through rideshare matching. Rideshare matching helps potential vanpoolers locate others nearby with similar schedules. With technology advancements, on-demand vanpooling may help reduce coordination costs and increase ridership. Traditional vanpool programs often have average ridership per trip at above the minimum membership required for the vanpool.

As the region develops unevenly, vanpools will be an increasingly effective means to serve trips from low-density places to employment and education centers. With vanpool programs, SunLine may be able to pull back bus service from low-volume coverage routes, and focus on more frequent trunk routes and core services.

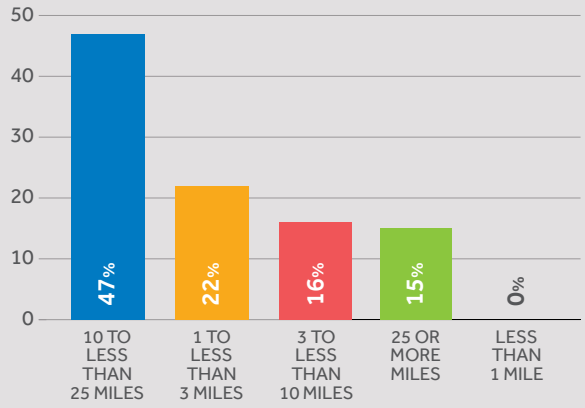
SunLine's Vanpool Program, SolVan, provides a subsidy for qualified vans that agree to report about daily riders, miles, hours, and expenses. A SolVan reporting system has been created to track each rider on each vanpool. The driver of the vanpool must be a participant in the vanpool program. Vanpool passengers will be responsible for paying the van monthly lease cost minus the subsidy. Lease includes insurance and maintenance. They will also share the cost of gas, toll fees, and parking fees (if applicable). Vehicles for this type of service will be leased by one of the pre-qualified vendors to one of the commuters in the group, a company, or a third-party representative.

Vanpools

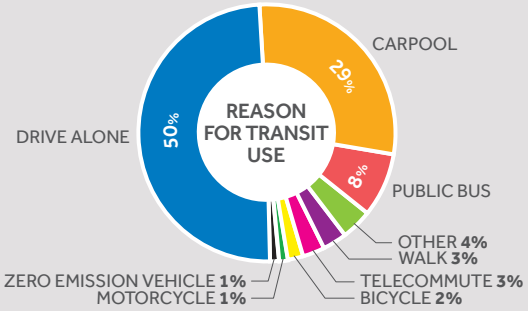
GOALS

- Gain new vanpool riders whose route travels through or ends in eastern Riverside County.
- Educate the employer and employees of eastern Riverside County of the SolVan program and how the program works.
- Continue to support SunLine as a leader in alternative transportation options, recognizing the agency for bringing a new commute option to eastern Riverside County.
- Continue to support current vanpool participants to ensure their satisfaction with the program to promote long-term program participation.
- Work alongside the regional rideshare program, IE Commuter, to mine employee data of carpoolers and interested carpoolers and drivers commuting long distances with regular work shifts for potential vanpool groups; to add incentives and outreach efforts; and to leverage large and small employers to create a green-thinking workspace as an employee benefit (see tables below).

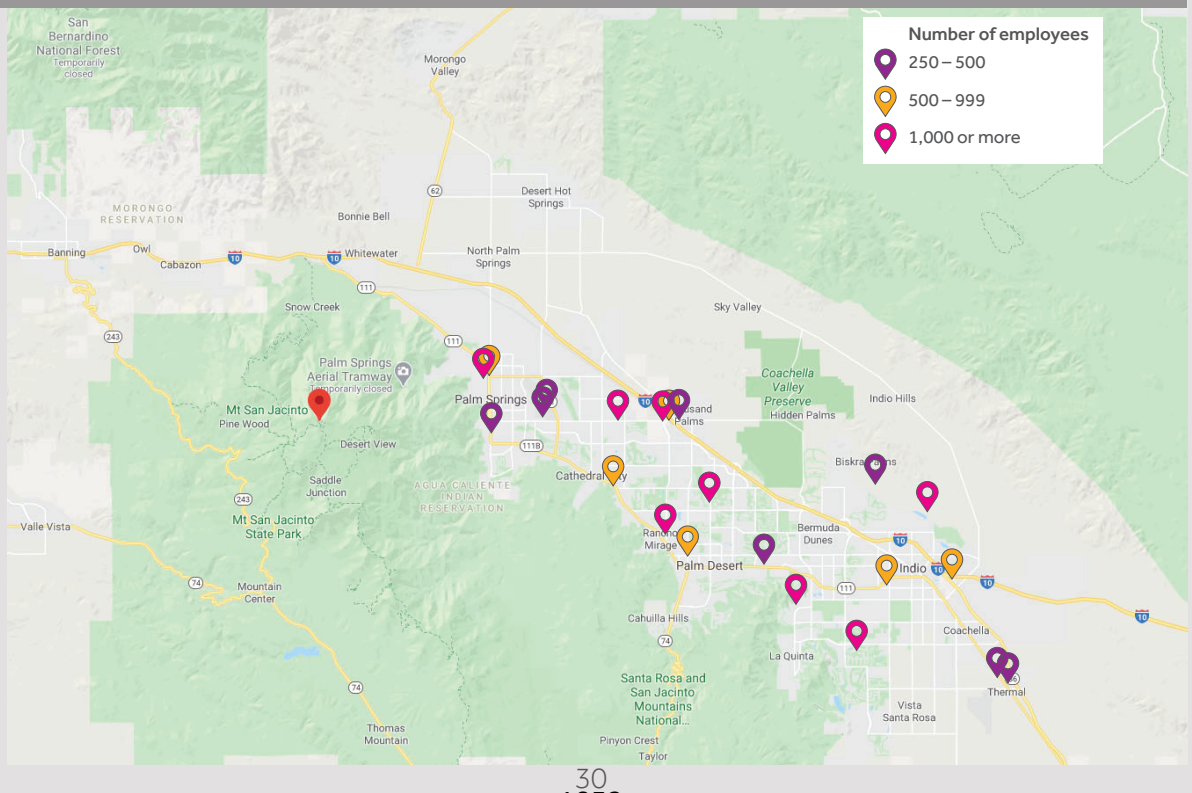
EMPLOYEE COMMUTE DISTANCES



MODE SPLIT



MAJOR EMPLOYERS



2.3 Productivity Improvement Efforts Underway

SunLine is constantly evaluating its routes to improve productivity. This includes key performance indicators such as farebox recovery and passengers per hour or trip. SunLine also continually evaluates its bus schedules and blocking to reduce deadhead miles and optimize layovers between trips.

For example, the new 10 Commuter Link is aimed at improving regional service between the Coachella Valley and the Inland Empire. For students, 10 Commuter Link will provide a direct connection between the California State University, San Bernardino – Palm Desert Campus and the main campus in San Bernardino. It will also provide a connection to the San Bernardino Downtown Metrolink Station.

The Route 111X weekday express service is intended to improve productivity on SunLine's highest ridership route. Stopping at five locations in the Highway 111 corridor, Route 111X will provide a 60-minute trip between Indio and Palm Springs.

SunLine is conducting a microtransit pilot project to connect riders to main route service by bridging the first mile, last mile gap. This flexible, on-demand rideshare service is designed to connect riders to the fixed route system by providing point-to-point rides along identified fixed route corridors. The pilot project, which started in January 2020, is evaluating the feasibility of using local taxis to expand SunLine's service area and reach non-traditional markets.

2.3.1 Haul Pass

The College of the Desert and the California State University, San Bernardino – Palm Desert Campus are important transit markets. Started in August 2018 with a grant from the LCTOP, the SunLine Haul Pass program gives students at these schools access to SunLine buses with their student ID. The LCTOP grant is funding an expansion of the program to other educational institutions, with the goal of all programs being self-sustaining.

2.3.2 Mobile Ticketing

The 2019 Transit Rider Survey showed that more than 80 percent of SunLine riders have access to a smartphone or tablet with an Internet connection. Access to a connected device is an important factor in the

implementation of the Token Transit mobile ticketing pilot. The pilot program will allow riders to use a new method of acquiring passes, and will give SunLine valuable information that will be used for a permanent mobile ticketing solution.

2.4 Major Trip Generators

The 2019 SunLine Transit Agency Rider Survey identified the main transit trip generators in the Coachella Valley. The top destinations for home-based work trips are Palm Springs, Palm Desert, and La Quinta. The College of the Desert and Palm Springs High School are top destinations for home-based other trips that include shopping, recreation, and education. Figure 2.10 and Figure 2.11 show the traffic analysis zones with the top home-based work and home-based other trip attractions.

Figure 2.10 Home-based Work Trip Attractions

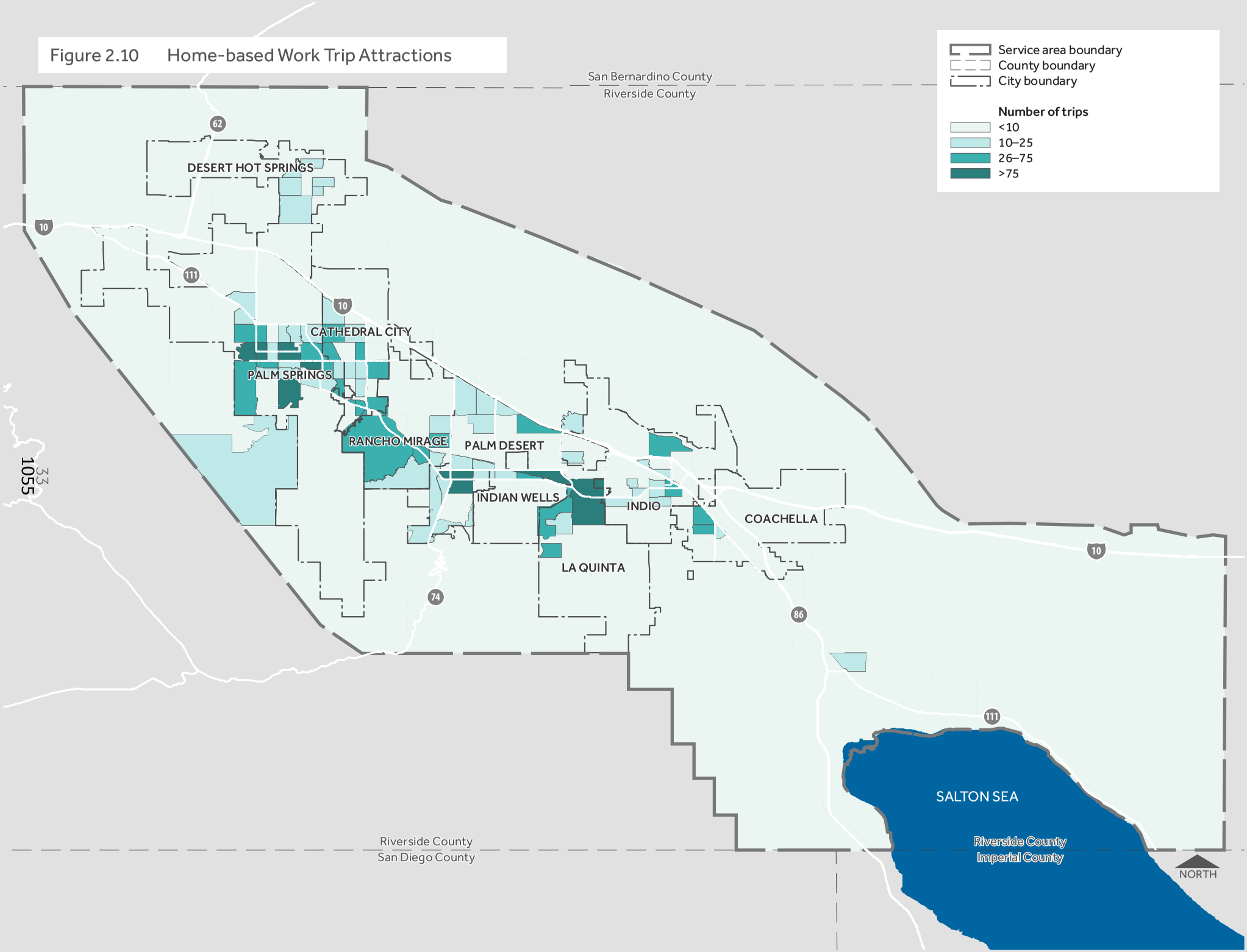
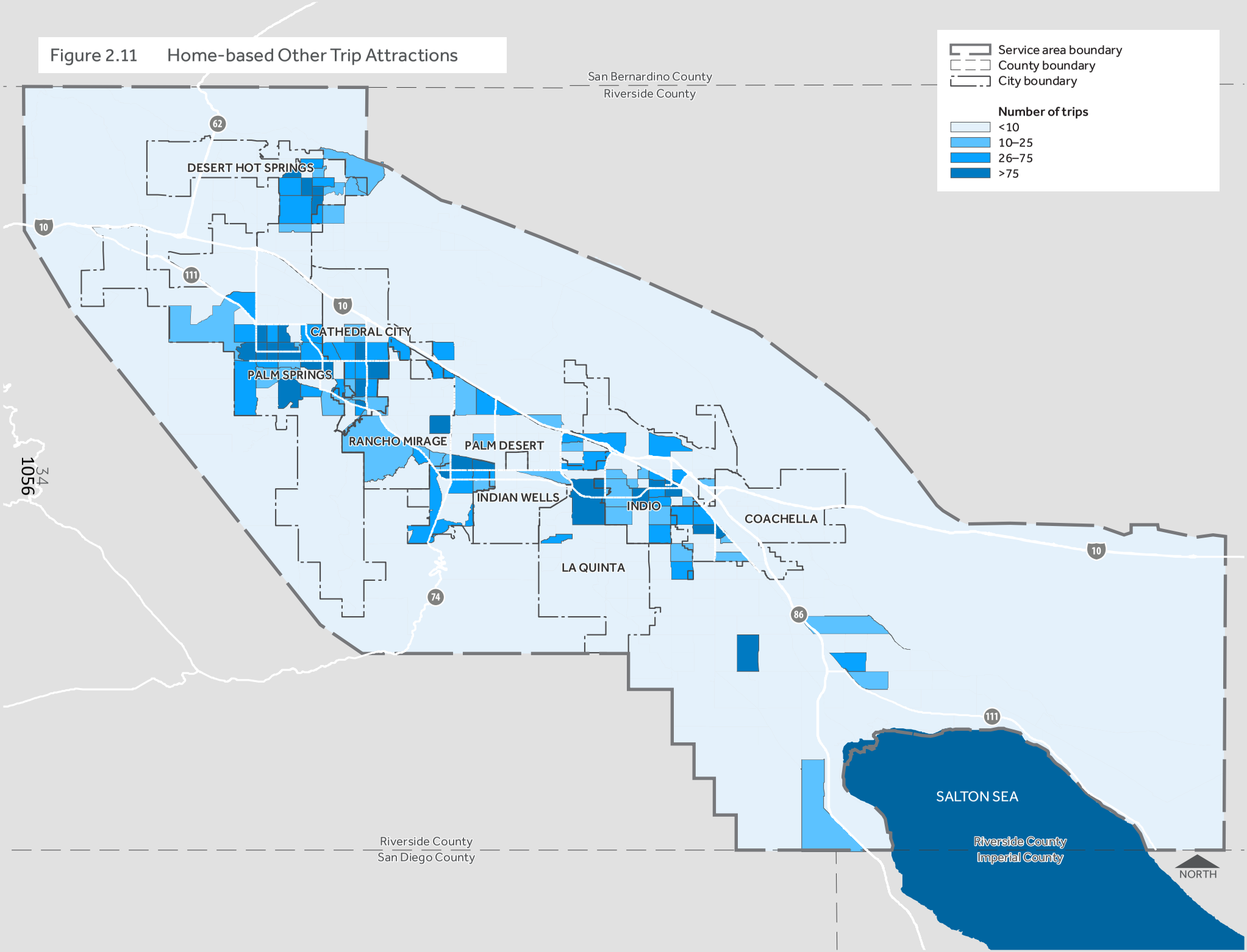


Figure 2.11 Home-based Other Trip Attractions



CHAPTER 3
Future Service Plans, Fare Changes, Capital Planning, and Marketing

The adoption of these Refueled recommendations in principle will open the door for an outreach effort. SunLine will coordinate closely with its member cities, the Coachella Valley Association of Governments (CVAG), and RCTC. SunLine will use the input of the public and its planning partners to jointly develop and deliver a redesigned transit network.

Whether planning for long-term growth or addressing the immediate COVID-19 crisis, SunLine's Refueled system redesign is aimed at improving transit service to increase ridership. These recommendations include:

- Make SunLine's system faster, more direct, and more efficient to attract new riders;
- Streamline SunLine's route structure to focus resources on the system's most productive bus corridors;
- Research and develop a microtransit service model that can replace traditional fixed route bus service in sparsely populated and/or low-transit-demand areas;
- Simplify the fare structure and move to electronic media;
- Update the service standards policy to support performance-driven transit and an emerging service delivery model; and

» Develop the Route 111 High Quality Transit Corridor with transit signal priority (TSP), queue jumpers, and Super Stops to facilitate timed transfer connections and intermodal connectivity.

The Haul Pass program attracted new student riders to the SunLine system, helping to stabilize ridership. Long-term population projections show growth in Desert Hot Springs, Coachella, and Indio that will increase demand for transit. In the near term, however, SunLine's focus is on rebuilding ridership lost during the COVID-19 pandemic.

Potential funding for expanding SunLine's fleet may be available through the Greenhouse Gas Reduction Fund. The Transit and Intercity Rail Capital Program (TIRCP) supports funding for transformative capital improvements that will modernize California's bus transit systems. Because elements of Refueled will reduce greenhouse gas emissions, vehicle miles traveled, and traffic congestion, the TIRCP is an important potential source for Refueled capital funding needs.

Through its Innovative Clean Transit (ICT) regulation, the California Air Resources Board (CARB) has mandated that public transit agencies transition to zero-emission buses (ZEBs) by 2040. SunLine is ahead of many of its peers in meeting the ZEB targets. However, fleet planning for the Refueled service expansion will be included in the ZEB implementation plan. The ZEB implementation plan (Appendix C) shows how SunLine intends to comply with the mandate and when it plans to purchase the buses and build the necessary support infrastructure.

The ZEB rollout plan will include a comprehensive operational and financial analysis of the impacts on SunLine's delivery model for transit services. It will also identify potential limits on the operating range for ZEBs between recharging/refueling, analysis of financial incentives, and capital cost of support facilities. The rollout plan will also identify staff training needs for operations and maintenance.

This SRTP, combined with the ZEB implementation plans, can tell the TIRCP and other funding partners a powerful story about SunLine's commitment to exceptional transit service and clean energy.

This chapter outlines service changes planned in FY2021–2023 to begin implementing the Refueled program. It also presents steps toward the longer-term vision, including fare policy, marketing, and infrastructure needs.

3.1 Planned Service Changes FY2021-2023

The financially unconstrained Refueled plan is not funded. It recommends both restructuring SunLine's bus routes and improving frequency over the long term. The long-range improvements will require support infrastructure, additional fleet, and funding for operations.

SunLine has three funded service changes planned for FY2021–2023. However, the implementation of these changes depends on the transit ridership and recovery from the COVID-19 pandemic.

- SunRide Microtransit (January 2020)
- 10 Commuter Link Service between Indio and San Bernardino
- Route 111X weekday express service between Indio and Palm Springs

3.1.1 Route 111X

Faster and more frequent service are top priorities for SunLine customers. Partially funded by a Congestion Mitigation and Air Quality (CMAQ) grant, Route 111X would reduce travel time between Indio and Palm Springs by 24 minutes. Travel time would be reduced by skipping stops and using a more direct route on Fred Waring Drive. Route 111X will use the existing SunLine fleet branded for the express service. The route will have specially branded bus stops that may also include enhanced shelters and upgraded amenities.

3.1.2 SunRide Microtransit

With SunLine's fixed route ridership down more than 70 percent from the COVID-19 pandemic, some bus routes may be discontinued because of low productivity. As part of its recovery plan, SunLine is evaluating microtransit as a stopgap measure to provide lifeline service. As transit demand and recovery allow, SunLine may consider deploying microtransit to improve access to fixed route bus service. As part of its recovery plan, SunLine may replace low productivity corridors and parallel paratransit service with a microtransit solution for cost efficiency.

3.2 Future Marketing Plans, Studies, and Promotions

Response and recovery from the COVID-19 pandemic will be an immediate focus of SunLine's plans. SunLine will develop plans and communication tools to reassure its riders and encourage them to use public transit again. SunLine will highlight how the Refueled improvements will provide faster,

more frequent service to help restore ridership. Sunline's overall marketing and communication strategy will be focused on *Refueled – Driving the Future of Transit*.

Refueled provides an exciting opportunity for SunLine to engage with passengers and reinvigorate our community. SunLine will highlight how the Refueled improvements will provide faster, more frequent service to help restore ridership. SunLine will welcome established riders back into a system that has maintained enhanced cleaning procedures and will proudly introduce the community to a more efficient transit network. Education is a fundamental component of the Refueled communication plan and will focus on ensuring riders understand the connection between the type of vehicles used and the service provided to them on the road. As such, informing the community on California's zero-emission fleet goals will play a part in the overall marketing strategy.

SunLine's campaign will use a variety of media, as discussed in the following sections.

Social Media and Website

SunLine is active on social media, using it as part of a comprehensive marketing strategy. SunLine maintains Facebook, Twitter, Instagram, Snapchat, and YouTube pages, and posts alerts and items of interest. During this COVID-19 pandemic, it is particularly important for SunLine to maximize its use of relatively low-cost and/or partnership-leveraged marketing tools. Digital media, both organic and paid, will be the hallmark of SunLine's marketing efforts.

SunLine will use its website as an ongoing passenger information tool. The website is used to publish up-to-date information about SunLine services, policies, and publications.

Passenger Transit Information/Rider's Guide

Information on SunLine services and programs is easily obtainable and prominently displayed at transit centers, in buses, and at pass outlets. The SunLine Rider's Guide provides directions, maps, time point bus stop locations, schedules, fares, transfer information, and where to get assistance on how to use SunLine services and programs. SunLine's transit information is provided in both English and Spanish. SunLine has a deep commitment to sustainability, and in the past year started encouraging riders to seek route and service information digitally whenever possible. In a continued effort to support the mission set by the Board of Directors in

the 1990s, SunLine has decreased printing by 33 percent and focused on improving digital access.

Customer Service Center

The Customer Service Center provides telephone information to customers Monday through Friday. Bilingual (English/Spanish) customer service agents use resources such as Google Transit trip planner and MyStop Bus Tracker to respond to customer inquiries.

Community Outreach

SunLine works with local organizations, businesses, government agencies, and nonprofit organizations to promote SunLine programs and services. Community outreach involves grassroots organizations to identify unmet transit needs and build community-based marketing partnerships. Historically, SunLine invests in these relationships by participating in community events such as mobility workshops, food drives, fundraisers, parades, and special event activities. During this COVID-19 pandemic, SunLine has developed a new plan to connect with members of the community via virtual outreach efforts to capture different audiences. Such efforts provide SunLine the opportunity to promote transportation services and programs to existing riders and attract potential future riders. Outreach for Refueled will be especially important to educate community stakeholders on the enhancements to their transit experience.

Public Presentations

Target audiences include seniors, students, social services, businesses, and community leaders. The main goal is public education related to the economic and environmental benefits of using public transportation. During presentations, SunLine highlights the key role that we hold as a public transit provider and leader in alternative fuel technology. SunLine's use of hydrogen electric fuel cell and battery electric fuel cell buses have made impacts to the environment on a global scale. Presentations emphasize why this is important and how it affects residents of the Coachella Valley. These presentations typically occur at senior centers, colleges, and school orientation programs. In response to COVID-19, many presentations will be virtual, in partnership with host organizations.

Travel Training

Transportation provides us with a sense of independence and opportunities to engage within our community. Sunline's Travel Training Program offers opportunities for riders to learn how to independently traverse a public transit system. To this end, SunLine offers group and

one-on-one training aboard a fixed route bus to build confidence and allow people to travel with ease.

Transit Ambassador Program

The SunLine Transit Ambassador Program, known as TAP, empowers employees to expand SunLine's culture of customer service. TAP consists of a series of training sessions that address crucial topics and everyday scenarios in public transportation service. A Transit Ambassador has completed this program and can assist passengers with their trip planning. Transit Ambassadors will assist the rider until the rider feels confident in navigating the SunLine system independently.

Access Advisory Committee

The Access Advisory Committee, which meets bi-monthly, was formed in 1995 as an advocacy group consisting of various agencies in the Coachella Valley. Committee members range from community activists to everyday transit users who are committed to promoting successful implementation of the transportation provisions of the ADA and other related federal legislation or regulations.

3.3 Projected Ridership Growth FY2021-2023

Following a significant downturn in ridership in March 2020 related to the COVID-19 pandemic, SunLine expects it may take several years for ridership to rebound. SunLine and its planning partners are using the regional travel demand model to prepare long-term ridership forecasts for the unconstrained transit redesign.

3.4 Proposed Fare Structure Changes

While the Board of Directors has directed SunLine staff to explore a fare-free system, the aim of this fare policy is to increase SunLine's revenues with a simplified structure that continues to provide support for low-income individuals. The key fare structure recommendations are summarized below.

Increase base cash fare 75 percent in three increments. SunLine has the lowest base cash fare among its peers. While SunLine operates its service efficiently, SunLine has the lowest average fare, lowest fare revenue per passenger mile, and lowest farebox recovery rate of its peers. Improving its farebox recovery rate would give SunLine a dedicated funding source as it builds for the future, reducing the need for state and federal grants to grow its system.

Charge adults and youth the same fare. Combining adult and youth fares would simplify SunLine's fare structure by reducing the number of fare types. Children age 6 years and younger may ride free.

Eliminate the transfer fee. Research indicates that most transit agencies are eliminating transfer fees. With SunLine's redesigned network, many passengers would continue to require a transfer between routes to reach their destination. Rather than require a transfer fee, paper transfer tickets would be issued to allow riders the ability to use a second bus. The transfer ticket would be good for 2 hours.

Develop a post-secondary school universal pass (U-Pass). Through an agreement negotiated with the schools, SunLine would prorate the price of the U-Pass over the entire student body based on an estimate of the total fare revenue that would be generated by individual users purchasing a monthly pass. This would allow SunLine to maintain expected revenues while allowing students to pay a lower fare price, thereby helping to attract students who might not choose transit otherwise. This negotiated U-Pass would eventually replace SunLine's current Haul Pass program, which is funded by a grant.

Escalate SunDial paratransit fares. As SunLine incrementally increases its base cash fare, it would also increase its SunDial paratransit fare. The fare for an ADA paratransit user cannot be more than twice the fixed route base cash fare.

Figure 3.1 shows the 5-year incremental fare increase program.

Figure 3.1 SunLine Incremental Fare Increase Program

Fare Category	Current Fares	Phase 1	Phase 2	Phase 3	Percent Change[1] (%)
General					
Cash	$1.00	$1.25	$1.50	$1.75	75
Seniors/Disabled					
Cash	$0.50	$0.60	$0.75	$0.85	70
Youth					
Cash	$0.85	Consolidate adult and youth Eliminate employer pass Eliminate transfer fee			

[1]*Phase 3 compared to current fares.*

Review fares annually. Fares should be reviewed annually to assess the ridership impact. This should include an examination of revenue by fare category and fare media. The fare review should provide a peer comparison to help ensure fare policy decisions are well-informed.

Make fare adjustments as frequently as possible. Fares should be adjusted annually to address inflation and to deliver a more gradual change to riders. Fares that are frozen for several years and then adjusted through a large disproportionate increase result in a "shock" to riders that may negatively affect the agency image and ridership.

Calculate the SunLine internal rate of inflation to establish required fare adjustments. Fare increases should be based on SunLine's internal rate of inflation (goods, labor, and fuel), rather than the inflation of a general Consumer Price Index. The Consumer Price Index measures the inflation on a basket of goods and services unrelated to transit service and competing transportation modes

To help low-income passengers access transit services and offset fare increases, SunLine may target fares for Coachella Valley residents who meet low-income guidelines. The U.S. Department of Labor's Lower Living Standard Income Level is often used by transit agencies to determine eligibility for reduced fares. It identifies income levels by family size that are adjusted annually based on changes in the Consumer Price Index.

3.5 Capital Improvement Planning

Refueled implementation is closely tied to CARB's ICT regulation. The ICT regulation requires SunLine to gradually transition to a 100 percent ZEB fleet. As SunLine grows its fleet to provide additional service, it will need to evaluate daily mileage needs and the incremental capital or electricity costs of depot-charging electric buses that cannot be offset by available incentive and funding programs.

SunLine is also planning for the new infrastructure needed to support hydrogen production and refueling for its fuel cell buses. It is also evaluating expansion of its satellite facility in Indio to support hydrogen and ZEB fueling and maintenance.

SunLine is working with CVAG to plan and fund street improvements needed to preserve bus travel times and improve service reliability. These street improvements include TSP measures, queue jumpers, and dedicated bus lanes. Super stops are another capital improvement aimed

at enhancing the passenger experience. These stops include enlarged and near-level boarding areas, enhanced shelters, and upgraded amenities.

SunLine is also working with its member cities to improve multimodal connections to its fixed route bus service. This includes connections to the Coachella Valley Link. This bicycling and walking pathway will link Coachella Valley cities and the lands of three federally recognized tribes with a path that generally parallels Highway 111.

Figure 3.2 shows the status of SunLine's capital projects.

Figure 3.2 Status of SunLine's Capital Projects

Project Name	Project Status
Replacement and expansion of support vehicles	Support vehicles have been delivered and are being prepped with make-ready equipment. Project is expected to be closed by end of May 2020, and remaining funds will be used for the next round of vehicle purchases.
CNG fueling station and construction	CNG station construction is in progress, which includes installing the fuel island canopy and CNG equipment, placing dispensers and vacuums, and constructing the station building. Construction is expected to be complete by end of June 2020.
Solar carports (Administration Building Phase II)	Solar carport installation has been completed. Project team is working with the utility provider and the general contractor on interconnection to the existing meter. Project is estimated to be complete by June 2020.
Operations facility	Construction mobilization and site ground work has been completed. The ground excavation and civil work is in progress.
Five hydrogen electric hybrid fuel cell buses and hydrogen station (Air Quality Improvement Program Grant)	Buses are in service and the temporary hydrogen dispenser is operational; commissioning of the hydrogen station and permanent dispensers is in progress.
Center of Excellence Facility (ZEB maintenance facility)	In process of executing contract with the design firm to complete the 100% design drawings.
Service upgrade 3G to 4G	On-site installation is complete. Project is expected to be closed out by end of May 2020.

Figure 3.2 Status of SunLine's Capital Projects (continued)

Project Name	Project Status
Information technology (IT) projects	Project is in progress, replacing 20 percent of the IT equipment. Project expected to be closed by end of 2020.
Five hydrogen fuel cell buses (LowNo Grant)	Buses are in service and remaining funds will be used to procure additional fuel cell bus. Contract for the new bus is expected to go for Board approval in May 2020.
Replacement of two commuter buses	Buses are expected to be delivered by end of May 2020.
Transportation demand management (Vanpool)	Program is running; contract term with the service provider has been extended until September 2022.
Indio facility improvements	Contract with the general contractor has been executed. The contractor has begun the work, which includes a new training room, office space, and breakroom at the Indio location.
Hydrogen station program improvements	Project funds are in process of being reallocated to the public hydrogen station.
Storage area network expansion for Tyler Enterprise Resource Planning, Host8 - Host12	Equipment has been received and project is expected to be closed by October 2020.
Parts department and warehouse relocation	Purchase orders have been issued to procure items for the parts warehouse.
2020 replacement and expansion of paratransit buses	Purchase order has been issued and vehicles are in production and expected to be delivered in third quarter of 2020.
Replacement of six fixed route buses	Buses have been delivered and are being prepped for going into service.
Asphalt slurry seal	Bids were due on April 30; in process of contract execution.
CNG project trailer demolition	Finalizing the project scope and expected to go out for bids in mid-May 2020.
Transmission	Project has been completed. Working on the close-out documentation.
Retention beautification Phase II	Phase I has been completed, project in progress.
Fall arrest system installation for maintenance bays	Project is out for bids.
Purchase of two expansion support vehicles	Vehicles have been delivered; in process of closing out the project.

Figure 3.2 Status of SunLine's Capital Projects (continued)

Project Name	Project Status
Maintenance shop wall removal	Project scope is being finalized and bids are expected to go out in May 2020.
Floor resurfacing, Maintenance Building Div. 1	Project initiation and scope has been finalized; bids will go out in line with wall removal project.
Asset management tool	In process of procuring a consultant firm to assist with the project.
Fixed route bus rehabilitation	Project has not started.
Replacement of non-revenue support vehicles	Project has not started.
Transit enhancements	Project has not started.
IT projects	Project has not started.
Radio system replacement	Working on finalizing the project scope.
Roof repair Div. I and Div. II	Funds have been used.
Two bus simulators	In process of finalizing the scope. Proceeding with one simulator. Remaining funds to be programed toward IT needs for the operations facility.
Replacement of six fixed route buses	Project has not started.
Boardroom equipment upgrade	Finalizing the scope; project expected to begin by end of May 2020.
SunLine property expansion/solar farm Phase I	In process of finalizing the purchase and sales agreement.
Facility maintenance and improvements	Capital purchase requests.
H2 Ride	Not proceeding with the project.
New flier Air Quality Improvement Program	Project has not started.
Heavy-duty tow truck	In the process of reallocating as match to public hydrogen station.

3.6 SunLine Refueled – Long-term Vision

This financially unconstrained transit redesign plan provides a long-term vision for SunLine to enhance its transit service. The redesign plan consolidates SunLine's existing 16 routes into 11 routes and adds microtransit service. This plan is essential to effectively communicate SunLine's operating and capital needs to local, state, and federal funding agencies. The plan enables SunLine to collaborate with local jurisdictions, CVAG, RCTC, and other funding and planning agencies to include them in long-term regional planning and implementation efforts to optimize scarce financial resources and develop and deliver projects jointly.

Appendix B shows the SunLine Refueled route profiles and implementation options. The following is a summary of proposed route modifications:

Route 111X. Skip stop express service to reduce travel times between Indio and Palm Springs.

Route 111. Improved service on the existing route.

Route 2. Combine existing Routes 14 and 30 between Desert Hot Springs and Cathedral City.

Route 3. Extend and rename existing Route 15 to connect 4th Street/Cholla Drive in Desert Hot Springs to Langlois Road/Aurora Road.

Route 4. Combine and rename existing Routes 24 and 32 to connect Palm Springs with Palm Desert Town Center Mall.

Route 5. Combine existing Route 20 and Route 21, which would operate between Desert Hot Springs and Palm Desert Town Center Mall.

Route 6. Extend existing Route 54 to 5th Street in Coachella to create the new Route 6 as part of a simplified service in Indio and Coachella.

Route 7. Existing Route 70 would be maintained in the redesigned transit system as Route 7.

Route 8. Combine portions of existing Routes 80, 81, 90, and 91 in Indio, Coachella, Thermal, and Mecca to improve operational efficiency and route directness and to make SunLine's system easier to navigate.

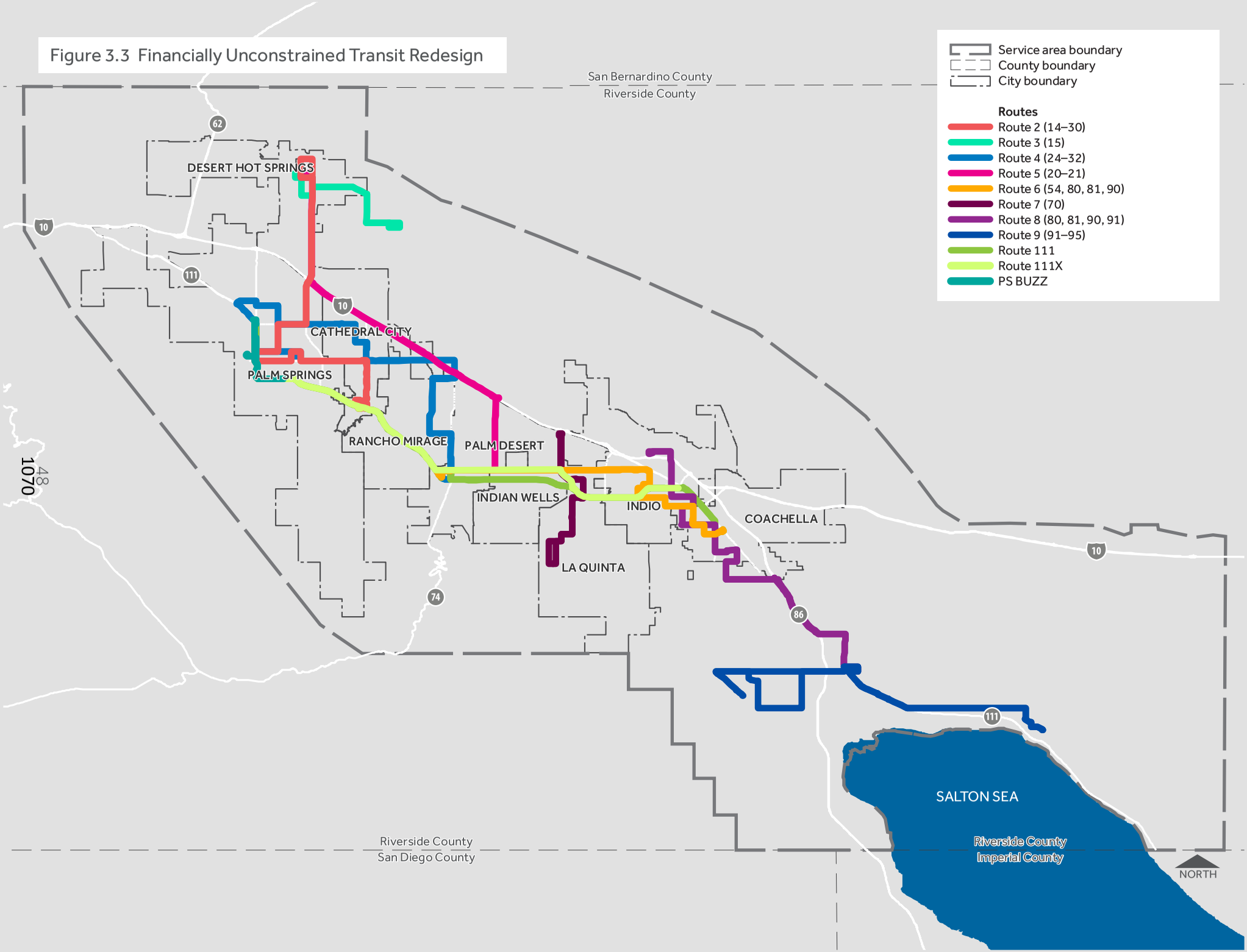
Route 9. A new fixed route, Route 9, would provide bus service between North Shore, Mecca, and 100 Palms.

10 Commuter Link. Weekday express bus service between Indio and San Bernardino.

Microtransit service. As part of its COVID-19 recovery plan, SunLine is evaluating microtransit as a stopgap measure to provide lifeline service. As transit demand and recovery allow, SunLine may consider deploying microtransit to improve access to fixed route bus service. SunLine may use lower-cost microtransit service to eventually replace fixed route bus service on the new Route 9. Operating as a circulator or as on-demand service, microtransit would connect riders to SunLine's fixed route bus service. Microtransit may also be used in Indio and in the southern end of Cathedral City and Palm Desert to expand the ridership catchment area.

Figure 3.3 shows SunLine's redesigned fixed bus route system.

Figure 3.3 Financially Unconstrained Transit Redesign



CHAPTER 4
Financial Planning

The FY2021 financial planning process focused on prioritizing resources and aligning with the core strategic goals of the Refueled initiative. As mentioned before, in the midst of planning the FY2021–2023 SRTP, the COVID-19 pandemic of 2020 caused a major national and global disruption. The executive team members at SunLine brought their diverse insights to effectively allocate resources to maintain essential services. The following SunLine financial plan is based on the best available financial projections and anticipated grants.

4.1 Operating and Capital Budget

In FY2021, SunLine will have an operating budget of $40,840,150 and a capital budget of $6,298,206. The operating budget encompasses such costs as driver salaries, administrative salaries, fuel, insurance premiums, and other overhead costs required for day-to-day operations. The available funding will be used effectively and efficiently to accomplish organizational objectives. The operating budget will ensure that SunLine continues to offer safe and reliable transportation to Coachella Valley residents.

The capital budget incorporates key projects to help further advance SunLine's Capital Improvement Program. The Capital Improvement Program for FY2021 focuses on continuing SunLine's investment in increasing its alternative fuel technology fleet and building energy-efficient

infrastructure similar to a first-of-its-kind solar microgrid. SunLine's Capital Improvement Program represents a unique opportunity to make long-term investments in SunLine's operational capabilities, energy strategies, and regulatory compliance by conforming to CARB's ICT mandate.

Key components of the capital plan, beyond ongoing maintenance needs, include:

- light-duty public hydrogen station
- solar microgrid
- facility infrastructure improvements
- vehicle replacement and expansion

The capital program depends on internal and external funding from federal, state, regional, and local sources.

4.2 Funding Plans to Support Proposed Operating and Capital Program

For FY2021, funding plans for the proposed operating and capital programs are as follows:

Funding sources for the proposed operating budget include FTA Section 5307 (Urban), FTA Section 5307 (CARES Act), FTA Section 5310 (Elderly and Disabled), FTA Section 5311 (Rural), FTA Section 5311 (f) (Intercity), FTA Section 5312 (Public Transportation Innovation), CMAQ, LCTOP funds apportioned by the California Department of Transportation, State Local Transportation Funds (LTF), Local Measure A funding, farebox revenue, and other revenue for operating assistance.

Funding sources for capital projects include funds from FTA Section 5307, FTA Section 5310, FTA Section 5339, CMAQ, LCTOP, LTF, State Transit Assistance (STA), and State of Good Repair Funds (SGR).

Figure 4.1 shows the estimated FY2021 operating and capital budget of $47,138,356.

Figure 4.2 and Figure 4.3, respectively, show the FY2022–2023 operating and capital expenditure funding projections.

Figure 4.1 Operating and Capital Costs - FY2021

Fund	Operating		Capital	
	Amount ($)	Percent (%)	Amount ($)	Percent (%)
CARES Act 5307	13,208,971	32.3	–	–
CARES Act 5311	300,000	0.7	–	–
CARES Act 5311(f)	53,889	0.1	–	–
Carryover CMAQ	662,366	1.6	–	–
Carryover LTF	–	–	–	–
Carryover Section 5307	–	–	–	–
Carryover STA	–	–	–	–
CMAQ	–	–	465,991	7.4
Farebox Revenue	1,399,824	3.4	–	
LCTOP	–	–	1,038,101	16.5
LCTOP Carryover	337,000	0.8	–	–
LTF	11,000,000	26.9	–	–
Measure A	5,955,883	14.6	–	–
Other Revenue	2,421,878	5.9	–	–
Section 5307 Indio/Cathedral City	4,968,507	12.2	–	–
Section 5307 Indio/Cathedral City/Palm Springs	–	–	607,400	9.6
Section 5310	29,627	0.1	183,320	2.9
Section 5311	303,219	0.7	–	–
Section 5311 (f)	161,666	0.4	–	–
Section 5312	37,320	0.1	–	–
Section 5339	–	–	255,000	4.0
SGR	–	–	779,796	12.4
STA	–	–	2,968,598	47.1
Total	$40,840,150	100%	$6,298,206	100%

Figure 4.2 Operating and Capital Costs - FY2022

Fund	Operating		Capital	
	Amount ($)	Percent (%)	Amount ($)	Percent (%)
Cares Act 5307	2,160,147	5.1	–	–
Carryover 5307	4,962,864	11.7	3,048,769	10.2
CMAQ	958,000	2.2	–	–
Farebox Revenue	3,000,000	7.0	–	–
LTF	19,064,303	44.8	–	–
Measure A	9,037,987	21.2	–	–
Other Revenue	2,882,861	6.8	20,702,567	69.5
Section 5307	–	–	–	–
Section 5311	303,219	0.7	–	–
Section 5311 (f)	215,555	0.5	–	–
Section 5339	–	–	2,551,231	8.6
SGR	–	–	17,871	0.1
STA	–	–	3,479,129	11.7
Total	**$42,584,936**	**100%**	**$29,799,567**	**100%**

In FY2022 SunLine estimates operating and capital budgets of $42,584,936 and $29,799,567, respectively. The operating budget will include grant funded services such as the Vanpool Program, SunRide, and Route 111X. The capital budget will continue to build on the FY2021 budget and increase alternative fuel technology and fleet and building energy efficient infrastructures. SunLine has applied for discretionary grants to help fund the capital program such as the Environmental Protection Agency's Targeted Airshed Grant Program. If successful, funding will be programmed in FY2022.

Figure 4.3 Operating and Capital Costs - FY2023

Fund	Operating		Capital	
	Amount ($)	Percent (%)	Amount ($)	Percent (%)
CMAQ	792,009	1.9	–	–
Farebox Revenue	3,000,000	7.1	–	–
LTF	21,181,250	49.9	–	–
Measure A	9,037,987	21.3	–	–
Other Revenue	2,962,861	7.0	–	–
Section 5311	303,219	0.7	–	–
Section 5307	4,962,864	11.7	1,600,000	37.6
Section 5311 (f)	215,555	0.5	–	–
Section 5339	–	–	1,600,000	37.6
STA	–	–	1,050,000	24.7
Total	$42,455,745	100%	$4,250,000	100%

In FY2023, SunLine estimates operating and capital budgets of $42,455,745 and $4,250,000, respectively. The operating budget will include grant funded services such as the Vanpool Program, SunRide, and Route 111X. The capital budget will focus on facility infrastructures and facility improvement projects. SunLine will use formula funding and continue to actively seek discretionary grant funding.

4.3 Regulatory and Compliance Requirements

Americans with Disability Act

SunLine complies with ADA guidelines by providing a 100 percent accessible revenue service fleet for fixed route transit services and ADA paratransit vehicles. As funding becomes available, SunLine continues to provide bus stop improvements to ensure accessibility. Staff also coordinates with developers and contractors regarding construction projects to include bus stop improvements when the opportunity arises.

Disadvantaged Business Enterprise

SunLine's most recent Disadvantaged Business Enterprise (DBE) program and goal were submitted to FTA in July 2018 and had an expiration date of September 2021. The next DBE report will be submitted in May 2020.

Equal Employment Opportunity

SunLine complies with federal regulations pertaining to employment and submits its Equal Employment Opportunity (EEO)-1 report annually to the U.S. Equal Employment Opportunity Commission (EEOC) and its EEO/Affirmative Action Program to FTA every 4 years, or as major changes occur in the workforce or employment conditions. The most recent EEO-1 report was submitted to the EEOC and certified in March 2019. The most recent EEO/Affirmative Action Program was revised and submitted to FTA in FY2015–2016. We will be sending the FY2016/FY2019 EEO/Affirmative Action Program to FTA in September 2020

Title VI

Title VI protects people from discrimination based on race, color, and national origin in programs and activities receiving federal financial assistance. SunLine's Title VI report was submitted to FTA in November 2019 and has an expiration date of November 2022.

Transportation Development Act

The Transportation Development Act provides two major sources of funding for public transportation: the LTF and STA. RCTC commissioned Pacific Management Consulting to conduct the Triennial Performance Audit as required by the Transportation Development Act; SunLine's findings are referenced in Table 6 of that document.

Federal Transit Administration Triennial Audit

In accordance with regulations, SunLine completed an FTA Triennial Audit site visit in 2019. The Triennial Audit focused on SunLine's compliance in 21 areas. SunLine had no deficiencies with the FTA requirements.

National Transit Database

To keep track of the industry and provide public information and statistics as growth occurs, FTA's National Transit Database records the financial, operating, and asset conditions of transit systems. Staff are currently finalizing FY2016–2017 National Transit Database Section sampling. SunLine continues to perform parallel sampling using manual samples and Automatic Passenger Counter data to verify and gain approval to use Automatic Passenger Counter data in future reporting.

Alternative Fuel Vehicles

In alignment with SunLine's Board-approved Alternative Fuel Policy, all vehicles in the fleet use CNG, electric, or hydrogen fuel. The current active fleet consists of 54 CNG buses, 15 hydrogen electric fuel cell buses, 4 battery electric buses, 1 diesel coach, 39 CNG paratransit vehicles, and 46 non-revenue CNG and electric vehicles, including general support cars, trucks, and facility-specific golf carts and forklifts.

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SRTP Tables

Table 1.0 Individual Route Descriptions

Routes	Route Classification	Major Destinations	Cities/Communities Served	Connections
14	Trunk	Shopping, Schools, DMV, Employment Center, Library, Senior Center	Desert Hot Springs and Palm Springs	15, 20, 24, 30, 32, 111, 111X & PS BUZZ
15	Local	Shopping Centers, Senior Center, Library, Community Center, City Hall, Medical, and Schools	Desert Hot Springs and Desert Edge	14 & 20
20	Local	Shopping, Senior Center, Library, Community Center, Schools	Desert Hot Springs and Palm Desert	14, 15, 21, 32, 54, 111, 111X, 10 Commuter & Amtrak
21	Local	Shopping, Medical, Library, City Hall, School, College, and Mall	Palm Desert	20, 32, 54, 111, 111X, 10 Commuter & Amtrak
24	Local	Shopping, Medical, Library, Social Services, Theaters	Palm Springs	14, 30, 32, 111, PS BUZZ & MBTA
30	Trunk	Shopping, Schools, Medical, Library, Senior Center, Airport, Court House, Social Security, Theaters, and Public Social Services	Palm Springs and Cathedral City	14, 24, 32, 111, 111X, PS BUZZ & MBTA
32	Local	Shopping, School, College, Medical, Theaters, Mall and Hospital	Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Thousand Palms	14, 20, 21, 24, 30, 54, 111, 111X & Amtrak
PS BUZZ	Local	Hotels, Shopping and Entertainment	Palm Springs	14, 24, 30, 111X & 111
54	Local	Shopping, School, Tennis Gardens, Work Force Development, and College	Palm Desert, Indian Wells, La Quinta, Indio, Bermuda Dunes	20, 21, 32, 70, 80, 81, 91, 111, 111X, 10 Commuter & Amtrak
70	Local	Shopping, Schools, Theaters, Tennis Gardens and Medical	La Quinta, Palm Desert, Indian Wells, Bermuda Dunes	54, 111 & 111X
80	Local	Shopping, School, Workforce Development, Social Services, Senior Center, DMV, and Hospital	Indio	54, 81, 91, 111, 10 Commuter & 111X
81	Local	Shopping, Schools, Medical, Community Center, College, DMV, Hospital, Work Force Development, Social Services and Employment Center	Indio	54, 80, 91, 111, 111X, 10 Commuter & Greyhound
90	Local	Shopping , Library, City Hall, Senior Center, Community Center, Social Services and Medical	Indio and Coachella	80, 91, 95, 111 & 111X
91	Local	Shopping, College, Schools, Community Center, Center of Employment Training and Medical	Indio, Coachella, Thermal, Mecca, Oasis	54, 80, 81, 90, 95, 111, 10 Commuter & 111X
95	Local	Shopping, College, Community Center, Medical and Schools	Coachella, Thermal, Mecca and North Shore	90, 91, 111 & 111X
111	Trunk	Hospital, Medical, Shopping, College, Mall, Center of Employment Training and Schools	Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, Indio and Coachella	14, 20, 21, 24, 30, 32, 54, 70, 80, 81, 90, 91, 95, PS BUZZ, 111X, 10 Commuter, Amtrak & MBTA
111-X	Express	Hospital, Medical, Shopping, College, Mall, Center of Employment Training and Schools	Palm Springs, Cathedral City, Palm Desert, La Quinta, Indio and Coachella	14, 20, 21, 30, 32, PS BUZZ, 54, 70, 80, 81, 90, 91, 95, 111, 10 Commuter, Amtrak & MBTA
10	Regional	Shopping, Business, Entertainment and University	Indio, Palm Desert, Beaumont, San Bernardino	20, 21, 54, 80, 81, 91, 111, 111X, OmniTrans, MARTA, VVTA, Beaumont Transit, RTA, SB Metrolink

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 1.1 - Fleet Inventory

FY 2020/21 Short Range Transit Plan

SunLine Transit Agency

Bus (Motorbus) / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2019/20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20
2014		TR30FP	24	5	32		5	0	28,769	72,500	14,500
2018	BYD	K9	35	4	40		4	0	39,618	102,001	25,500
2012	EDN	AXCESS	37	1	40	OR	1	0	177,596	182,166	182,166
2014	EDN	AXCESS	37	3	40	OR	3	0	361,743	392,493	130,831
2017	EDN	AXCESS	37	1	40		1	0	20,126	38,331	38,331
2018	EDN	AXCESS	37	5	40	OR	5	0	113,700	201,553	40,310
2009	EDN	EZRider32'	29	10	32	CN	10	0	3,589,949	3,907,847	390,784
2008	NFA	LF 40'	39	20	40	CN	16	4	11,912,917	12,823,011	801,438
2008	NFA	LF 40'	39	21	40	CN	21	0	12,452,557	13,486,720	642,224
2016	NFA	LF 40'	39	6	40	CN	6	0	941,795	1,198,535	199,755
2018	NFA	XCELSIOR	39	5	40		5	0	28,769	117,466	23,493
2005	OBI	ORION V40'	44	4	40	CN	1	3	3,073,972	2,048,479	2,048,479
		Totals:	436	85			78	7	32,741,511	34,571,102	443,219

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 1.1 - Fleet Inventory

FY 2020/21 Short Range Transit Plan

SunLine Transit Agency

Demand Response / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2019/ 20	# of Contingency Vehicles FY 2019/20	Life to Date Vehicle Miles Prior Year End FY 2018/19	Life to Date Vehicle Miles through March FY 2019/20	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20
2013	EDN	AEROTECH	12	2	22	CN	2	0	502,190	504,909	252,454
2015	EDN	AEROTECH	12	8	22	CN	8	0	1,230,362	1,387,173	173,396
2016	EDN	AEROTECH	12	15	22	CN	15	0	1,617,381	2,042,420	136,161
2018	SPC	Senator	12	14	23		14	0		524,817	37,486
		Totals:	48	39			39	0	3,349,933	4,459,319	114,342

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.0 -- Service Provider Performance Targets Report

FY 2019/20 Short Range Transit Plan Review
SunLine Transit Agency

Data Elements	FY 2019/20 Plan	FY 2019/20 Target	FY 2019/20 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	4,329,667			
Passenger Miles	36,983,241			
Total Actual Vehicle Revenue Hours	315,136.0			
Total Actual Vehicle Revenue Miles	4,616,188.0			
Total Actual Vehicle Miles	5,311,625.0			
Total Operating Expenses	$40,840,138			
Total Passenger Fare Revenue	$7,610,947			
Net Operating Expenses	$33,229,191			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	18.63%	>= 19.74%	20.51%	Meets Target
Discretionary:				
1. Operating Cost Per Revenue Hour	$129.60	<= $79.38	$121.03	Fails to Meet Target
2. Subsidy Per Passenger	$7.67	>= $4.98 and <= $6.74	$7.07	Better Than Target
3. Subsidy Per Passenger Mile	$0.90	>= $0.56 and <= $0.76	$0.88	Better Than Target
4. Subsidy Per Hour	$105.44	>= $55.01 and <= $74.43	$96.21	Better Than Target
5. Subsidy Per Mile	$7.20	>= $4.50 and <= $6.08	$6.35	Better Than Target
6. Passengers Per Revenue Hour	13.74	>= 9.35 and <= 12.65	13.61	Better Than Target
7. Passengers Per Revenue Mile	0.94	>= 0.77 and <= 1.04	0.90	Meets Target

Note: Must meet at least 4 out of 7 Discretionary Performance Indicators

Productivity Performance Summary:

Service Provider Comments:

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

FY 2020/21 - Table 2.1 -- SRTP Performance Report

Service Provider: SunLine Transit Agency

All Routes

Performance Indicators	FY 2018/19 End of Year Actual	FY 2019/20 3rd Quarter Year-to-Date	FY 2020/21 Plan	FY 2020/21 Target	Plan Performance Scorecard (a)
Passengers	4,217,807	3,049,243	3,908,259	None	
Passenger Miles	36,122,234	24,372,196	30,751,958	None	
Revenue Hours	299,653.2	224,032.2	304,858.0	None	
Total Hours	324,795.0	243,623.0	337,179.0	None	
Revenue Miles	4,647,046.6	3,391,780.3	4,540,208.0	None	
Total Miles	5,271,012.0	3,873,122.0	5,277,383.0	None	
Operating Costs	$33,375,694	$27,114,692	$40,660,244	None	
Passenger Revenue	$5,276,226	$5,560,653	$7,777,170	None	
Measure-A Revenue				None	
LCTOP Revenue				None	
Operating Subsidy	$28,099,467	$21,554,039	$32,883,074	None	
Operating Costs Per Revenue Hour	$111.38	$121.03	$133.37	<= $123.43	Fails to Meet Target
Operating Cost Per Revenue Mile	$7.18	$7.99	$8.96	None	
Operating Costs Per Passenger	$7.91	$8.89	$10.40	None	
Farebox Recovery Ratio	15.81%	20.51%	19.12%	>= 0.2	Meets Target
Subsidy Per Passenger	$6.66	$7.07	$8.41	>= $7.73 and <= $10.45	Meets Target
Subsidy Per Passenger Mile	$0.78	$0.88	$1.07	>= $0.96 and <= $1.30	Meets Target
Subsidy Per Revenue Hour	$93.77	$96.21	$107.86	>= $90.81 and <= $122.85	Meets Target
Subsidy Per Revenue Mile	$6.05	$6.35	$7.24	>= $5.99 and <= $8.11	Meets Target
Passengers Per Revenue Hour	14.08	13.61	12.82	>= 9.99 and <= 13.51	Meets Target
Passengers Per Revenue Mile	0.91	0.90	0.86	>= 0.66 and <= 0.90	Meets Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2020/21 Plan to the FY 2020/21 Primary Target.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- SunLine-BUS -- SRTP Service Summary

FY 2020/21 Short Range Transit Plan

All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	17	17	68	17	65
Financial Data					
Total Operating Expenses	$26,650,357	$27,505,466	$34,281,108	$22,485,257	$34,123,115
Total Passenger Fare Revenue	$6,023,187	$4,729,613	$6,357,301	$4,994,576	$6,541,914
Net Operating Expenses (Subsidies)	$20,627,171	$22,775,853	$27,923,807	$17,490,681	$27,581,201
Operating Characteristics					
Unlinked Passenger Trips	3,947,023	4,039,450	4,174,079	2,927,100	3,761,953
Passenger Miles	38,247,959	32,850,476	35,145,747	22,480,631	29,230,376
Total Actual Vehicle Revenue Hours (a)	231,780.4	228,131.2	249,076.0	173,204.1	238,372.0
Total Actual Vehicle Revenue Miles (b)	3,402,691.1	3,364,996.5	3,647,585.0	2,534,502.8	3,543,495.0
Total Actual Vehicle Miles	3,808,756.1	3,778,101.0	4,131,848.0	2,856,047.5	4,017,717.0
Performance Characteristics					
Operating Cost per Revenue Hour	$114.98	$120.57	$137.63	$129.82	$143.15
Farebox Recovery Ratio	22.60%	17.20%	18.54%	22.21%	19.17%
Subsidy per Passenger	$5.23	$5.64	$6.69	$5.98	$7.33
Subsidy per Passenger Mile	$0.54	$0.69	$0.79	$0.78	$0.94
Subsidy per Revenue Hour (a)	$88.99	$99.84	$112.11	$100.98	$115.71
Subsidy per Revenue Mile (b)	$6.06	$6.77	$7.66	$6.90	$7.78
Passenger per Revenue Hour (a)	17.0	17.7	16.8	16.9	15.8
Passenger per Revenue Mile (b)	1.16	1.20	1.14	1.15	1.06

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- SunLine-DAR -- SRTP Service Summary

FY 2020/21 Short Range Transit Plan

All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	1	1	30	1	30
Financial Data					
Total Operating Expenses	$5,827,953	$5,870,228	$6,559,030	$4,629,435	$6,537,129
Total Passenger Fare Revenue	$690,467	$546,613	$1,253,646	$566,077	$1,235,256
Net Operating Expenses (Subsidies)	$5,137,485	$5,323,614	$5,305,384	$4,063,358	$5,301,873
Operating Characteristics					
Unlinked Passenger Trips	156,292	155,332	155,588	110,010	146,306
Passenger Miles	1,801,489	1,691,066	1,837,494	1,201,768	1,521,582
Total Actual Vehicle Revenue Hours (a)	66,850.9	65,911.0	66,060.0	48,235.1	66,486.0
Total Actual Vehicle Revenue Miles (b)	989,084.1	971,701.1	968,603.0	720,156.0	996,713.0
Total Actual Vehicle Miles	1,183,816.9	1,182,562.0	1,179,777.0	879,953.0	1,259,666.0
Performance Characteristics					
Operating Cost per Revenue Hour	$87.18	$89.06	$99.29	$95.98	$98.32
Farebox Recovery Ratio	11.85%	9.31%	19.11%	12.23%	18.89%
Subsidy per Passenger	$32.87	$34.27	$34.10	$36.94	$36.24
Subsidy per Passenger Mile	$2.85	$3.15	$2.89	$3.38	$3.48
Subsidy per Revenue Hour (a)	$76.85	$80.77	$80.31	$84.24	$79.74
Subsidy per Revenue Mile (b)	$5.19	$5.48	$5.48	$5.64	$5.32
Passenger per Revenue Hour (a)	2.3	2.4	2.4	2.3	2.2
Passenger per Revenue Mile (b)	0.16	0.16	0.16	0.15	0.15

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- SunLine Transit Agency -- SRTP Service Summary

FY 2020/21 Short Range Transit Plan

All Routes

	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Plan	FY 2019/20 3rd Qtr Actual	FY 2020/21 Plan
Fleet Characteristics					
Peak-Hour Fleet	26	26	98	24	95
Financial Data					
Total Operating Expenses	$32,478,310	$33,375,694	$40,840,138	$27,114,692	$40,660,244
Total Passenger Fare Revenue	$6,713,654	$5,276,226	$7,610,947	$5,560,653	$7,777,170
Net Operating Expenses (Subsidies)	$25,764,656	$28,099,467	$33,229,191	$21,554,039	$32,883,074
Operating Characteristics					
Unlinked Passenger Trips	4,122,539	4,217,807	4,329,667	3,049,243	3,908,259
Passenger Miles	41,488,246	36,122,234	36,983,241	24,372,196	30,751,958
Total Actual Vehicle Revenue Hours (a)	303,326.4	299,653.2	315,136.0	224,032.2	304,858.0
Total Actual Vehicle Revenue Miles (b)	4,679,725.3	4,647,046.6	4,616,188.0	3,391,780.3	4,540,208.0
Total Actual Vehicle Miles	5,280,523.1	5,271,012.0	5,311,625.0	3,873,122.0	5,277,383.0
Performance Characteristics					
Operating Cost per Revenue Hour	$107.07	$111.38	$129.60	$121.03	$133.37
Farebox Recovery Ratio	20.67%	15.81%	18.63%	20.51%	19.12%
Subsidy per Passenger	$6.25	$6.66	$7.67	$7.07	$8.41
Subsidy per Passenger Mile	$0.62	$0.78	$0.90	$0.88	$1.07
Subsidy per Revenue Hour (a)	$84.94	$93.77	$105.44	$96.21	$107.86
Subsidy per Revenue Mile (b)	$5.51	$6.05	$7.20	$6.35	$7.24
Passenger per Revenue Hour (a)	13.6	14.1	13.7	13.6	12.8
Passenger per Revenue Mile (b)	0.88	0.91	0.94	0.90	0.86

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

SunLine Transit Agency -- 8

FY 2020/21

All Routes

Data Elements

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
SUN-10 CL	All Days	2	35,678	277,218	5,567	6,222	187,626	210,092	$1,793,752	$307,449		
SUN-111	All Days	14	1,298,136	10,086,517	68,895	73,943	1,001,443	1,145,465	$9,779,909	$1,955,982		
SUN-111X	All Days	3	32,037	248,927	4,215	4,634	82,308	110,001	$939,181	$187,836		
SUN-14	All Days	7	539,984	4,195,676	28,405	30,324	428,952	490,135	$4,184,742	$777,848		
SUN-15	All Days	1	107,026	831,592	5,455	5,782	87,409	97,355	$831,211	$161,028		
SUN-20	All Days	2	28,271	219,666	3,636	4,215	85,208	102,497	$875,115	$165,277		
SUN-21	All Days	2	11,861	92,160	1,313	1,550	18,332	23,865	$23,857	$4,752		
SUN-24	All Days	4	160,441	1,246,627	13,092	14,555	143,805	174,819	$1,492,596	$298,519		
SUN-30	All Days	5	564,323	4,384,790	25,291	26,982	267,589	303,794	$2,593,770	$518,754		
SUN-32	All Days	3	231,894	1,801,816	16,742	17,731	279,264	300,604	$2,566,537	$504,405		
SUN-40	All Days	3	46,340	360,062	4,569	4,914	46,448	56,257	$480,323	$96,065		
SUN-54	All Days	2	67,557	524,918	6,758	6,791	113,914	114,016	$973,458	$194,692		
SUN-70	All Days	3	136,001	1,056,728	9,957	10,462	131,523	145,236	$1,240,017	$248,003		
SUN-80	All Days	5	198,505	1,542,384	9,243	9,850	106,827	119,809	$1,022,924	$204,585		
SUN-81	All Days	4	74,859	581,654	5,766	6,251	55,174	68,539	$585,179	$113,930		
SUN-90	All Days	1	64,501	501,173	6,013	6,242	78,555	84,145	$718,427	$143,685		
SUN-91	All Days	3	140,443	1,091,242	17,193	18,154	315,172	345,961	$2,953,792	$493,277		
SUN-95	All Days	1	24,096	187,226	6,262	6,717	113,946	125,127	$1,068,325	$165,827		
SUN-DAR	All Days	30	146,306	1,521,582	66,486	81,860	996,713	1,259,666	$6,537,129	$1,235,256		
		95	3,908,259	30,751,958	304,858	337,179	4,540,208	5,277,383	$40,660,244	$7,777,170		

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

SunLine Transit Agency -- 8

FY 2020/21

All Routes

Performance Indicators

Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Mile	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
SUN-10 CL	All Days	$1,486,303	$322.21	$9.56	$50.28	17.13%	$41.66	$5.36	$266.98	$7.92	6.41	0.19
SUN-111	All Days	$7,823,927	$141.95	$9.77	$7.53	20.00%	$6.03	$0.78	$113.56	$7.81	18.84	1.30
SUN-111X	All Days	$751,345	$222.82	$11.41	$29.32	19.99%	$23.45	$3.02	$178.26	$9.13	7.60	0.39
SUN-14	All Days	$3,406,894	$147.32	$9.76	$7.75	18.58%	$6.31	$0.81	$119.94	$7.94	19.01	1.26
SUN-15	All Days	$670,183	$152.38	$9.51	$7.77	19.37%	$6.26	$0.81	$122.86	$7.67	19.62	1.22
SUN-20	All Days	$709,838	$240.68	$10.27	$30.95	18.88%	$25.11	$3.23	$195.22	$8.33	7.78	0.33
SUN-21	All Days	$19,105	$18.17	$1.30	$2.01	19.91%	$1.61	$0.21	$14.55	$1.04	9.03	0.65
SUN-24	All Days	$1,194,077	$114.01	$10.38	$9.30	19.99%	$7.44	$0.96	$91.21	$8.30	12.25	1.12
SUN-30	All Days	$2,075,016	$102.56	$9.69	$4.60	20.00%	$3.68	$0.47	$82.05	$7.75	22.31	2.11
SUN-32	All Days	$2,062,132	$153.30	$9.19	$11.07	19.65%	$8.89	$1.14	$123.17	$7.38	13.85	0.83
SUN-40	All Days	$384,258	$105.13	$10.34	$10.37	20.00%	$8.29	$1.07	$84.10	$8.27	10.14	1.00
SUN-54	All Days	$778,766	$144.05	$8.55	$14.41	20.00%	$11.53	$1.48	$115.24	$6.84	10.00	0.59
SUN-70	All Days	$992,014	$124.54	$9.43	$9.12	19.99%	$7.29	$0.94	$99.63	$7.54	13.66	1.03
SUN-80	All Days	$818,339	$110.67	$9.58	$5.15	20.00%	$4.12	$0.53	$88.54	$7.66	21.48	1.86
SUN-81	All Days	$471,249	$101.49	$10.61	$7.82	19.46%	$6.30	$0.81	$81.73	$8.54	12.98	1.36
SUN-90	All Days	$574,742	$119.48	$9.15	$11.14	19.99%	$8.91	$1.15	$95.58	$7.32	10.73	0.82
SUN-91	All Days	$2,460,515	$171.80	$9.37	$21.03	16.69%	$17.52	$2.25	$143.11	$7.81	8.17	0.45
SUN-95	All Days	$902,498	$170.60	$9.38	$44.34	15.52%	$37.45	$4.82	$144.12	$7.92	3.85	0.21
SUN-DAR	All Days	$5,301,873	$98.32	$6.56	$44.68	18.89%	$36.24	$3.48	$79.74	$5.32	2.20	0.15
		$32,883,074	$133.37	$8.96	$10.40	19.12%	$8.41	$1.07	$107.86	$7.24	12.82	0.86

Table3.0 FY2020–2021

Table Highlights

1. Implement Refueled recommendations. Streamline the transit network as proposed in the Refueled: FY2021-2023 SRTP to provide faster, easier-to-understand, and more convenient service to attract new riders. The implementation recommendations will be presented to the public for their review and input. Then the implementation plan will be presented to the Board of Directors for its consideration.
2. Use microtransit solutions to provide service on select corridors or segments of routes to optimize scarce financial resources and address first/last mile travel needs. Microtransit is a key component of the Refueled multimodal service strategy.
3. Implement 10 Commuter Link service between Indio and San Bernardino. Originally slated to begin service in May 2020, the opening is now delayed until California State University, San Bernardino and Palm Desert resume on-campus classes.
4. Implement Route 111X weekday express service, a pilot project funded with Congestion Mitigation and Air Quality funds. It will provide service between Indio and Palm Springs. The actual start date will be determined by the transit market's recovery.
5. Implement the California Air Resource Board's Innovative Clean Transit (ICT) rollout plan. The ICT regulation requires SunLine to gradually transition to a 100 percent zero-emission bus fleet.
6. Develop and implement the Solar Microgrid to Hydrogen project to support hydrogen production to refuel fuel cell buses. This program will benefit not only the Coachella Valley and its surrounding areas, but will also benefit the transit industry as a whole.
7. Implement transit enhancements. Plan and construct bus stop improvements to support the new Route 111X service.
8. Upgrade the existing 350 bar public hydrogen station located at SunLine's Thousand Palms facility to a modern public station capable of fueling current and future hydrogen vehicles. This includes refueling 350 and 700 bar light and heavy duty vehicles.

SunLine Transit Agency
SHORT RANGE TRANSIT PLAN
FY 2020/2021 - FY 2022/2023

Operating & Financial Data	FY 2016/17 Audited	FY 2017/18 Audited	FY 2018/19 Audited	FY 2019/20 Estimated	FY 2020/21 Planned
System-Wide Ridership	4,316,269	4,122,539	4,217,807	4,050,157	3,908,259
Operating Cost Per Revenue Hour	$107.26	$107.07	$111.38	$121.41	$133.37

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 4.0 - Summary of Funding Requests - FY 2020/21

SunLine Transit Agency

Operating

Project	Total Amount of Funds	5307 IC [1]	5307 IC CARES OB [2]	5310 OB [3]	5311 [4]	5311 (f) CARES [5]	5311 CARES [6]	5311 FOB [7]	5312 OB [8]	5339 IC [9]	CMAQ OB [10]	FARE [11]	LCTOP OB [12]	LCTOP PUC99313 [13]	LCTOP PUC99314 [14]	LTF [15]
111 Express	$230,457										$184,366					$46,091
Anti-Human Trafficking Campaign	$46,650								$37,320							$9,330
COD Haul Pass	$110,000															
Commuter 10	$391,918					$53,889		$161,666								$25,709
CSUSB Haul Pass	$12,207															
Haul Pass	$337,000												$337,000			
Operating Assistance	$39,036,669	$4,968,507	$13,208,971		$303,219		$300,000					$1,399,824				$10,810,502
SunRide Ride Share	$250,000										$200,000					$50,000
Taxi Voucher	$118,508			$29,627												$29,627
TEST RECORD																
Vanpool Program	$306,741										$278,000					$28,741
Sub-total Operating	$40,840,150	$4,968,507	$13,208,971	$29,627	$303,219	$53,889	$300,000	$161,666	$37,320	$0	$662,366	$1,399,824	$337,000	$0	$0	$11,000,000

Capital

Project	Total Amount of Funds	5307 IC [1]	5307 IC CARES OB [2]	5310 OB [3]	5311 [4]	5311 (f) CARES [5]	5311 CARES [6]	5311 FOB [7]	5312 OB [8]	5339 IC [9]	CMAQ OB [10]	FARE [11]	LCTOP OB [12]	LCTOP PUC99313 [13]	LCTOP PUC99314 [14]	LTF [15]
Bus Simulator (2) - SL-19-10	$-298,800															
Facility Improvements - SL-21-15	$80,000															
Heavy Duty Tow Truck - SL-20-13	$-400,000															
Hydrogen Station Improvements - SL-19-11	$-400,000															
Information Technology Projects - SL-21-12	$570,800															
Maintenance Tools and Equipment - SL-21-10	$89,500															
Microgrid to Hydrogen - SL-21-01	$1,038,101													$864,077	$174,024	
Operations, Division II, & Electrolyzer Access Control Surv. - SL-21-13	$250,000	$200,000														
Perimeter Lighting Division I - SL-21-14	$80,000															
Public Hydrogen Station - SL-21-07	$2,500,000															
Purchase Computer Hardware - SL-21-05	$4,120			$4,120												
Replacement Bus - SL-21-02	$768,000	$359,400														
Replacement Support Vehicles - SL-21-11	$415,000															
Safety Enhancement Projects - SL-21-08	$60,000	$48,000														
SunLine Center of Excellence in Zero Emissions Technology - SL-21-06	$679,796															
SunRide Vehicle Purchase (4) - SL-21-03	$582,489										$465,991					
Upgrade Division I Fence - SL-21-09	$100,000															
Vans for Service Expansion (3) - SL-21-04	$179,200			$179,200												
Sub-total Capital	$6,298,206	$607,400	$0	$183,320	$0	$0	$0	$0	$0	$0	$465,991	$0	$0	$864,077	$174,024	$0
Total Operating & Capital	$47,138,356	$5,575,907	$13,208,971	$212,947	$303,219	$53,889	$300,000	$161,666	$37,320	$0	$1,128,357	$1,399,824	$337,000	$864,077	$174,024	$11,000,000

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 4.0 - Summary of Funding Requests - FY 2020/21

SunLine Transit Agency

Operating

Project	Total Amount of Funds	LTF-OB [16]	MA SPT [17]	OTHR FED [18]	OTHR LCL [19]	SGR PUC99313 [20]	SGR PUC99314 [21]	STA - OB [22]	STA PUC99313 [23]	STA PUC99314 [24]						
111 Express	$230,457															
Anti-Human Trafficking Campaign	$46,650															
COD Haul Pass	$110,000				$110,000											
Commuter 10	$391,918				$150,654											
CSUSB Haul Pass	$12,207				$12,207											
Haul Pass	$337,000															
Operating Assistance	$39,036,669		$5,955,883		$2,089,763											
SunRide Ride Share	$250,000															
Taxi Voucher	$118,508				$59,254											
TEST RECORD																
Vanpool Program	$306,741															
Sub-total Operating	$40,840,150	$0	$5,955,883	$0	$2,421,878	$0	$0	$0	$0	$0						

Capital

Project	Total Amount of Funds	LTF-OB [16]	MA SPT [17]	OTHR FED [18]	OTHR LCL [19]	SGR PUC99313 [20]	SGR PUC99314 [21]	STA - OB [22]	STA PUC99313 [23]	STA PUC99314 [24]						
Bus Simulator (2) - SL-19-10	$-298,800							$-298,800								
Facility Improvements - SL-21-15	$80,000								$80,000							
Heavy Duty Tow Truck - SL-20-13	$-400,000							$-400,000								
Hydrogen Station Improvements - SL-19-11	$-400,000	$-400,000														
Information Technology Projects - SL-21-12	$570,800							$298,800	$272,000							
Maintenance Tools and Equipment - SL-21-10	$89,500								$89,500							
Microgrid to Hydrogen - SL-21-01	$1,038,101															
Operations, Division II, & Electrolyzer Access Control Surv. - SL-21-13	$250,000								$50,000							
Perimeter Lighting Division I - SL-21-14	$80,000								$80,000							
Public Hydrogen Station - SL-21-07	$2,500,000	$400,000						$400,000	$875,215	$824,785						
Purchase Computer Hardware - SL-21-05	$4,120															
Replacement Bus - SL-21-02	$768,000			$255,000					$153,600							
Replacement Support Vehicles - SL-21-11	$415,000								$415,000							
Safety Enhancement Projects - SL-21-08	$60,000								$12,000							
SunLine Center of Excellence in Zero Emissions Technology - SL-21-06	$679,796					$665,719	$14,077									
SunRide Vehicle Purchase (4) - SL-21-03	$582,489								$116,498							
Upgrade Division I Fence - SL-21-09	$100,000						$100,000									
Vans for Service Expansion (3) - SL-21-04	$179,200															
Sub-total Capital	$6,298,206	$0	$0	$255,000	$0	$665,719	$114,077	$0	$2,143,813	$824,785						
Total Operating & Capital	$47,138,356	$0	$5,955,883	$255,000	$2,421,878	$665,719	$114,077	$0	$2,143,813	$824,785						

Table 4.0 - Summary of Funding Requests - FY 2020/21

SunLine Transit Agency

FY 2020/21 Projected Funding Details		
5307 IC	$4,968,507	[1] FY21 Apportionment.
5307 IC CARES OB	$13,208,971	[2] Obligated funds FY20.
5310 OB	$29,627	[3] Operating: Remaining Taxi Voucher funds. Capital: FY21 application to CalTrans. SL-21-04 will use $44,800 in toll credits as a match, and SL 21-21-05 will use $1,030 in toll credits as a match.
5311	$303,219	[4] 5311 application for regional and intercity apportionment.
5311 (f) CARES	$53,889	[5] 5311(f) CARES Act request through the Division of Rail and Mass Transportation.
5311 CARES	$300,000	[6] Phase 2 of distribution for FTA 5311 CARES Act.
5311 FOB	$161,666	[7] 5311(f) application for regional and intercity apportionment.
5312 OB	$37,320	[8] 5312 Public Transportation Innovation project selection
CMAQ OB	$662,366	[10] Obligated Funds.
FARE	$1,399,824	[11] Estimated FY21 ridership projections.
LCTOP OB	$337,000	[12] Obligated Funds.
LTF	$11,000,000	[15] FY21 Apportionment
MA SPT	$5,955,883	[17] FY21 apportionment
OTHR LCL	$2,421,878	[19] Advertising revenue ($100,000), Bus Shelter Maintenance ($122,482), Non Trans Revenue ($8,000), SRA Overhead Fee revenue ($27,381), Outside Fueling Sales ($800,000), CNG Rebate ($400,000), Emission Credit Revenue ($600,000), Other Revenue and Interest ($31,900), Taxi Voucher ($59,254), CSUSB Regional Service ($150,654), Haul Pass COD ($110,000), Haul Pass CSUSB ($12,207).
Total Estimated Operating Funding Request	$40,840,150	
5307 IC	$607,400	[1] FY21 Apportionment.
5310 OB	$183,320	[3] Operating: Remaining Taxi Voucher funds. Capital: FY21 application to CalTrans. SL-21-04 will use $44,800 in toll credits as a match, and SL 21-21-05 will use $1,030 in toll credits as a match.
CMAQ OB	$465,991	[10] Obligated Funds.
LCTOP PUC99313	$864,077	[13] FY21 Apportionment.
LCTOP PUC99314	$174,024	[14] FY21 Apportionment
LTF-OB	$0	[16] SL-19-11 obligated refunds repurposed to SL-20-07.
OTHR FED	$255,000	[18] 5339(a) State Discretionary Bus Replacement through Division of Rail and Mass Transportation.
SGR PUC99313	$665,719	[20] FY21 apportionment. New Projects.
SGR PUC99314	$114,077	[21] FY21 apportionment. New Projects.
STA - OB	$0	[22] Obligated funds moved from SL-20-13
STA PUC99313	$2,143,813	[23] FY21 Apportionment.
STA PUC99314	$824,785	[24] FY21 Apportionment.
Total Estimated Capital Funding Request	$6,298,206	
Total Funding Request	**$47,138,356**	

FY 2020/21 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-19-10

FTIP No: Not Assigned - New Project

Project Name: Bus Simulator (2)

Category: Equipment

Sub-Category: Systems

Fuel Type: N/A

Project Description: The project will purchase two (2) bus simulators to provide realistic scenario driver training.

Project Justification: This equipment will provide realistic driving simulation in a controlled classroom environment. This allows the Agency to use minimal resources and provide a greater level of training and correct driving techniques to mitigate potential hazards.

Project Schedule:

Start Date	Completion Date
June 2018	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA - OB	FY 2020/21	-$298,800
Total		-$298,800

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2020/21 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-19-11

FTIP No: Not Assigned - New Project

Project Name: Hydrogen Station Improvements

Category: Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: Hydrogen

Project Description: Hydrogen fueling station and hydrogen program improvements

Project Justification: Project to make improvements in regards to the Agency's hydrogen station and assistance in the expansion of the hydrogen fueling capacities.

Project Schedule:

Start Date	Completion Date
July 2018	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
LTF-OB	FY 2020/21	-$400,000
Total		-$400,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2020/21 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-20-13 **FTIP No:** Not Assigned - New Project

Project Name: Heavy Duty Tow Truck

Category: Equipment

Sub-Category: Expansion

Fuel Type: Other

Project Description: Purchase of one (1) heavy-duty tow truck tractor and landoll trailer to pick up disabled buses and vehicles and to tow buses to bus conferences when driving is not efficient.

Project Justification: The purchase of one (1) heavy-duty tow truck tractor and trailer will ensure SunLine's ability to tow our vehicles and maintain service reliability and reduce maintenance costs.

Project Schedule:

Start Date	Completion Date
July 2019	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA - OB	FY 2020/21	-$400,000
Total		-$400,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2020/21 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-21-01

FTIP No: Not Assigned - New Project

Project Name: Microgrid to Hydrogen

Category: Land Acquisition

Sub-Category: Expansion

Fuel Type: N/A

Project Description: The solar microgrid will provide clean, renewable energy in a first-of-a-kind, self-sustaining onsite solar plus battery storage power-plant used specifically to deliver hydrogen power to SunLine's transit fleet. SunLine's Solar Microgrid to Hydrogen will deliver two (2) Megawatts of battery storage (Electric Storage System) and one (1) Megawatt of solar energy. The project location is at the SunLine facility in Thousand Palms, California.

Project Justification: The solar microgrid to hydrogen project will assist in the sustainable production of renewable energy to help power the Agency's electrolyzer to deliver hydrogen fuel to SunLine's transit fleet.

Project Schedule:

Start Date	Completion Date
September 2020	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
LCTOP PUC99313	FY 2020/21	$864,077
LCTOP PUC99314	FY 2020/21	$174,024
Total		$1,038,101

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2020/21 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-21-02

FTIP No: Not Assigned - New Project

Project Name: Replacement Bus

Category: Bus

Sub-Category: Replacement

Fuel Type: Fuel Cell

Project Description: Purchase of one (1) fixed-route bus to replace existing CNG bus that will meet its useful life as outlined by FTA guidelines.

Project Justification: The purchase of one (1) fixed-route bus will ensure SunLine replaces older fleet vehicles to maintain services reliability and reduce maintenance costs.

Project Schedule:

Start Date	Completion Date
August 2020	July 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5307 IC	FY 2020/21	$359,400
OTHR FED	FY 2020/21	$255,000
STA PUC99313	FY 2020/21	$153,600
Total		$768,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2020/21 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-21-03

FTIP No: Not Assigned - New Project

Project Name: SunRide Vehicle Purchase (4)

Category: Vanpool

Sub-Category: Expansion

Fuel Type: CNG

Project Description: Purchase of Four (4) vehicles for SunLine's rideshare program that would follow turn by turn instructions from a navigation system that connects live traffic conditions and real-time requests for pick-ups and drop-offs.

Project Justification: SunRide is designed to bridge the first/last mile gap of travel. The service would be used for short trips under 3 miles defined in service zones.

Project Schedule:

Start Date	Completion Date
July 2020	October 2020

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
CMAQ OB	FY 2020/21	$465,991
STA PUC99313	FY 2020/21	$116,498
Total		$582,489

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2020/21 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-21-04 **FTIP No:** Not Assigned - New Project

Project Name: Vans for Service Expansion (3)

Category: Vanpool

Sub-Category: Expansion

Fuel Type: CNG

Project Description: Procurement of three (3) expansion vans that are ADA accessible in response to customer feedback.

Project Justification: Meet the transportation needs of customers who are ADA eligible and depend on SunLine services as their means of transportation.

Project Schedule:

Start Date	Completion Date
July 2020	December 2020

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5310 OB	FY 2020/21	$179,200
Total		$179,200

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2020/21 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-21-05

FTIP No: Not Assigned - New Project

Project Name: Purchase Computer Hardware

Category: Equipment

Sub-Category: Expansion

Fuel Type: N/A

Project Description: Procurement of hardware for SunLine's expansion vans.

Project Justification: Hardware for a service that will meet the transportation needs of customers who are ADA eligible and depend on SunLine services as their means of transportation.

Project Schedule:

Start Date	Completion Date
July 2020	December 2020

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5310 OB	FY 2020/21	$4,120
Total		$4,120

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2020/21 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-21-06 **FTIP No:** Not Assigned - New Project

Project Name: SunLine Center of Excellence in Zero Emissions Technology

Category: Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Maintenance facility for Zero Emission Vehicles

Project Justification: The maintenance bay training facility will provide comprehensive workforce training programs to zero emission transportation technologies that support commercial operation of zero emission buses.

Project Schedule:

Start Date	Completion Date
July 2020	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2020/21	$665,719
SGR PUC99314	FY 2020/21	$14,077
Total		$679,796

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2020/21 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-21-07

FTIP No: Not Assigned - New Project

Project Name: Public Hydrogen Station

Category: Equipment

Sub-Category: Upgrade

Fuel Type: N/A

Project Description: Upgrade the existing 350 bar, public hydrogen station located at SunLine's Thousand Palms facility, to a modern public station capable of fueling current and future hydrogen vehicles. This includes refueling 350 and 700 bar light and heavy duty vehicles. The station will be able to fuel 5kg capacity light duty vehicle fills back-to-back without having to wait to recharge, and two 60kg capacity Class 8 heavy duty trucks, in less than an hour. The upgrade includes installing a 700 bar refueling system that consists of main skid, SAE 2601-1 new standards dispenser and storage unit up to 130 kg of hydrogen.

Project Justification: SunLine's current hydrogen station is being utilized to refuel SunLine's fleet of hydrogen powered electric fuel cell buses at 350 bar with no public access to the station. The upgraded 700 bar public station will be accessible to light and heavy duty vehicles. This project will provide additional source of revenue by selling hydrogen fuel and will support SunLine's future fleet.

Project Schedule:

Start Date	Completion Date
January 2021	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
LTF-OB	FY 2020/21	$400,000
STA - OB	FY 2020/21	$400,000
STA PUC99313	FY 2020/21	$875,215
STA PUC99314	FY 2020/21	$824,785
Total		$2,500,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2020/21 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-21-08

FTIP No: Not Assigned - New Project

Project Name: Safety Enhancement Projects

Category: Equipment

Fuel Type: N/A

Project Description: To enhance the safety and security of the facility

Project Justification: This project is needed to upgrade the current guard shack at SunLine's Division II facility. The upgrade will include security enhancements for occupant safety, proper securement of IT, and video equipment. In addition, the installation of a security film on the stairwell glass panels will assist in the event of the glass panels breaking the film and will keep the panels in place.

Project Schedule:

Start Date	Completion Date
October 2020	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5307 IC	FY 2020/21	$48,000
STA PUC99313	FY 2020/21	$12,000
Total		$60,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2020/21 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-21-09

FTIP No: Not Assigned - New Project

Project Name: Upgrade Division I Fence

Category: Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: This project is to secure the base of the perimeter fencing at SunLine's Division I facility in Thousand Palms.

Project Justification: This project is required to provide safe and secure transit facilities for staff and agency access

Project Schedule:

Start Date	Completion Date
January 2021	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
SGR PUC99314	FY 2020/21	$100,000
Total		$100,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2020/21 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-21-10 **FTIP No**: Not Assigned - New Project

Project Name: Maintenance Tools and Equipment

Category: Equipment

Fuel Type: N/A

Project Description: Funds requested in this fiscal year will enable SunLine to improve maintenance tools and equipment in Thousand Palms, Indio, and Coachella.

Project Justification: This project is necessary for upgrading aging equipment at the various SunLine locations, including equipment for oil storage, and a shop floor sweeper, and golf carts.

Project Schedule:

Start Date	Completion Date
July 2020	December 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2020/21	$89,500
Total		$89,500

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2020/21 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-21-11

FTIP No: Not Assigned - New Project

Project Name: Replacement Support Vehicles

Category: Support Vehicles

Sub-Category: Replacement

Fuel Type: CNG

Project Description: SunLine's support vehicles comply with FTA regulations and use alternative fueled vehicles (CNG). SunLine plans to purchase cars and/or pick-ups.

Project Justification: The replacement support vehicles are needed for use by operations and maintenance staff as well as for use by administration staff.

Project Schedule:

Start Date	Completion Date
October 2020	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2020/21	$415,000
Total		$415,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2020/21 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-21-12

FTIP No: Not Assigned - New Project

Project Name: Information Technology Projects

Category: Equipment

Fuel Type: N/A

Project Description: This project supports the purchase of the Agency's need for software, network infrastructure, computing resources, and business analytics.

Project Justification: The use of IT equipment is critical to the daily function and efficiency in providing safety, reliable, and efficient transit services.

Project Schedule:

Start Date	Completion Date
January 2021	June 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA - OB	FY 2020/21	$298,800
STA PUC99313	FY 2020/21	$272,000
Total		$570,800

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2020/21 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-21-13 **FTIP No:** Not Assigned - New Project

Project Name: Operations, Division II, & Electrolyzer Access Control Surveillance

Category: Equipment

Fuel Type: N/A

Project Description: Access control and surveillance for the Agency's Operations, Division II facility, and Access Control Surveillance.

Project Justification: Improve safety and surveillance at SunLine's Operations Facility, Division II Facility, and Electrolyzer.

Project Schedule:

Start Date	Completion Date
July 2020	March 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5307 IC	FY 2020/21	$200,000
STA PUC99313	FY 2020/21	$50,000
Total		$250,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2020/21 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-21-14 **FTIP No:** Not Assigned - New Project

Project Name: Perimeter Lighting Division I

Category: Equipment

Sub-Category: Upgrade

Fuel Type: N/A

Project Description: Install perimeter lighting to enhance the safety and security of the facility

Project Justification: The enhancement of perimeter lighting is required to provide safe and secure transit facilities for staff and vehicles

Project Schedule:

Start Date	Completion Date
July 2020	December 2020

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2020/21	$80,000
Total		$80,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2020/21 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Project Number: SL-21-15

FTIP No: Not Assigned - New Project

Project Name: Facility Improvements

Category: Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Improve existing facilities in Thousand Palms, Indio, and Coachella

Project Justification: This project is necessary for upgrading the aging facility and equipment at the various SunLine locations including HVAC, plumbing, electrical and others as needed.

Project Schedule:

Start Date	Completion Date
July 2020	December 2022

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2020/21	$80,000
Total		$80,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

Table 4.0B Farebox Calculation

Table 4B - Farebox Calculation (consistent with Commission Farebox Recovery Policy)				
	Revenue Sources included in Farebox Calculation	**Actual Amount from FY18/19 Audit**	**FY19/20 (Estimate)**	**FY20/21 (Plan)**
1	Passenger Fares	2,866,073.00	1,909,277.93	1,399,824.00
2	Interest	14,560.00	14,847.43	15,500.00
3	General Fund Supplement	-	-	-
4	Measure A	580,000.00	426,988.41	3,986,934.68
5	Advertising Revenue	243,389.00	225,174.81	100,000.00
6	Gain on Sale of Fixed Assets	-	-	-
7	CNG Revenue / Emission Credit	1,266,494.00	3,493,635.80	1,800,000.00
8	Lease / Other Revenue	-	-	-
9	Federal Excise Tax Refund	-	-	-
10	Investment Income	-	-	-
11	CalPers CERBT	-	-	-
12	Fare Revenues from Exempt Routes	-	-	-
13	Other Revenues	885,709.00	652,032.47	506,378.00
	Total Revenue for Farebox Calculation (1-13)	5,856,225.00	6,721,956.86	7,808,636.68
	Total Operating Expenses for Farebox Calculation	33,375,694.00	36,062,000.33	40,840,150.00
	Farebox Recovery Ratio	17.55%	18.64%	19.12%

Table 4.1 Summary of Funding Requests in FY2021–2022

Project Description	Capital Project Number	Total Amount of Funds	Total Amount of Funds With Obligated	Total Obligated Amount	LTF	STA	Obligated STA	Measure A	Obligated SGR	Section 5307 Indio/Cathedral City Palm Springs	Obligated Section 5307 Indio/Cathedral City Palm Springs	CARES ACT Section 5307	Section 5309	Section 5310	Section 5311	Section 5311 (f)	Section 5339	Obligated Section 5339	LCTOP	LCTOP Obligated	Obligated CMAQ	CMAQ	Other Revenue
OPERATING																							
Operating Assistance		$40,804,070	$4,962,864	$4,962,864	$18,839,853			$9,037,987			$4,962,864	$2,160,147			$303,219								$2,500,000
Commuter 10		$391,918	$0	$0	$25,709											$215,555							$150,654
Vanpool Program		$306,741	$0	$0	$28,741																	$278,000	
111 Express		$6,000,000	$0	$0	$120,000																	$480,000	
SunRide Ride Share		$250,000	$0	$0	$50,000																	$200,000	
		$220,000	$0																				$220,000
CSUSB Haul Pass		$12,207	$0																				$12,207
Sub-total Operating		$42,364,936	$4,962,864	$4,962,864	$19,064,303	$0	$0	$9,037,987		$0	$4,962,864	$2,160,147	$0	$0	$303,219	$215,555	$0	$0	$0	$0	$0	$958,000	$2,862,861

Project Description	Capital Project Number	Total Amount of Funds	Total Amount of Funds With Obligated	Total Obligated Amount	LTF	STA	Obligated STA	Measure A	Obligated SGR	Section 5307 Indio/Cathedral City Palm Springs	Obligated Section 5307 Indio/Cathedral City Palm Springs	CARES ACT Section 5307	Section 5309	Section 5310	Section 5311	Section 5311 (f)	Section 5339	Obligated Section 5339	LCTOP	LCTOP Obligated	Obligated CMAQ	CMAQ	Other Revenue
CAPITAL																							
Replacement Buses (Battery Electric 2)	SL-22-01	$2,000,000	$0	$0		$400,000											$1,600,000						$15,000,000
Replacement Buses (Fuel Cell)	SL-22-02	$15,000,000	$0																				
Support Vehicles (5 cars, 1 Truck)	SL-22-02	$265,000	$0			$265,000																	
Facility Improvements	SL-23-03	$352,000	$0			$352,000																	
Hydrogen Station Division I	SL-22-03	$3,500,000	$1,600,000								$1,600,000												$1,900,000
Demolition of Existing Trailers	SL-23-04	$80,000	$0			$80,000																	
Perimeter Fencing Electrolyzer	SL-22-04	$300,000	$0			$300,000																	
Mobile Command Center	SL-23-05	$500,000	$0			$100,000				$400,000													
Microgrid to Hydrogen Phase III	SL-22-05	$3,802,567	$0				$482,129		$17,871		$1,048,789							$951,231					$3,802,567
Bus Refurbishment	SL-23-06	$2,500,000					$1,500,000																
Indio CNG Station Upgrade	SL-22-06	$1,000,000					$1,000,000																
Sub-total Capital		$29,799,567	$1,600,000	$0	$1,497,000	$1,982,129	$0	$17,871	$400,000		$2,648,789	$0	$0	$0	$0	$0	$1,600,000	$951,231	$0	$0	$0	$0	$20,702,567
Total Operating & Capital		$72,364,503	$6,562,864	$4,962,864	$19,064,303	$1,497,000	$1,982,129	$9,037,987	$400,000		$7,611,653	$2,160,147	$0	$0	$303,219	$215,555	$1,600,000	$951,231	$0	$0	$0	$958,000	$23,565,428

Table 4.2 Summary of Funding Requests in FY2021–2023

Project Description		Total Amount of Funds	Total Obligated Amount	LTF	STA	State of Good Repair	Measure A	Section 5307 Indio/Cathedral City Palm Springs	Obligated Section 5307 Indio/Cathedral City Palm Springs	Section 5339	CMAQ	Section 5311	Section 5311 (f)	Other	Farebox
OPERATING															
Operating Assistance		$40,804,070	$0	$21,000,000			$9,037,987	$4,962,864				$303,219		$2,500,000	$3,000,000
Commuter 10		$391,918	$0	$25,709									$215,555	$150,654	
Vanpool Program		$306,741	$0	$28,741							$278,000				
111 Express		$600,000	$306,741	$120,000							$480,000				
SunRide Ride Share		$40,809	$0	$6,800							$34,009				
COD Haul Pass		$300,000	$0											$300,000	
CSUSB Haul Pass		$12,207	$200,000											$12,207	
Sub-total Operating		$42,455,745	$506,741	$21,181,250	$0	$0	$9,037,987	$4,962,864	$0	$0	$792,009	$303,219	$215,555	$2,962,861	$3,000,000

CAPITAL															
	Capital Project Number	Total Amount of Funds With Obligated	Total Obligated Amount	LTF	STA	State of Good Repair	Measure A	Section 5307 Indio/Cathedral City Palm Springs	Obligated Section 5307 Indio/Cathedral City Palm Springs	Section 5339	CMAQ	Section 5311	Section 5311 (f)	Other	Farebox
Shop Equipment	SL-23-01	$15,000	$0		$15,000										
Support Vehicle (Truck)	SL-23-02	$135,000	$0		$135,000										
Driver Training Facility	SL-23-03	$4,000,000	$0		$800,000			$1,600,000		$1,600,000					
Guard Shack Upgrade	SL-23-04	$100,000	$0		$100,000										
Sub-total Capital		$4,250,000	$0	$0	$1,050,000	$0	$0	$1,600,000	$0	$1,600,000	$0	$0	$0	$0	$0
Total Operating & Capital		$46,705,745	$506,741	$21,181,250	$1,050,000	$0	$9,037,987	$6,562,864	$0	$1,600,000	$792,009	$303,219	$215,555	$2,962,861	$3,000,000

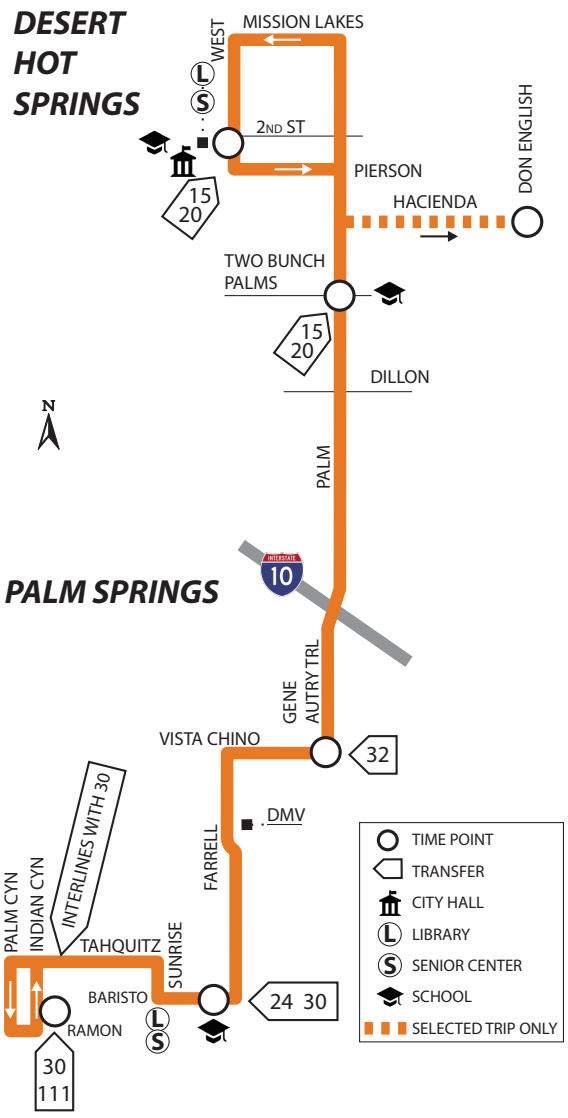
Appendix A:
SunLine Existing Route Profiles

Route 14

Desert Hot Springs – Palm Springs

Route 14 is one of SunLine's most successful routes. This trunk route links the cities of Desert Hot Springs and Palm Springs, connecting to Routes 15, 20, 24, 30, Palm Springs BUZZ, and 111, and linking riders with local shopping centers, schools, the Palm Springs Convention Center, Department of Motor Vehicles, the Employment Development Department, libraries, senior center, theaters, and other services within the communities of Desert Hot Springs and Palm Springs.

Route 14 operates with 20-minute frequency during weekday peak periods and 30-minute frequency during weekday evenings. Two Route 14 trips, including the last trip, serve Hacienda Avenue in Desert Hot Springs to meet passenger demand in this area. Additionally, one morning trip is provided to accommodate the volume of school students.



Hours of Operation		Service Span	Financial	
4:53 AM	11:20 PM	Weekdays	Annual Route Cost	$3,375,186
5:48 AM	10:41 PM	Weekends	Annual Farebox Route Revenue	$680,986
Frequency			Cost per Rider	$5.81
20/30 min		Weekdays (peak/off-peak)	Subsidy per Rider	$4.64
40 min		Weekends	**Ridership**	
Average Speed		Peak Vehicles		
15 mph		7	Average Daily Passengers Weekday	1,844
On Time Performance			Average Daily Passengers Weekends	1,034
		90.4%	Annual Passengers	580,984
Route Total Bidirectional Length (miles)			Passengers per Hour	20.8
		29.42	Passengers per Mile	1.4
Annual Revenue Miles			Annual Wheelchair Boardings	5,323
		429,302	Annual Bicycle Boardings	18,798
Annual Revenue Hours			Population within .5 mi of stop	32,276
		27,996	Jobs within .5 mi of stop	10,711

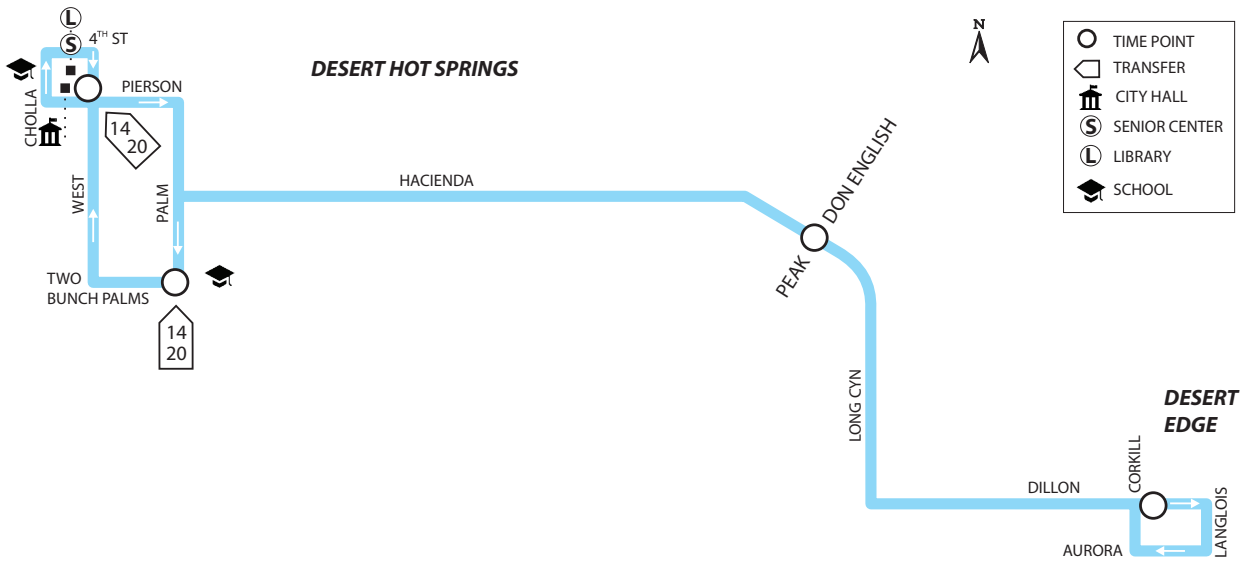
Route 15

Desert Hot Springs – Desert Edge

Route 15 serves the community of Desert Hot Springs and Desert Edge, a Riverside County unincorporated community located southeast of Desert Hot Springs. Route 15 connects to Routes 14 and 20, and links riders with local shopping centers, a neighborhood community center, Desert Hot Springs Recreation, schools, and other services within Desert Hot Springs.

The most recent Operational Analysis proposed a 30-minute frequency for this route. Frequency changes are under study and are subject to available funding and Board approval.

Hours of Operation		Service Span	Financial	
4:54 AM	8:49 PM	Weekdays	Annual Route Cost	$656,493
6:49 AM	7:441 PM	Weekends	Annual Farebox Route Revenue	$136,799
Frequency			Cost per Rider	$5.60
60 min		Weekdays	Subsidy per Rider	$4.43
60 min		Weekends	Ridership	
Average Speed		Peak Vehicles		
16 mph		1	Average Daily Passengers Weekday	381
On Time Performance			Average Daily Passengers Weekends	187
		90.3%	Annual Passengers	117,180
Route Total Bidirectional Length (miles)			Passengers per Hour	21.5
		15,9	Passengers per Mile	1.3
Annual Revenue Miles			Annual Wheelchair Boardings	1,048
		87,484	Annual Bicycle Boardings	2,011
Annual Revenue Hours			Population within .5 mi of stop	18,004
		5,448	Jobs within .5 mi of stop	1,649



Route 20

Desert Hot Springs – Thousand Palms – Palm Desert

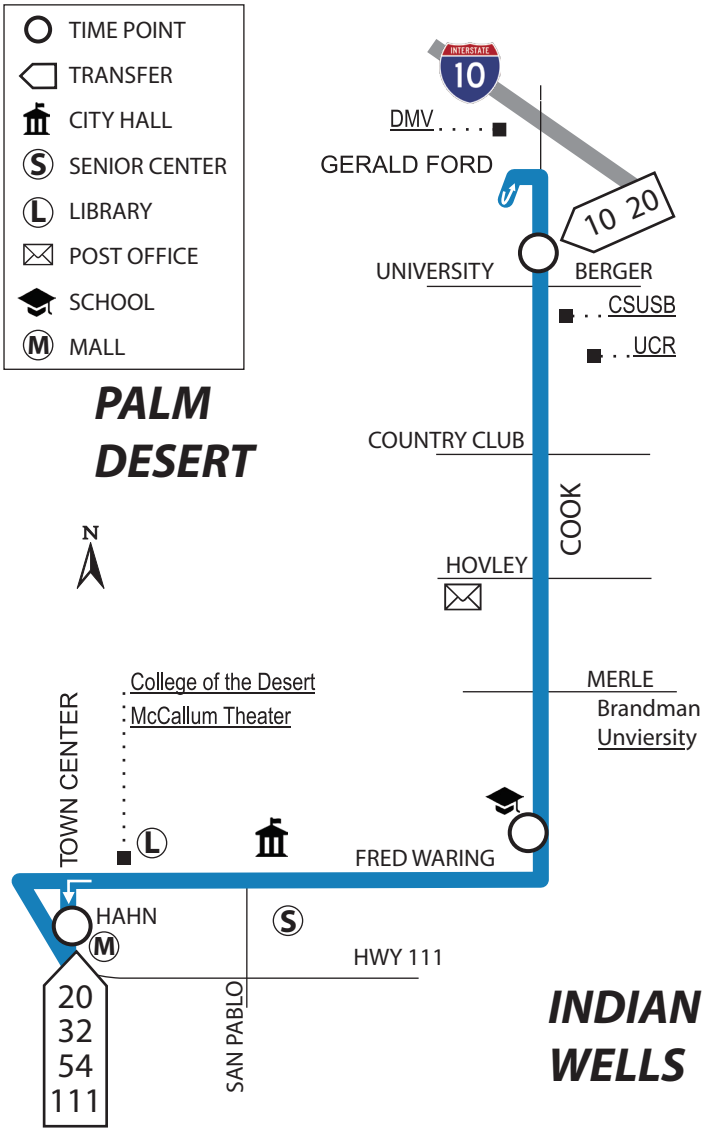
Route 20 provides limited stop service between Desert Hot Springs and Palm Desert. Route 20 provides residents of Desert Hot Springs and surrounding communities improved access to resources and employment opportunities concentrated toward the center of the Coachella Valley, including the College of the Desert. Route 20 connects with Routes 14, 15, 32, 54, 10 Commuter Link, and 111.

Hours of Operation		Service Span	Financial	
6:32 AM	7:55 PM	Weekdays	Annual Route Cost	$432,242
		No weekend service	Annual Farebox Route Revenue	$37,038
Frequency			Cost per Rider	$13.68
60 min		Weekdays	Subsidy per Rider	$12.51
		No weekend service	Ridership	
Average Speed		Peak Vehicles		
24 mph		2	Average Daily Passengers Weekday	124
On Time Performance			Average Daily Passengers Weekends	N/A
		91.2%	Annual Passengers	31,587
Route Total Bidirectional Length (miles)			Passengers per Hour	8.8
		48.5	Passengers per Mile	0.37
Annual Revenue Miles			Annual Wheelchair Boardings	63
		84,780	Annual Bicycle Boardings	736
Annual Revenue Hours			Population within .5 mi of stop	21,050
		3,582	Jobs within .5 mi of stop	8,436

Route 21

Gerald Ford and Cook – Palm Desert Mall

Route 21 provides service to Palm Desert, enabling riders to access the College of the Desert, the McCallum Theater, Palm Desert City Hall, Kaiser Permanente, California State University, San Bernardino – Palm Desert Campus, University of California, Riverside – Palm Desert Campus, Palm Desert High School, Palm Desert Library, major employment sites, medical facilities, and shopping centers. Route 21 connects with Routes 20, 32, 54, 111, and 10 Commuter Link.

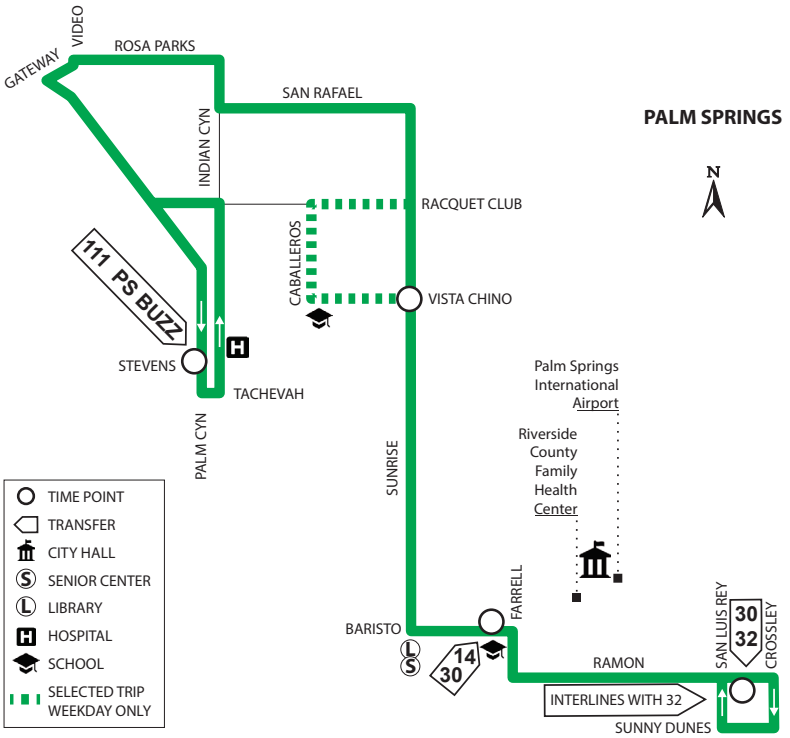


Hours of Operation		Service Span	Financial	
11:00 AM	3:50 PM	Weekdays	Annual Route Cost	$161,073
		No weekend service	Annual Farebox Route Revenue	$15,093
Frequency			Cost per Rider	$12.33
60 min		Weekdays	Subsidy per Rider	$11.18
		No weekend service	**Ridership**	
Average Speed		Peak Vehicles		
14 mph		1	Average Daily Passengers Weekday	51
On Time Performance			Average Daily Passengers Weekends	N/A
		90.9%	Annual Passengers	13,068
Route Total Bidirectional Length (miles)			Passengers per Hour	9.8
		13.8	Passengers per Mile	0.7
Annual Revenue Miles			Annual Wheelchair Boardings	80
		18,391	Annual Bicycle Boardings	284
Annual Revenue Hours			Population within .5 mi of stop	16,593
		1,334	Jobs within .5 mi of stop	10,768

Route 24

Palm Springs

Route 24 offers service in Palm Springs with connections to Routes 14, 30, 32, Palm Springs BUZZ, and 111. Route 24 links riders to destinations such as the Desert Regional Hospital, Desert Highland Community Center, Social Security Administration, schools, medical facilities, theaters, and shopping centers.



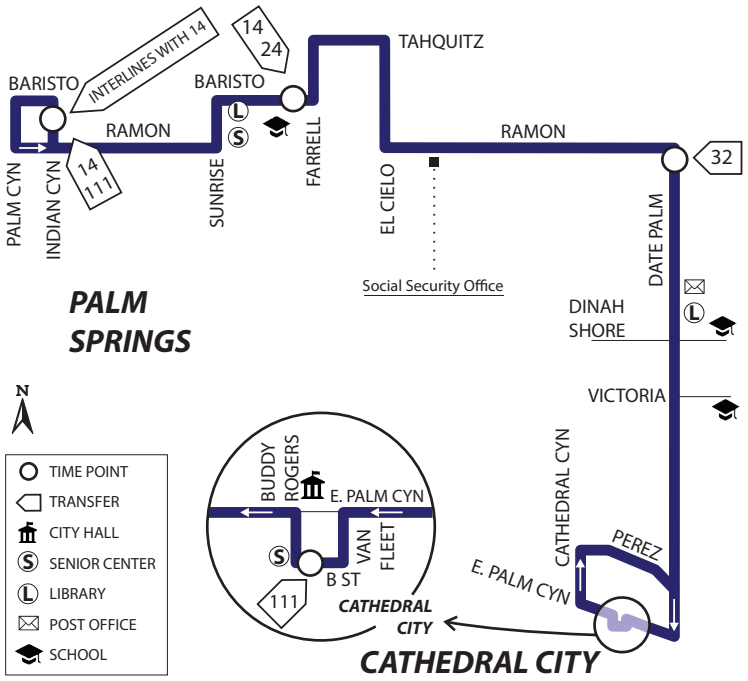
Hours of Operation		Service Span	Financial	
6:10 AM	8:25 PM	Weekdays	Annual Route Cost	$1,539,296
6:18 AM	7:38 PM	Weekends	Annual Farebox Route Revenue	$206,797
Frequency			Cost per Rider	$8.73
40 min		Weekdays	Subsidy per Rider	$7.56
60 min		Weekends	**Ridership**	
Average Speed		Peak Vehicles		
11 mph		5	Average Daily Passengers Weekday	581
On Time Performance			Average Daily Passengers Weekends	263
		90.4%	Annual Passengers	176,322
Route Total Bidirectional Length (miles)			Passengers per Hour	13.8
		20.3	Passengers per Mile	1.03
Annual Revenue Miles			Annual Wheelchair Boardings	1,428
		171,466	Annual Bicycle Boardings	5,868
Annual Revenue Hours			Population within .5 mi of stop	23,624
		12,760	Jobs within .5 mi of stop	12,548

Route 30

Cathedral City – Palm Springs

Route 30 is one of SunLine's most successful routes. Route 30 is a trunk route providing service between the cities of Cathedral City and Palm Springs. Riding Route 30 provides customers with access to the Palm Springs International Airport, Palm Springs City Hall, Social Security Administration, public libraries, city halls, senior centers, schools, shopping centers, and various industrial parks. It operates with 20-minute frequency during weekday peak periods, connecting to Routes 14, 24, 32, Palm Springs BUZZ, and 111.

The most recent Operational Analysis proposed a 15-minute frequency for this trunk route. Frequency changes are under study and are subject to available funding and Board approval.

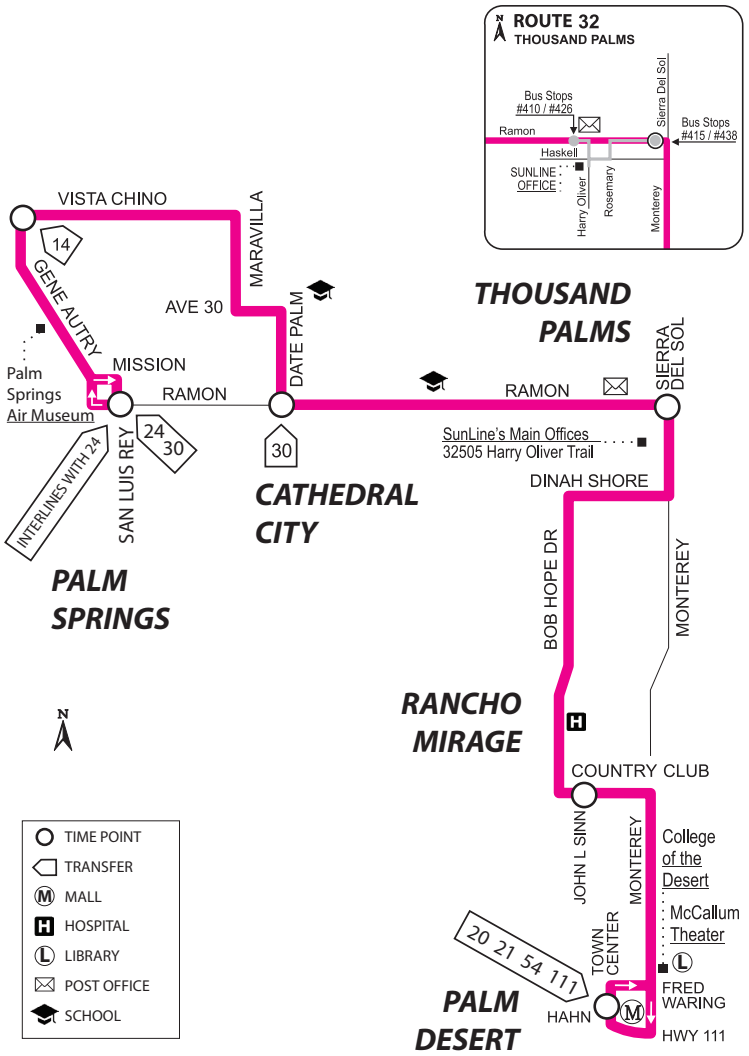


Hours of Operation		Service Span	Financial	
5:40 AM	10:440 PM	Weekdays	Annual Route Cost	$3,095,564
6:15 AM	9:41 PM	Weekends	Annual Farebox Route Revenue	$725,263
Frequency			Cost per Rider	$5.02
20 min		Weekdays	Subsidy per Rider	$3.84
40 min		Weekends	**Ridership**	
Average Speed		Peak Vehicles		
11 mph		5	Average Daily Passengers Weekday	1,941
On Time Performance			Average Daily Passengers Weekends	1,131
		89.0%	Annual Passengers	616,319
Route Total Bidirectional Length (miles)			Passengers per Hour	24.0
		19.3	Passengers per Mile	2.31
Annual Revenue Miles			Annual Wheelchair Boardings	4,792
		267,281	Annual Bicycle Boardings	20,864
Annual Revenue Hours			Population within .5 mi of stop	35,632
		25,674	Jobs within .5 mi of stop	12,274

Route 32

Palm Springs – Cathedral City – Thousand Palms – Rancho Mirage – Palm Desert

Route 32 links Palm Springs, Cathedral City, the unincorporated community of Thousand Palms, Rancho Mirage, and Palm Desert. The route connects with Routes 14, 20, 21, 24, 30, 54, and 111. Riders can access schools and various retail centers along Ramon Road in Cathedral City. Routing through the I-10 interchange provides access to Costco, Home Depot, and the Regal Cinemas 16 theater complex, as well as service to the Agua Caliente Casino on Ramon Road at Bob Hope Drive. This route also provides service to Eisenhower Medical Center, College of the Desert, and Westfield Palm Desert Mall.



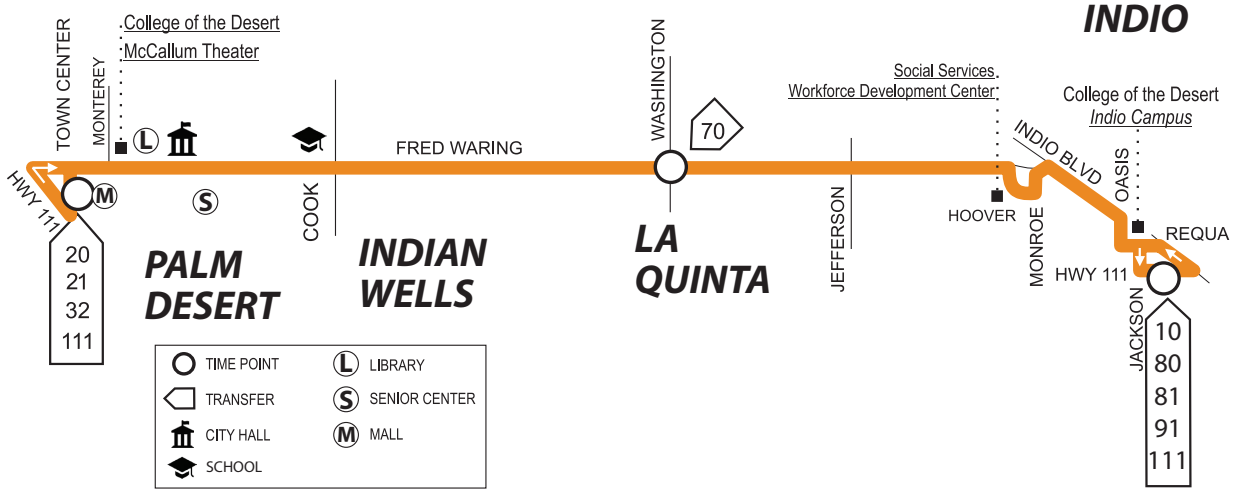
Hours of Operation		Service Span	Financial	
5:05 AM	10:40 PM	Weekdays	Annual Route Cost	$2,032,656
6:54 AM	10:48 PM	Weekends	Annual Farebox Route Revenue	$292,978
Frequency			Cost per Rider	$8.12
50 min		Weekdays	Subsidy per Rider	$6.95
60min		Weekends	**Ridership**	
Average Speed		Peak Vehicles		
17 mph		3	Average Daily Passengers Weekday	791
On Time Performance			Average Daily Passengers Weekends	452
		88.9%	Annual Passengers	250,298
Route Total Bidirectional Length (miles)			Passengers per Hour	14.8
		40.4	Passengers per Mile	0.9
Annual Revenue Miles			Annual Wheelchair Boardings	1,808
		279,553	Annual Bicycle Boardings	11,081
Annual Revenue Hours			Population within .5 mi of stop	37,340
		16,865	Jobs within .5 mi of stop	14,609

Route 54

Palm Springs – Indian Wells – La Quinta – Bermuda Dunes – Indio

Route 54 operates between Palm Desert and Indio, serving the cities of Indian Wells and La Quinta as well as the unincorporated community of Bermuda Dunes, via Fred Waring Drive. This route was designed to provide direct service between Palm Desert and Indio, in addition to serving the length of Fred Waring Drive. Service is provided to the Indio Workforce Development, College of the Desert (Indio and Palm Desert), McCallum Theater, Civic Center, and the Indian Wells Tennis Gardens. Route 54 connects with Routes 20, 21 32, 70, 80, 81, 91, 111, and 10 Commuter Link at Westfield Palm Desert Mall, Fred Waring at Washington, and Highway 111 at Flower.

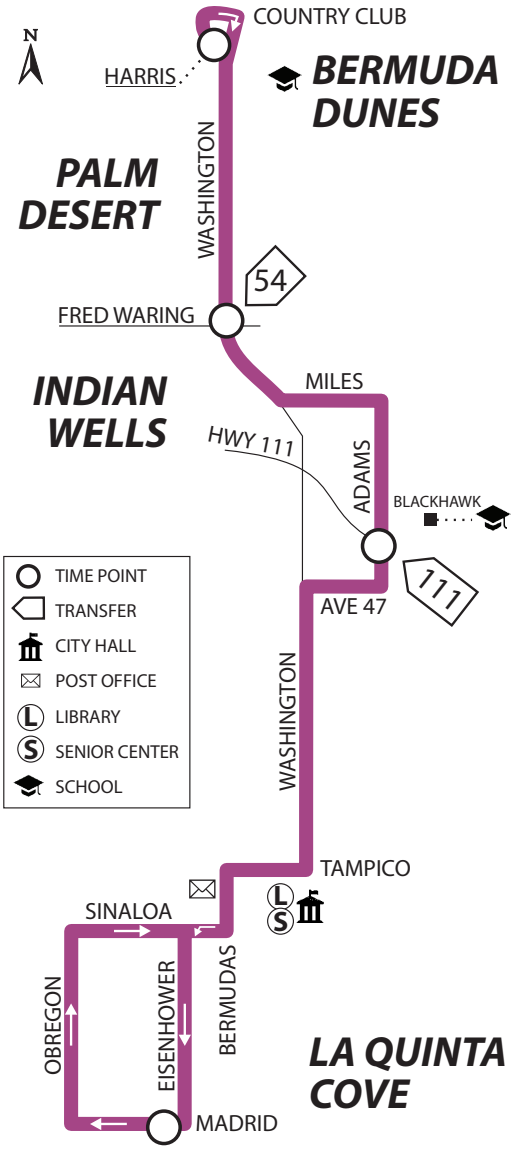
Hours of Operation		Service Span	Financial	
5:55 AM	7:55 PM	Weekdays	Annual Route Cost	$812,514
		No weekend service	Annual Farebox Route Revenue	$91,889
Frequency			Cost per Rider	$10.24
45 min		Weekdays	Subsidy per Rider	$9.08
		No weekend service	Ridership	
Average Speed		Peak Vehicles		
17 mph		2	Average Daily Passengers Weekday	312
On Time Performance			Average Daily Passengers Weekends	N/A
		83.6%	Annual Passengers	79,314
Route Total Bidirectional Length (miles)			Passengers per Hour	11.8
		24.8	Passengers per Mile	0.7
Annual Revenue Miles			Annual Wheelchair Boardings	455
		113,483	Annual Bicycle Boardings	2,331
Annual Revenue Hours			Population within .5 mi of stop	38,468
		6,733	Jobs within .5 mi of stop	14,298



Route 70

La Quinta – Palm Desert – Indian Wells – Bermuda Dunes

Route 70 offers bus service to La Quinta and the edge of the cities of Palm Desert and Indian Wells and the unincorporated community of Bermuda Dunes. Riders are able to access the Indian Wells Tennis Gardens on Washington Street at Fred Waring Drive, city hall, the senior center, schools, and various shopping centers along Adams Street, Avenue 47, and Washington Street. Transfers from Route 70 to Route 111 can be made on Highway 111 at Adams Street and transfers from Route 70 to Route 54 can be made on Washington Street at Fred Waring Drive.



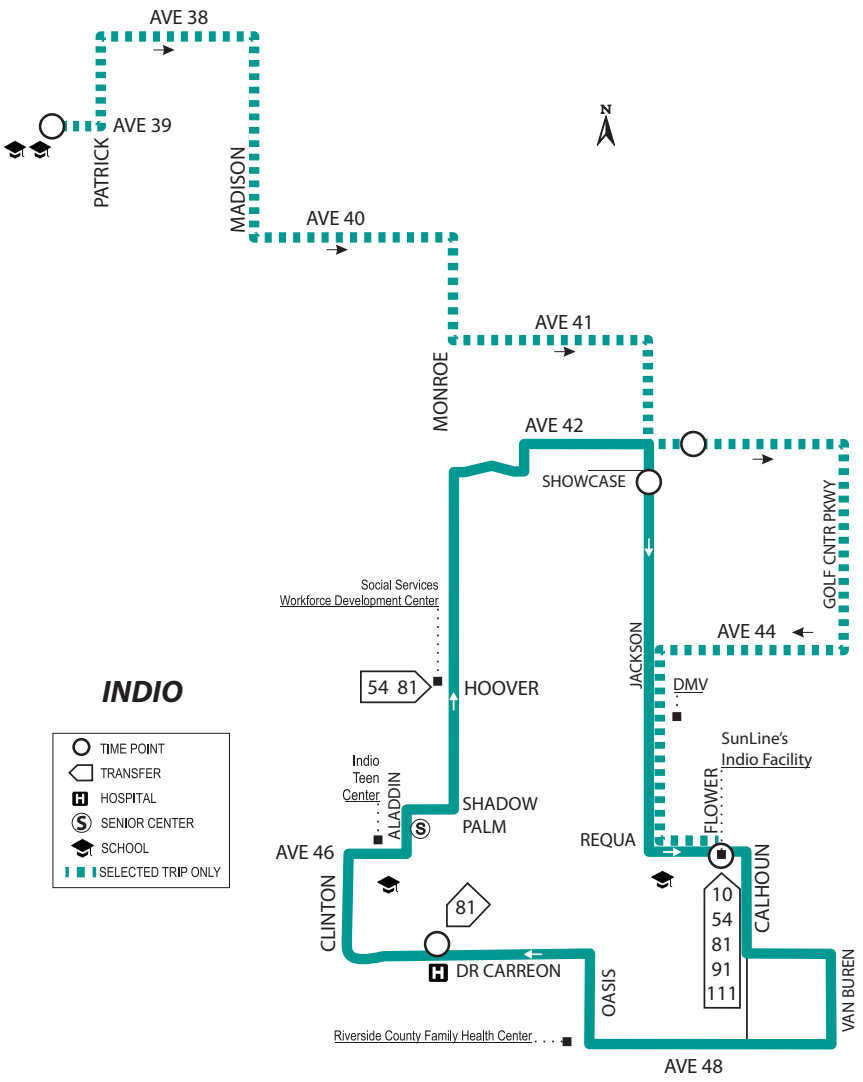
Hours of Operation		Service Span	Financial	
5:15 AM	8:45 PM	Weekdays	Annual Route Cost	$1,168,833
5:15 AM	9:28 PM	Weekends	Annual Farebox Route Revenue	$189,151
Frequency			Cost per Rider	$7.16
45 min		Weekdays	Subsidy per Rider	$6.00
90 min		Weekends	**Ridership**	
Average Speed		Peak Vehicles		
13 mph		3	Average Daily Passengers Weekday	554
On Time Performance			Average Daily Passengers Weekends	207
		91.0%	Annual Passengers	163,252
Route Total Bidirectional Length (miles)			Passengers per Hour	16.9
		19.5	Passengers per Mile	1.3
Annual Revenue Miles			Annual Wheelchair Boardings	507
		129,249	Annual Bicycle Boardings	7,550
Annual Revenue Hours			Population within .5 mi of stop	29,299
		9,687	Jobs within .5 mi of stop	5,958

Route 80

Indio

Route 80 operates in a clockwise loop serving residents of Indio, providing access to John F. Kennedy Memorial Hospital, Riverside County Fair and National Date Festival, Social Security Administration, Employment Development Department, Indio Senior Center, Boys and Girls Club, Riverside County Social Services Offices, Department of Motor Vehicles, Martha's Village & Kitchen, community centers, schools, and shopping centers. Three afternoon trips to Shadow Hills High School on Jefferson Street at Avenue 39 are provided.

Route 80 connects to Routes 54, 81, 90, 91, 10 Commuter Link, and 111 at the transfer location on Highway 111 at Flower Street.



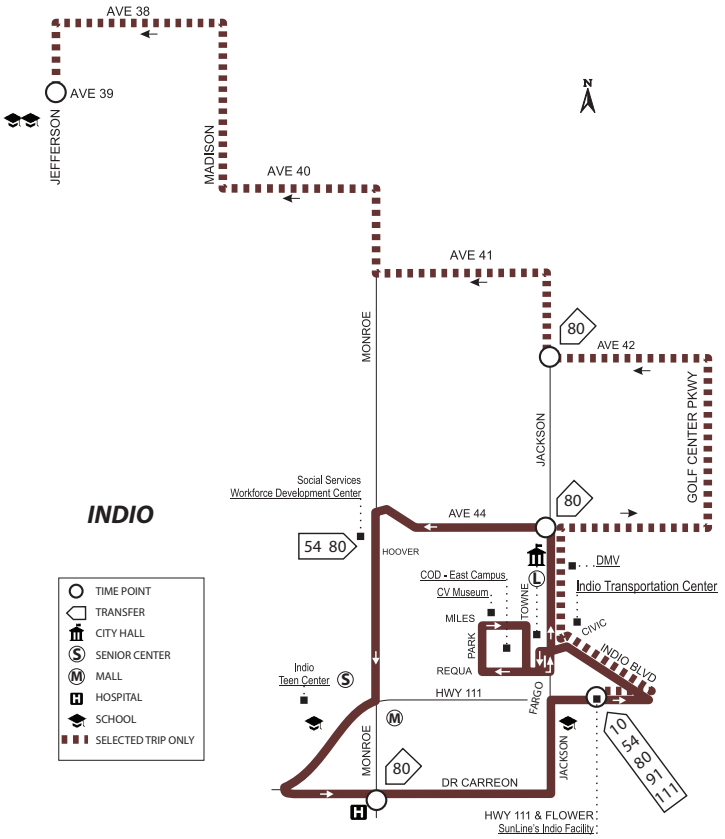
Hours of Operation		Service Span	Financial	
6:00 AM	8:45 PM	Weekdays	Annual Route Cost	$1,093,403
6:00 AM	8:45 PM	Weekends	Annual Farebox Route Revenue	$237,025
Frequency			Cost per Rider	$5.37
30 min		Weekdays	Subsidy per Rider	$4.21
60 min		Weekends	**Ridership**	
Average Speed		Peak Vehicles		
12 mph		5	Average Daily Passengers Weekday	684
On Time Performance			Average Daily Passengers Weekends	275
		89.8%	Annual Passengers	203,664
Route Total Bidirectional Length (miles)			Passengers per Hour	22.5
		11.02	Passengers per Mile	1.9
Annual Revenue Miles			Annual Wheelchair Boardings	1,819
		105,020	Annual Bicycle Boardings	4,028
Annual Revenue Hours			Population within .5 mi of stop	46,613
		9,061	Jobs within .5 mi of stop	10,514

Route 81

Indio

Route 81 is a loop route that operates counter-clockwise and provides transit service to residents of Indio, enabling passenger access to John F. Kennedy Memorial Hospital, Riverside County Fair and National Date Festival, Employment Development Department, Social Security Administration, College of the Desert–Indio campus, Riverside County social services offices, Department of Motor Vehicles, Coachella Valley Cultural Museum, the Indio transportation center, community centers, library, schools, and shopping centers. Three morning trips to Shadow Hills High School on Jefferson Street at Avenue 39 are provided.

Route 81 connects to Routes 54, 80, 91, 111, and 10 Commuter Link at the transfer location on Highway 111 at Flower Street.

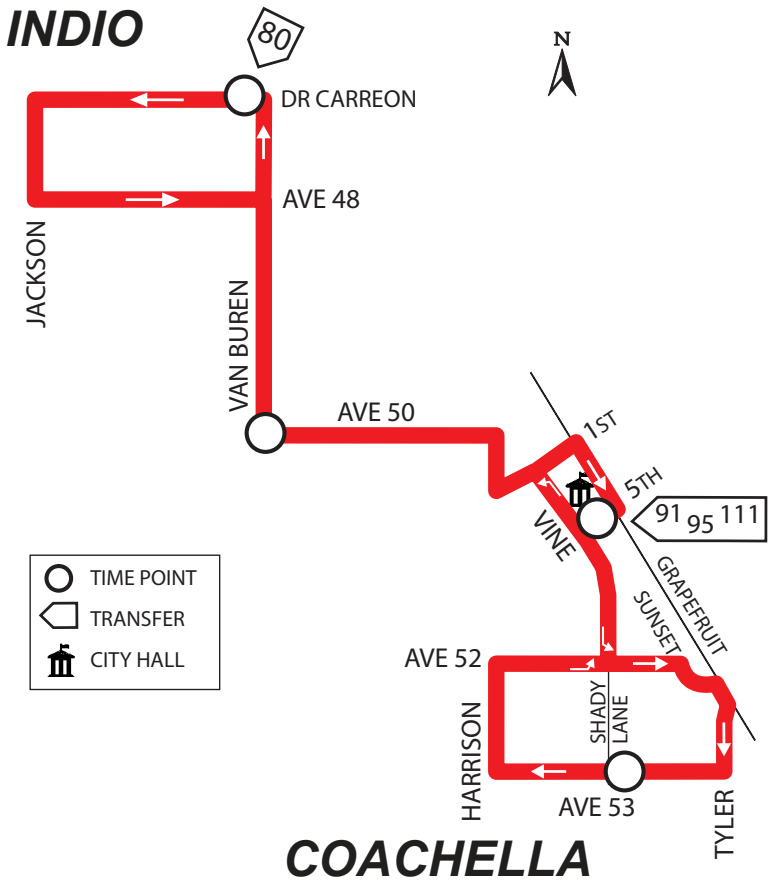


Hours of Operation		Service Span	Financial	
5:25 AM	8:15 PM	Weekdays	Annual Route Cost	$682,616
5:25 AM	8:15 PM	Weekends	Annual Farebox Route Revenue	$103,584
Frequency			Cost per Rider	$7.69
60 min		Weekdays	Subsidy per Rider	$6.52
60 min		Weekends	**Ridership**	
Average Speed		Peak Vehicles		
10 mph		4	Average Daily Passengers Weekday	298
On Time Performance			Average Daily Passengers Weekends	119
		90.6%	Annual Passengers	88,736
Route Total Bidirectional Length (miles)			Passengers per Hour	15.7
		8.71	Passengers per Mile	1.7
Annual Revenue Miles			Annual Wheelchair Boardings	603
		53,409	Annual Bicycle Boardings	974
Annual Revenue Hours			Population within .5 mi of stop	30,954
		5,660	Jobs within .5 mi of stop	8,085

Route 90

Indio – Coachella

Route 90 serves the cities of Coachella and Indio, allowing passengers to access the Employment Development Department, Coachella City Hall, library, senior center, Boys & Girls Club, local schools, and shopping centers. Connections to Routes 80, 91, 95, and 111 occur at the transfer location on 5th Street at Vine Avenue in Coachella and on Doctor Carreon Boulevard at Van Buren Street in Indio.

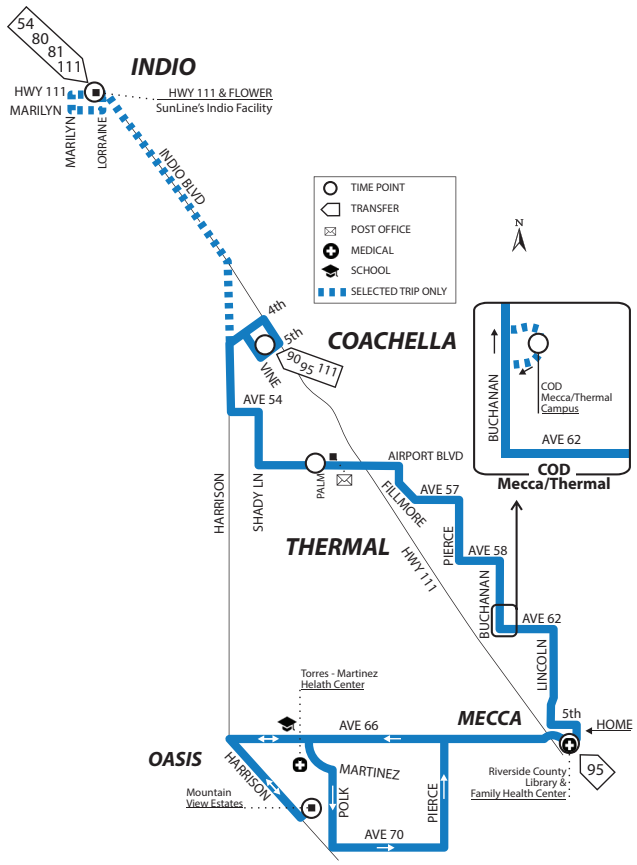


Hours of Operation		Service Span	Financial	
5:00 AM	9:52 PM	Weekdays	Annual Route Cost	$724,425
5:00 AM	8:52 PM	Weekends	Annual Farebox Route Revenue	$85,750
Frequency			Cost per Rider	$9.94
60 min		Weekdays	Subsidy per Rider	$8.76
60 min		Weekends	Ridership	
Average Speed		Peak Vehicles		
13 mph		1	Average Daily Passengers Weekday	214
On Time Performance			Average Daily Passengers Weekends	170
		92.3%	Annual Passengers	72,872
Route Total Bidirectional Length (miles)			Passengers per Hour	12.1
		12.96	Passengers per Mile	0.9
Annual Revenue Miles			Annual Wheelchair Boardings	624
		78,800	Annual Bicycle Boardings	1,339
Annual Revenue Hours			Population within .5 mi of stop	40,099
		6,012	Jobs within .5 mi of stop	5,865

Route 91

Indio – Coachella – Thermal – Mecca – Oasis

Route 91 links Indio and Coachella with the unincorporated communities of Thermal, Mecca, and Oasis. Riders on Route 91 are able to connect to Routes 54, 80, 81, 90, 95, 10 Commuter Link, and 111 at the transfer location on 5th Street and Vine Avenue in Coachella and on Highway 111 and Flower Street in Indio. Passengers have access to employment sites, medical facilities, and shopping centers. Route 91 provides direct service to College of the Desert's East Valley Campus in Mecca. Route 91 also provides selected early, midday, and late night trips to Highway 111 and Flower to meet passenger demand in this area.

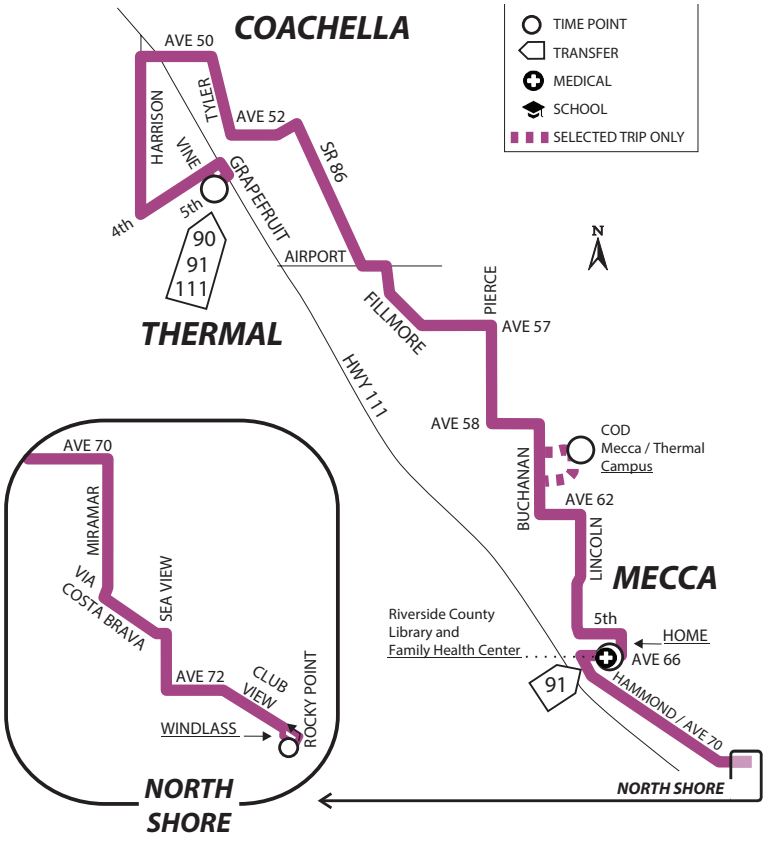


Hours of Operation		Service Span	Financial	
4:48 AM	10:20 PM	Weekdays	Annual Route Cost	$2,082,181
5:30 AM	10:40 PM	Weekends	Annual Farebox Route Revenue	$182,625
Frequency			Cost per Rider	$13.26
60 min		Weekdays	Subsidy per Rider	$12.10
60 min		Weekends	**Ridership**	
Average Speed		Peak Vehicles		
19 mph		3	Average Daily Passengers Weekday	503
On Time Performance			Average Daily Passengers Weekends	270
		89.8%	Annual Passengers	157,058
Route Total Bidirectional Length (miles)			Passengers per Hour	9.1
		51.11	Passengers per Mile	0.5
Annual Revenue Miles			Annual Wheelchair Boardings	384
		315,323	Annual Bicycle Boardings	2,618
Annual Revenue Hours			Population within .5 mi of stop	31,866
		17,279	Jobs within .5 mi of stop	5,662

Route 95

Coachella – Mecca – North Shore

Route 95 serves Coachella and the unincorporated communities of Mecca and North Shore. Route 95 serves the College of the Desert's East Valley Campus in Mecca. Passengers on Route 95 are able to connect to Routes 90, 91, and 111 at the transfer location on 5th Street and Vine Avenue in Coachella. Service allows passengers to access employment sites, medical facilities, and shopping centers.



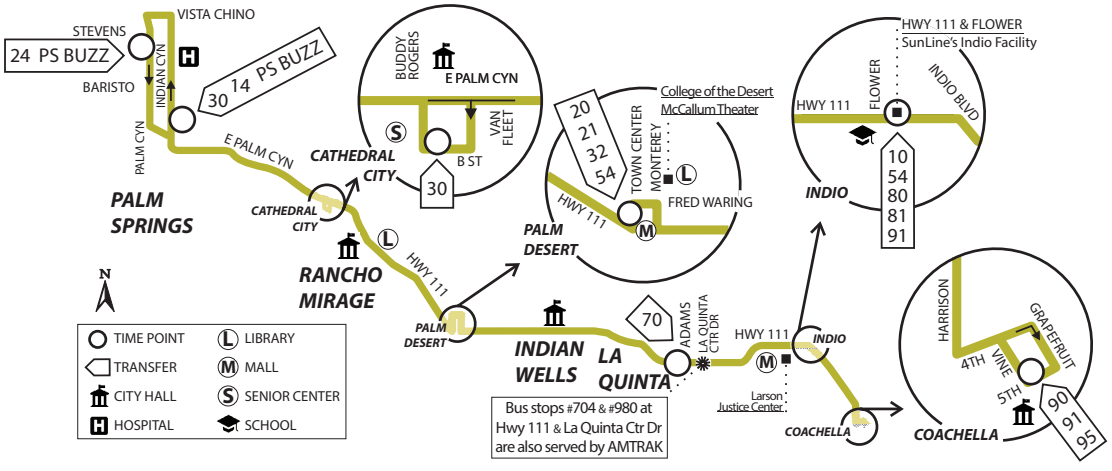
Hours of Operation		Service Span	Financial	
4:15 AM	10:00 PM	Weekdays	Annual Route Cost	$764,117
4:15 AM	10:00 PM	Weekends	Annual Farebox Route Revenue	$34,036
Frequency			Cost per Rider	$26.50
180 min		Weekdays	Subsidy per Rider	$25.32
180 min		Weekends	Ridership	
Average Speed		Peak Vehicles		
19 mph		1	Average Daily Passengers Weekday	85
On Time Performance			Average Daily Passengers Weekends	65
		87.4%	Annual Passengers	28,840
Route Total Bidirectional Length (miles)			Passengers per Hour	4.5
		52.49	Passengers per Mile	0.2
Annual Revenue Miles			Annual Wheelchair Boardings	130
		115,773	Annual Bicycle Boardings	788
Annual Revenue Hours			Population within .5 mi of stop	18,910
		6,390	Jobs within .5 mi of stop	1,960

Route 111

Palm Springs – Cathedral City – Rancho Mirage – Palm Desert – Indian Wells – La Quinta – Indio – Coachella

Route 111 is SunLine's highest ridership trunk route. Route 111 provides service along Highway 111 from Palm Springs to Coachella, linking with the cities of Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, and Indio. Route 111 enables riders to travel to destinations along the Highway 111 corridor. The route links passengers with major retail and commercial centers, recreational attractions, museums, and educational and medical institutions. Connecting routes include Routes 14, 20, 21, 24, 30, 32, 54, 70, 80, 81, 90, 91, 95, Palm Springs BUZZ, and 10 Commuter Link at transfer locations at Westfield Palm Desert Mall, 5th Street at Vine Avenue, Highway 111 at Flower Street, Highway 111 at Adams Street, B Street at Buddy Rogers Avenue, Indian Canyon Drive at Ramon Road, and Palm Canyon Drive at Stevens Road. The most recent Operational Analysis proposed a 15-minute frequency for this trunk route. Frequency changes are under study and are subject to available funding and Board approval.

Hours of Operation		Service Span	Financial	
5:00 AM	11:05 PM	Weekdays	Annual Route Cost	$8,171,197
5:30 AM	11:05 PM	Weekends	Annual Farebox Route Revenue	$1,656,347
Frequency			Cost per Rider	$5.78
20/30 min		Weekdays (peak/off-peak)	Subsidy per Rider	$4.61
20/30 min		Weekends	Ridership	
Average Speed		Peak Vehicles		
15 mph		14	Average Daily Passengers Weekday	4,219
On Time Performance			Average Daily Passengers Weekends	3,131
		81.2%	Annual Passengers	1,412,920
Route Total Bidirectional Length (miles)			Passengers per Hour	20.8
		60.0	Passengers per Mile	1.4
Annual Revenue Miles			Annual Wheelchair Boardings	10,739
		1,006,510	Annual Bicycle Boardings	58,828
Annual Revenue Hours			Population within .5 mi of stop	80,134
		67,814	Jobs within .5 mi of stop	36,698



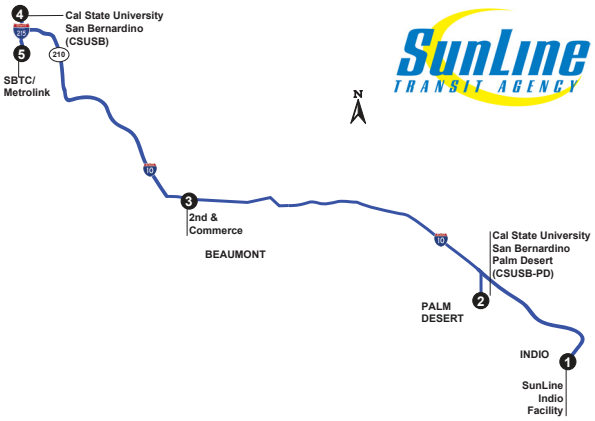
10 Commuter Link

Indio – Palm Desert – Beaumont – San Bernardino

The 10 Commuter Link provides service between the Coachella Valley and San Bernardino. The route is 92 miles, with two stops in the Coachella Valley at the SunLine Indio facility and the California State University, San Bernardino – Palm Desert Campus. The route continues, stopping in Beaumont at 2nd Street and Commerce Way, California State University, San Bernardino main campus, and at the San Bernardino Transit Center and Metrolink station. Compared to the Riverside station, more than twice the number of trains serve the San Bernardino station.

At the Beaumont bus stop, passengers will be able access buses connecting to Cabazon, University of California, Riverside, Riverside University Health Center, Kaiser Hospital, VA Hospital, Loma Linda Medical Center, and numerous destinations served by RTA, Beaumont Transit, and Banning Transit. The Beaumont bus stop is not a timed transfer point for SunLine's 10 Commuter Link because of unpredictable freeway travel time variability. However, with the use of real-time passenger information, passengers traveling between any of the above-mentioned destinations can transfer between SunLine, RTA, Beaumont Transit, and Banning Transit routes if the timing is right. Passengers can also use a transportation network service such as Lyft or Uber, taxi service, a bicycle, or some other mode for a faster trip to those respective destinations.

The 10 Commuter Link bus stop in Beaumont also enables residents of the PASS area, San Jacinto, Hemet, and Moreno Valley to travel to California State University, San Bernardino and University of California, Riverside – Palm Desert Campuses, and other employment centers in Coachella Valley.



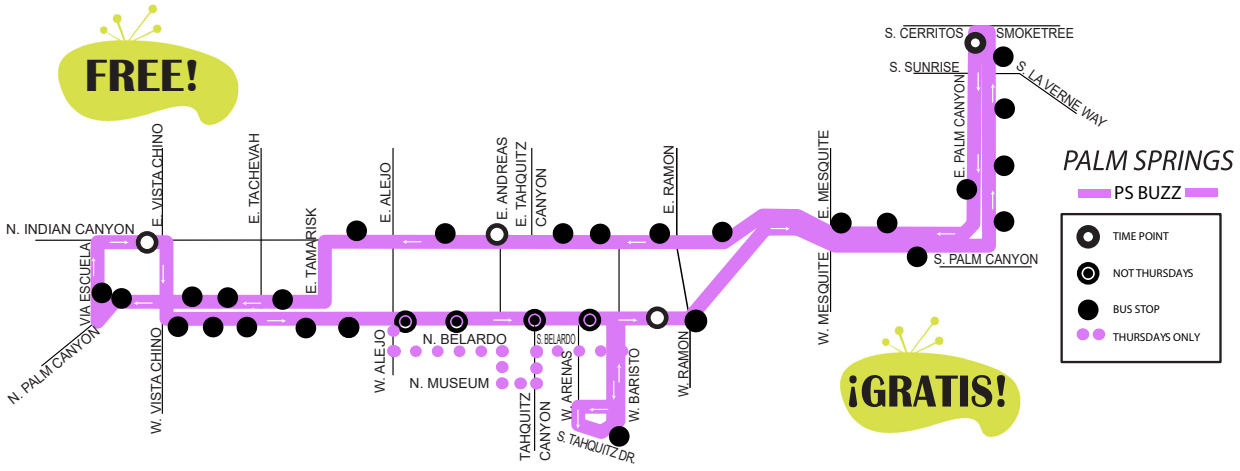
Hours of Operation		Service Span	Financial	
5:20 AM	8:00 PM	Weekdays	Annual Route Cost	N/A
		No weekend service	Annual Farebox Route Revenue	N/A
Frequency			Cost per Rider	N/A
8 trips		Weekdays	Subsidy per Rider	N/A
		No weekend service	**Ridership**	
Average Speed		Peak Vehicles		
46 mph		2	Average Daily Passengers Weekday	N/A
On Time Performance			Average Daily Passengers Weekends	N/A
		N/A	Annual Passengers	N/A
Route Total Bidirectional Length (miles)			Passengers per Hour	N/A
		183.9	Passengers per Mile	N/A
Annual Revenue Miles			Annual Wheelchair Boardings	N/A
		191,556	Annual Bicycle Boardings	N/A
Annual Revenue Hours			Population within .5 mi of stop	5,759
		5,915	Jobs within .5 mi of stop	2,177

Route Palm Springs BUZZ

Palm Springs

Palm Springs BUZZ offers free service in Palm Springs with connections to Routes 14, 24, 30, and 111 at transfer locations at Indian Canyon Drive at Ramon Road and Palm Canyon Drive at Stevens Road. The Palm Springs BUZZ links riders to hotels, shopping, entertainment, and restaurant destinations. The Palm Springs BUZZ route currently has service from Thursday through Saturday with hours of operation from midday to late evening. BUZZ service will be discontinued in January 2021 due to a funding shortfall stemming from the COVID-19 crisis.

Hours of Operation		Service Span	Financial	
12:00 PM	10:10 PM	Thu-Sat	Annual Route Cost	$272,108
			Annual Farebox Route Revenue	$38,188
Frequency			Cost per Rider	$8.13
20 min		Thu-Sat	Subsidy per Rider	$6.99
Average Speed		Peak Vehicles	Ridership	
10 mph		3	Average Daily Passengers Weekday	472
On Time Performance			Average Daily Passengers Weekends	395
		N/A	Annual Passengers	33,475
Route Total Bidirectional Length (miles)			Passengers per Hour	15.1
		50.0	Passengers per Mile	1.5
Annual Revenue Miles			Annual Wheelchair Boardings	8
		22,623	Annual Bicycle Boardings	-
Annual Revenue Hours			Population within .5 mi of stop	11,561
		2,224	Jobs within .5 mi of stop	8,034



Appendix B: Refueled Route Profiles

SunLine Refueled is a long-term vision to enhance local bus service. It will be implemented as new and sustainable funding sources are identified as regional population grows. To support this long-term vision, planning for transit-supportive land uses and access to the regional non-motorized trail system needs to start now through a collaborative regional planning process.

This redesign plan consolidates SunLine's existing 16 routes into 11 routes supplemented by microtransit service. While implementation of these recommendations is contingent on transit demand and recovery from the COVID-19 pandemic, this streamlined route system can help capture new riders and expand transit market share.

Route 111X

Faster trips and more frequent service are top improvement priorities for SunLine customers. The purpose of Route 111X is to provide faster travel times between key stops and one additional weekday trip per hour in the corridor.

Route 111X will provide more rapid service with limited stops along the existing Route 111. Route 111X will operate along Highway 111, originating in Palm Springs and ending in Indio. The bus will travel along Highway 111 for a majority of the route and only deviate twice—to provide service to the bus stop at B Street at Buddy Rogers and the bus turns and to operate along Fred Waring Drive to provide service to an already established bus stop and a high-density area.

In the short term, Route 111X will provide more rapid service between key stops along the existing Highway 111. This will reduce travel times for customers riding long distances through the SunLine system. Over the long term, this service may lay the groundwork for regional bus rapid transit service in the corridor. Improved bus stop amenities, TSP, and queue jumps will improve the rider experience and reliability.

Route and Stop Locations

The service should run on the following streets:

- **Highway 111:** Golf Center Parkway to Washington Street
- **Washington Street:** Highway 111 to Fred Waring Drive
- **Fred Waring Drive:** Washington Street to Highway 111
- **Highway 111:** Fred Waring Drive to Gene Autry Trail
- **Highway 111B (Palm Canyon Drive):** Gene Autry Trail to Ramon Road

There are five proposed stops for Route 111X. These stops were chosen based on both location and ridership. The stops are:

- South Palm Canyon at Ramon (Palm Springs)
- B Street at Buddy Rogers (Cathedral City)
- Fred Waring at Monterey (Palm Desert)
- Highway 111 at Adams (La Quinta)
- Highway 111 at Golf Center (Indio)

Description	New Express Service
Implementation	January 2021
Weekday frequency (mins)	60
Peak service hours	12
Off-peak service hours	0
Weekend frequency	0
Peak buses (number)	3
Annual revenue miles	139,150
Annual revenue hours	7,130

Route 111

During the Phase I transition to the Refueled transit network, this route would be unchanged. During the Phase II service enhancement phase, Route 111 frequencies would improve to 20 minutes all day during weekdays. On the weekends, it would operate every 20 minutes.

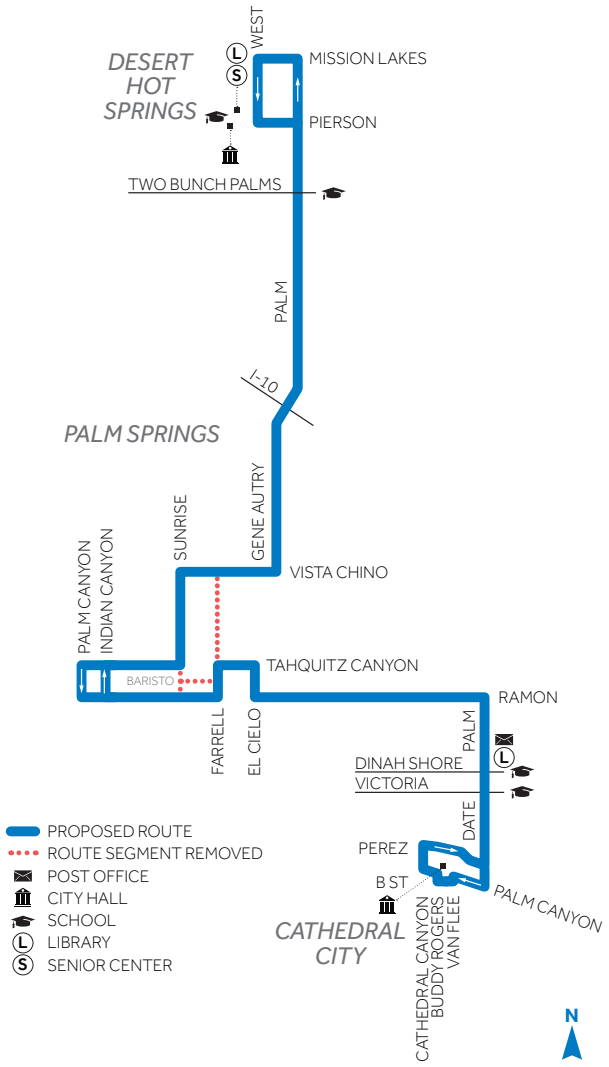
Description	Baseline Existing Route 111	Phase I No change from existing service	Phase II Phase I plus 20-minute all-day weekday service
Weekday			
Peak frequency	20	20	20
Peak service hours	13	13	16
Off-peak frequency (mins)	30	30	0
Off-peak service hours	3	3	0
Weekend			
Frequency	20	20	20
Service hours	16	16	16
Service Summary			
Peak buses	14	14	14
Change from previous	–	0	0
Annual revenue miles	1,006,510	1,006,510	1,006,510
Change from previous	–	0	87,300
Annual revenue hours	67,814	67,814	72,820
Change from previous	–	0	5,006

Route 2

In the Phase I transition to the Refueled transit network, combine existing Routes 14 and 30 between Desert Hot Springs and Cathedral City into one route and maintain existing frequencies. This new Route 2 is realigned in downtown Palm Springs. This realignment may require adding and removing bus stops.

During the Phase II service enhancement phase, improve frequencies to every 15 minutes during morning and afternoon peak periods and every 20 minutes during off-peak midday and night periods. On weekends, Route 2 would operate every 40 minutes.

Route 2 eliminates the transfer for travel between Desert Hot Springs, Palm Springs, and Cathedral City. It serves more transit-supportive land uses and connects to Route 111, Route 3, and Route 4.

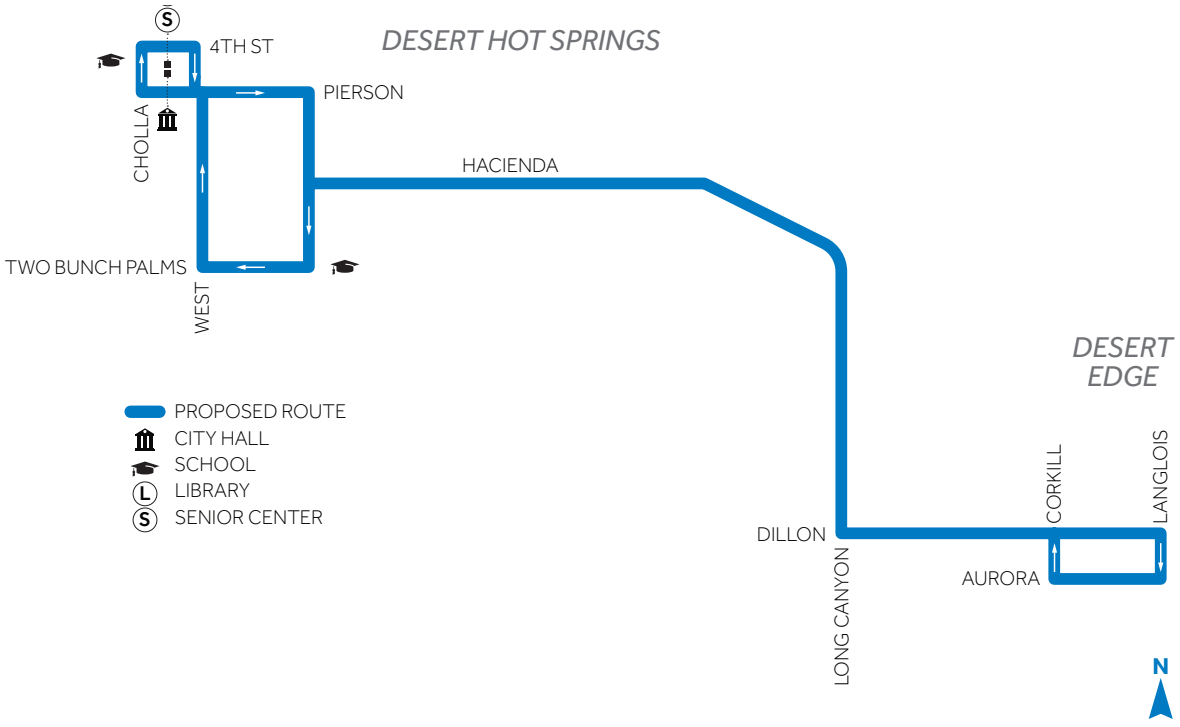


Description	Baseline Existing Route 14 and Route 30	Phase I Implement Route 2 with 20-minute peak, 40-minute off-peak weekday, and 40-minute weekend service	Phase II Phase I plus 15-minute peak service and 20-minute off-peak weekday service
Weekday			
Peak frequency	20	20	15
Peak service hours	12	12	6
Off-peak frequency (mins)	40	40	20
Off-peak service hours	6	6	12
Weekend			
Frequency	40	40	40
Service hours	17	17	17
Service Summary			
Peak buses	11	11	15
Change from previous	–	11	4
Annual revenue miles	696,583	664,920	840,490
Change from previous	–	-31,663	175,570
Annual revenue hours	53,670	50,380	63,680
Change from previous	–	-3,290	13,300

Route 3

In Phase I, rename existing Route 15 to Route 3. In Phase II, improve peak weekday frequencies to 30 minutes. During the weekday off-peak midday and night periods, Route 3 would operate every 60 minutes. On weekends, it would operate every 60 minutes. This route will continue to serve Desert Edge and Desert Hot Springs and will connect to Route 2.

Description	Baseline Existing Route 15	Phase I No change to baseline	Phase II Phase I plus 30-minute weekday peak
Weekday			
Peak frequency	60	60	30
Peak service hours	12	12	6
Off-peak frequency (mins)	60	60	60
Off-peak service hours	6	6	12
Weekend			
Frequency	60	60	60
Service hours	14	14	14
Service Summary			
Peak buses	1	1	2
Change from previous	–	0	1
Annual revenue miles	87,484	87,484	121,760
Change from previous	–	0	34,276
Annual revenue hours	5,448	5,448	7,370
Change from previous	–	0	1,922



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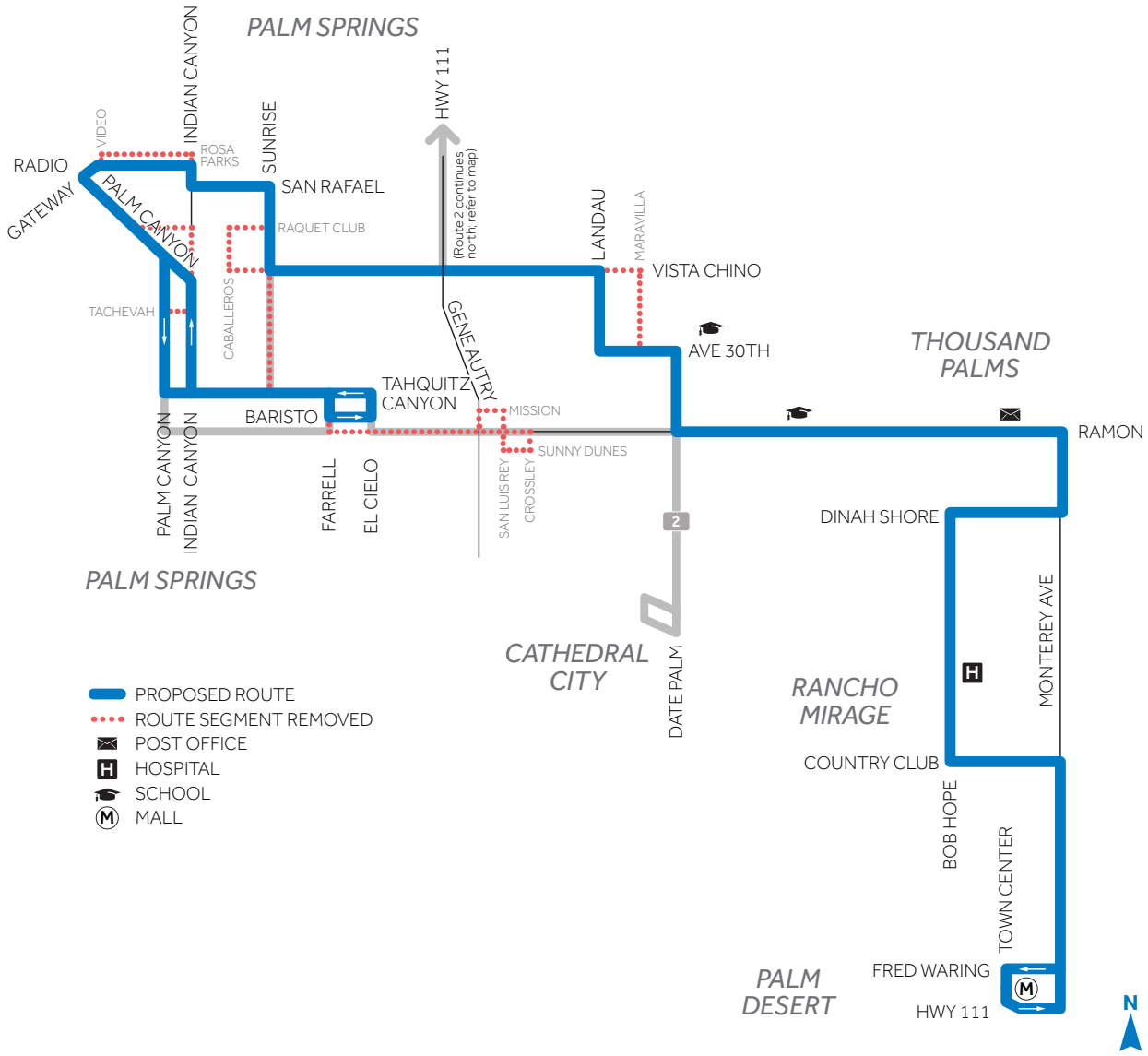
Route 4

In Phase I, combine and rename existing Routes 24 and 32 to connect Palm Springs with Palm Desert Town Center Mall. Route 4 would create direct service between North Palm Springs and downtown Palm Springs. It would eliminate transfers to Thousand Palms. This realignment may require adding and removing bus stops. In Phase II, improve service headways to 30 minutes during morning and afternoon peak periods.

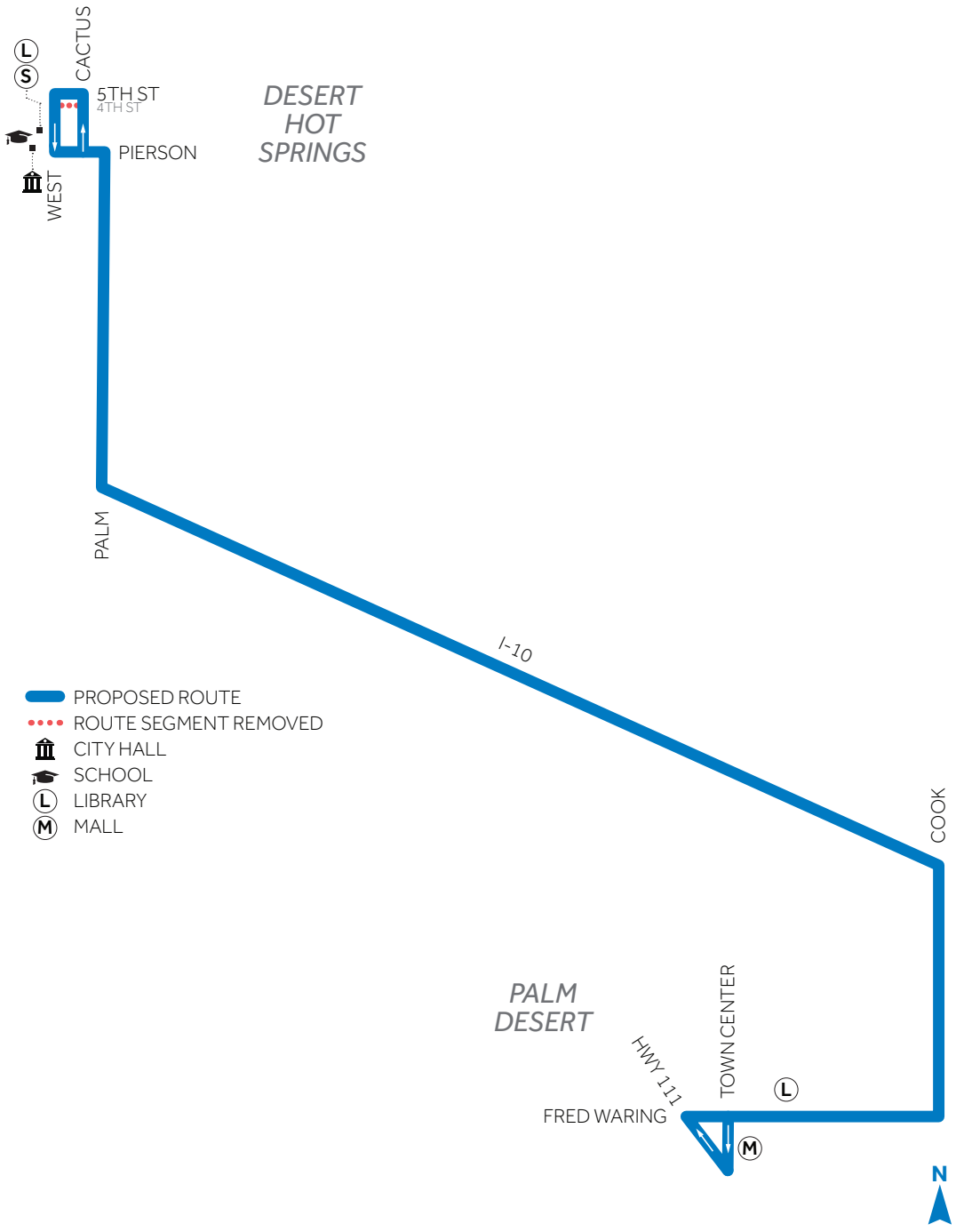
Description	Baseline Existing Route 24 and Route 32	Phase I Implement Route 4 with 40-minute weekday and 60-minute weekend service	Phase II Phase I plus 30-minute weekday peak service
Weekday			
Peak frequency	40	40	30
Peak service hours	17	17	6
Off-peak frequency (mins)	0	0	40
Off-peak service hours	0	0	11
Weekend			
Frequency	60	60	60
Service hours	15	15	15
Service Summary			
Peak buses	8	6	8
Change from previous	–	-2	2
Annual revenue miles	451,019	451,019	491,800
Change from previous	–	6,131	6,131
Annual revenue hours	29,625	29,625	34,820
Change from previous	–	2,735	2,460


PALM SPRINGS
INDIAN CANYON
HWY 111
VIDEO
ROSA PARKS
SUNRISE
RADIO
GATEWAY
PALM CANYON
SAN RAFAEL
(Route 2 continues north; refer to map)
LANDAU
MARAVILLA
RAQUET CLUB
VISTA CHINO
TACHEVAH
CABALLEROS
GENE AUTRY
AVE 30TH
THOUSAND PALMS
TAHQUITZ CANYON
BARISTO
MISSION
SUNNY DUNES
RAMON
PALM CANYON
INDIAN CANYON
FARRELL
EL CIELO
SAN LUIS REY
CROSSLEY
DINAH SHORE
PALM SPRINGS
CATHEDRAL CITY
DATE PALM
RANCHO MIRAGE
MONTEREY AVE
COUNTRY CLUB
BOB HOPE
TOWN CENTER
FRED WARING
HWY 111
PALM DESERT
N
PROPOSED ROUTE
ROUTE SEGMENT REMOVED
POST OFFICE
HOSPITAL
SCHOOL
MALL

Route 5

During Phase I implementation, combine existing Routes 20 and 21 to provide 60-minute weekday peak express service between Desert Hot Springs and Palm Desert Town Center Mall. In Phase II, improve Route 5 service frequencies to provide 40-minute weekday peak express service. This route serves the California State University, San Bernardino – Palm Desert Campus and connects to Route 111.

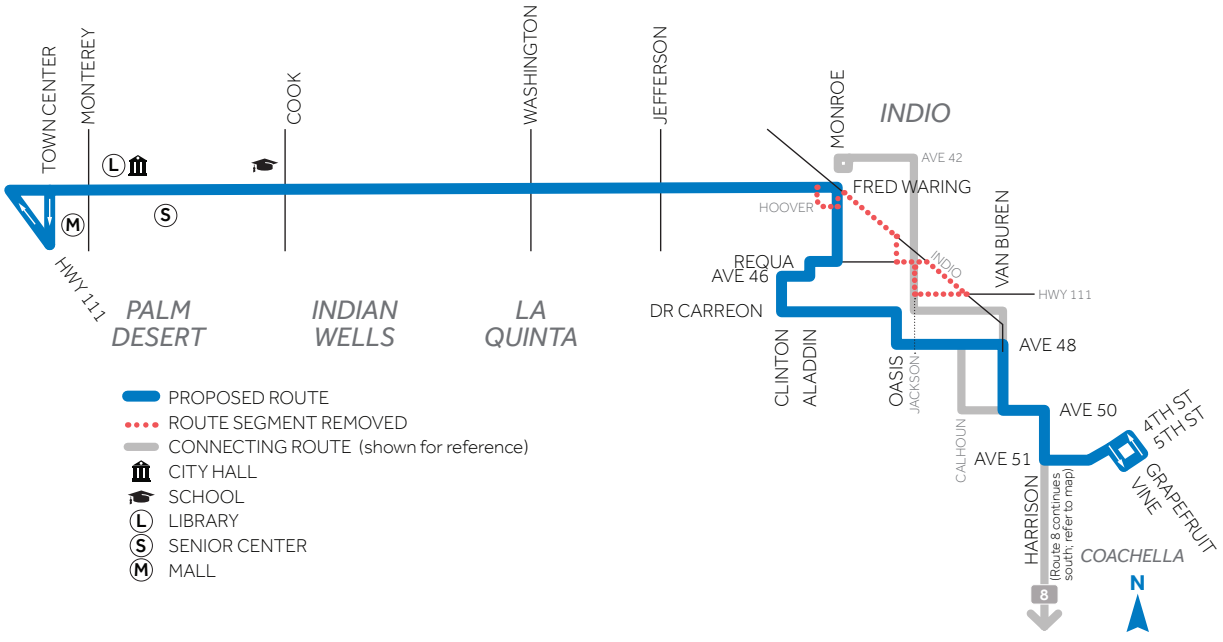
Description	Baseline Existing Route 20 and Route 21	Phase I Implement Route 5 with 60-minute weekday peak service	Phase II Phase I plus 40-minute weekday service
Weekday			
Peak frequency	60	60	40
Peak service hours	6	6	6
Off-peak frequency (mins)	0	0	0
Off-peak service hours	0	0	0
Weekend			
Frequency	0	0	0
Service hours	0	0	0
Service Summary			
Peak buses	3	3	4
Change from previous	–	0	1
Annual revenue miles	103,171	73,180	109,770
Change from previous	–	29,991	36,590
Annual revenue hours	4,916	4,916	5,420
Change from previous	–	-1,306	1,810


L
S
CACTUS
5TH ST
4TH ST
PIERSON
WEST
DESERT HOT SPRINGS
PALM
I-10
COOK
PALM DESERT
HWY 111
TOWN CENTER
L
FRED WARING
M
N
PROPOSED ROUTE
ROUTE SEGMENT REMOVED
CITY HALL
SCHOOL
L LIBRARY
M MALL

Route 6

In the Phase I transition to the Refueled transit network, extend existing Route 54 to 5th Street in Coachella to create the new Route 6 as part of a simplified network in Indio and Coachella. This route extension may require adding and removing bus stops. Service headways would change in Phase II with 30-minute headways during morning and afternoon weekdays. There would be no weekend service. Route 6 connects multiple communities and reduces transfers. It connects to Route 111 and Route 8.

Description	Baseline Existing Route 54	Phase I Implement Route 6 with 45-minute weekday service	Phase II Phase I plus 30-minute weekday peak service
Weekday			
Peak frequency	45	45	30
Peak service hours	14	14	6
Off-peak frequency (mins)	0	0	45
Off-peak service hours	0	0	8
Weekend			
Frequency	0	0	0
Service hours	0	0	0
Service Summary			
Peak buses	2	4	5
Change from previous	–	2	1
Annual revenue miles	113,483	171,950	208,150
Change from previous	–	58,467	36,200
Annual revenue hours	6,733	11,600	14,050
Change from previous	–	4,867	2,450



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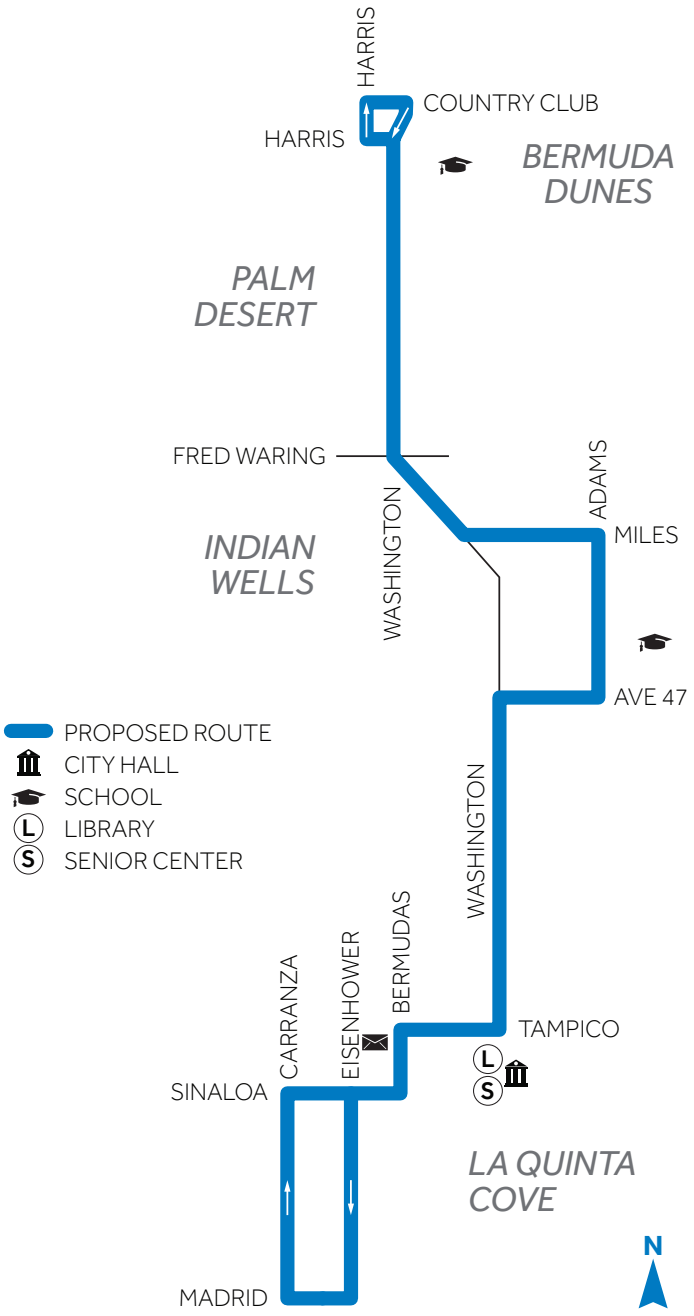
Route 7

In Phase I, existing Route 70 would be maintained in the Refueled transit system as Route 7. In Phase II, service headways would improve to every 30 minutes during morning and afternoon peak periods. On weekends, it would operate every 90 minutes. Route 7 provides local bus connectivity and coverage to La Quinta, Palm Desert, Indian Wells, and Bermuda Dunes. It connects to Route 111 and Route 6.

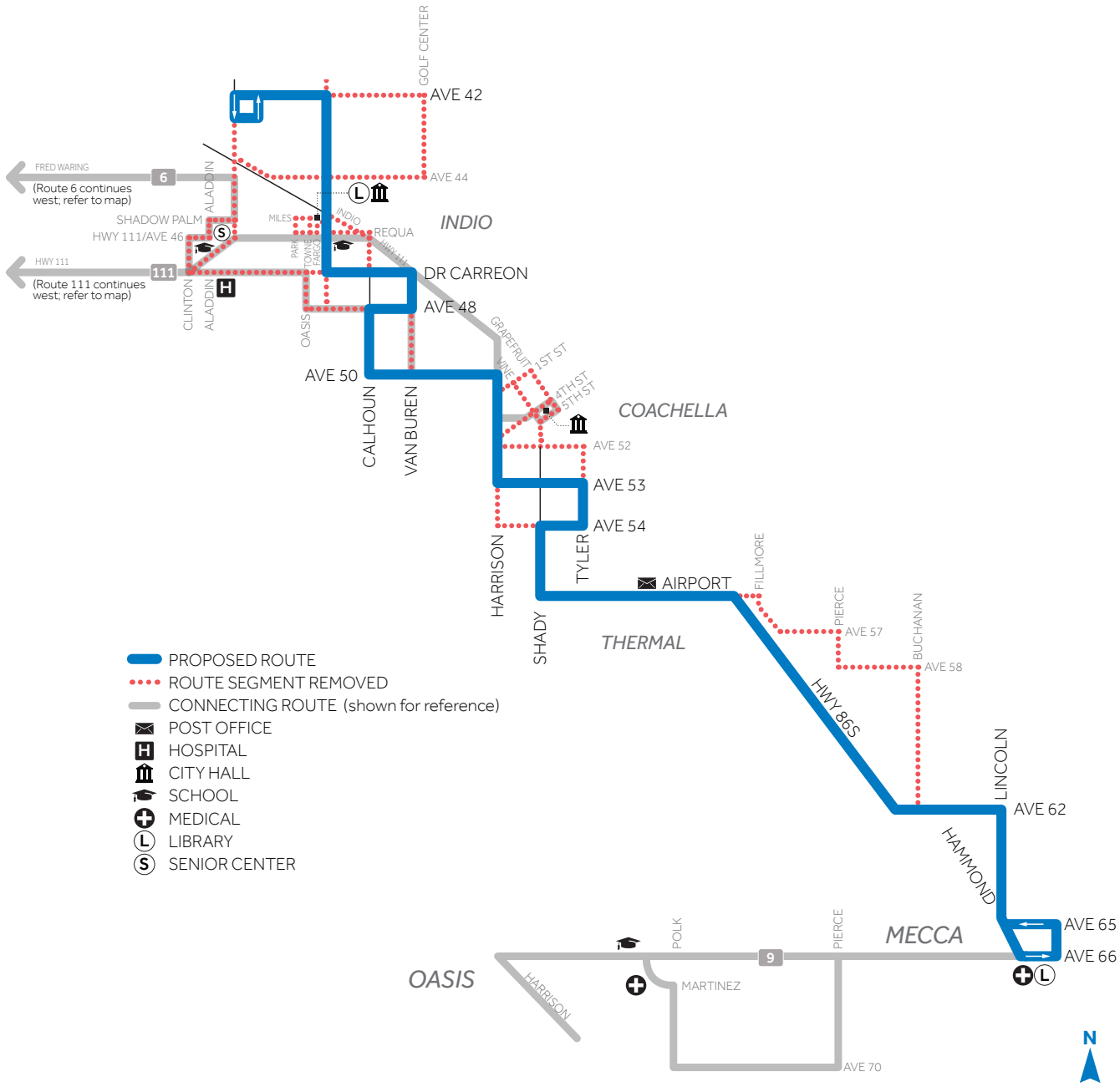
Description	Baseline Existing Route 70	Phase I Baseline service	Phase II Phase I plus weekday 30-minute peak service
Weekday			
Peak frequency	45	45	30
Peak service hours	16	16	6
Off-peak frequency (mins)	0	0	45
Off-peak service hours	0	0	10
Weekend			
Frequency	90	90	90
Service hours	17	17	17
Service Summary			
Peak buses	3	3	3
Change from previous	–	0	0
Annual revenue miles	129,249	129,249	153,830
Change from previous	–	0	24,581
Annual revenue hours	9,687	9,687	11,050
Change from previous	–	0	1,363


HARRIS
COUNTRY CLUB
HARRIS
BERMUDA DUNES
PALM DESERT
FRED WARING
WASHINGTON
ADAMS
MILES
INDIAN WELLS
AVE 47
PROPOSED ROUTE
CITY HALL
SCHOOL
LIBRARY
SENIOR CENTER
WASHINGTON
BERMUDAS
EISENHOWER
CARRANZA
TAMPICO
SINALOA
LA QUINTA COVE
MADRID
N

Route 8

For the Phase I transition to Refueled, combine portions of existing Routes 80, 81, 90, and 91 in Indio, Coachella, Thermal, and Mecca to improve operational efficiency and route directness and to make SunLine's system easier to navigate. This new route may require adding and removing bus stops. Phase I service would be implemented with 40-minute weekday service. On weekends, it would operate every 60 minutes. In Phase II, service headways would improve to every 40 minutes on weekends. Route 8 would connect to Route 111, Route 6, and Route 9. It would reduce the need to transfer for travel between Mecca, Coachella, Thermal, and Indio.

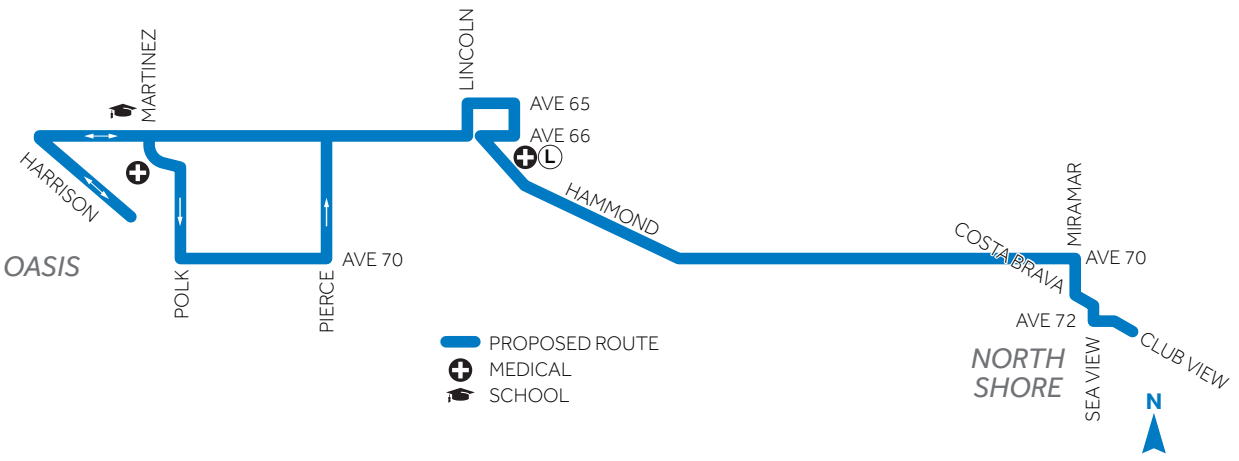
Description	Baseline Existing Routes 81, 90, 91, and 95	Phase I Implement Route 8 with 40-minute weekday service	Phase II Phase I plus 40-minute weekend service
Weekday			
Peak frequency	60	40	40
Peak service hours	18	18	18
Off-peak frequency (mins)	0	0	0
Off-peak service hours	0	0	0
Weekend			
Frequency	60	60	40
Service hours	18	18	18
Service Summary			
Peak buses	11	5	5
Change from previous	–	-6	0
Annual revenue miles	668,325	400,180	446,680
Change from previous	–	-268,145	46,500
Annual revenue hours	44,402	23,840	26,610
Change from previous	–	-20,562	-20,562


GOLF CENTER
AVE 42
AVE 44
FRED WARING
6
(Route 6 continues west; refer to map)
ALADDIN
SHADOW PALM
HWY 111/AVE 46
MILES
INDIO
REQUA
INDIO
HWY 111
111
(Route 111 continues west; refer to map)
CLINTON
ALADDIN
OASIS
DR CARREON
AVE 48
AVE 50
GRAPEFRUIT
VINE
1ST ST
4TH ST
5TH ST
COACHELLA
CALHOUN
VAN BUREN
AVE 52
AVE 53
AVE 54
HARRISON
TYLER
SHADY
AIRPORT
THERMAL
FILLMORE
PIERCE
AVE 57
BUCHANAN
AVE 58
HWY 86S
LINCOLN
AVE 62
HAMMOND
AVE 65
AVE 66
MECCA
POLK
PIERCE
9
MARTINEZ
OASIS
HARRISON
AVE 70
N
PROPOSED ROUTE
ROUTE SEGMENT REMOVED
CONNECTING ROUTE (shown for reference)
POST OFFICE
HOSPITAL
CITY HALL
SCHOOL
MEDICAL
LIBRARY
SENIOR CENTER

Route 9

In the Phase I transition to the Refueled transit network, create a new fixed route, Route 9, to provide bus service between North Shore, Mecca, and One Hundred Palms every 60 minutes, 7 days a week. Route 9 will provide local bus connectivity and coverage between North Shore, Mecca, and One Hundred Palms. It will connect to Route 8, and provide improved transit service in the North Shore area.

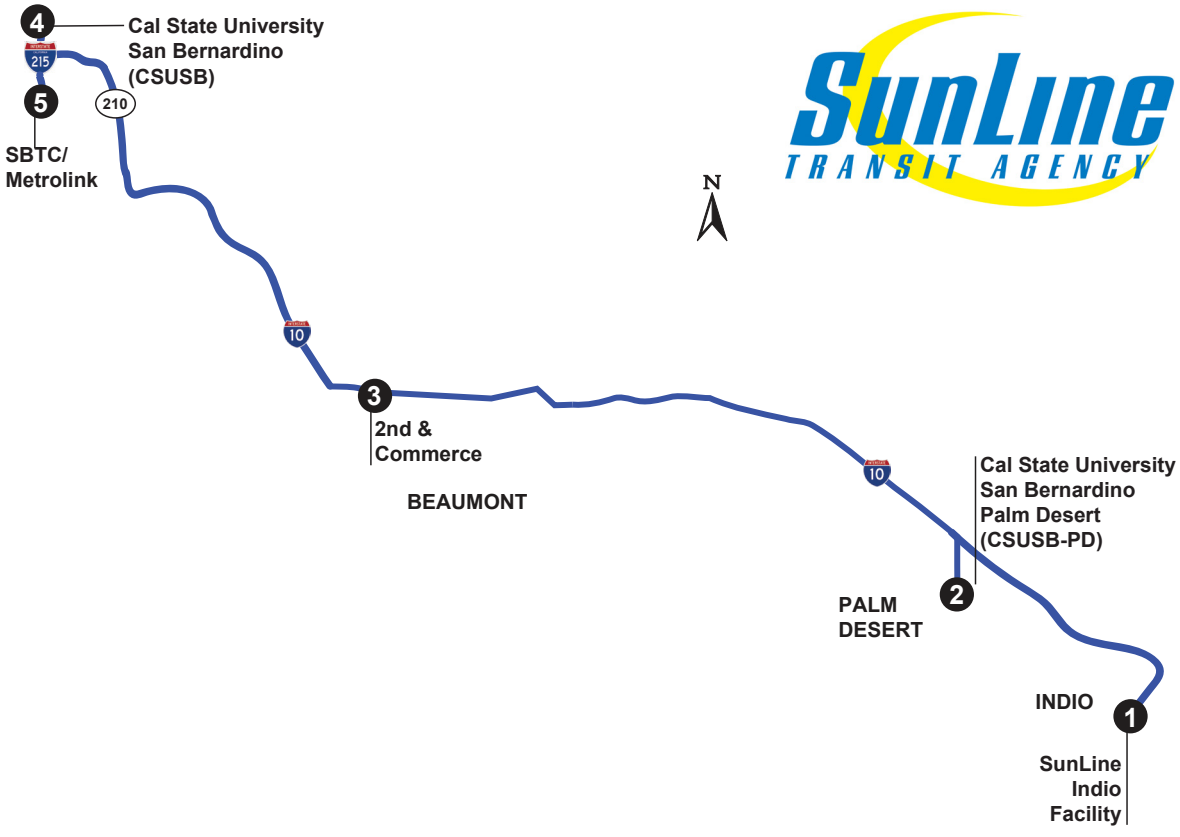
Description	Baseline N/A	Phase I New 60-minute all-day service	Phase II Same as Phase I
Weekday			
Peak frequency	N/A	60	60
Peak service hours	N/A	18	18
Off-peak frequency (mins)	N/A	0	0
Off-peak service hours	N/A	0	0
Weekend			
Frequency	N/A	60	60
Service hours	N/A	18	18
Service Summary			
Peak buses	N/A	3	3
Change from previous	–	0	0
Annual revenue miles	N/A	289,230	289,230
Change from previous	–	0	0
Annual revenue hours	N/A	15,000	15,000
Change from previous	–	0	0



10 Commuter Link

The 10 Commuter Link is aimed at improving regional service between the Coachella Valley and the Inland Empire. For students, 10 Commuter Link will provide a direct connection between the California State University, San Bernardino – Palm Desert Campus and the main campus in San Bernardino. It will also provide a connection to the San Bernardino Downtown Metrolink Station. This service was originally planned to start in May 2020, but SunLine has delayed it because of ridership declines from the COVID-19 pandemic.

Description	Baseline Weekday commuter service	Phase I Same as baseline	Phase II Same as Phase I
Weekday			
One-way trips	4	4	4
Service Summary			
Peak buses	2	2	2
Change from previous	0	0	0
Annual revenue miles	174,700	174,700	174,700
Change from previous	0	0	0
Annual revenue hours	5,520	5,520	5,520
Change from previous	0	0	0



Refueled Summary

Figure B.1 shows revenue hour estimates for FY2020 SunLine service, Phase I, and Phase II Refueled steps. This analysis shows that revenue hours needed for initial Phase I transition are 2 percent more than SunLine's FY2020 revenue hours. Phase II Refueled service would require a 16 percent increase in revenue hours.

Figure B.1 Refueled Revenue Hour Estimates

Route	FY2020	Phase I	Phase II
111X	0	7,130	7,130
111	67,814	68,106	68,106
2	53,670	50,380	63,680
3	5,448	5,448	7,370
4	29,625	32,360	34,820
5	4,916	3,610	5,420
6	6,733	11,600	14,050
7	9,687	9,687	11,050
8	44,402	23,840	26,610
9	0	15,000	15,000
10X	5,520	5,520	5,520
Total	**227,815**	**232,681**	**258,756**

Figure B.2 shows the revenue mile estimates for FY2020 SunLine service, Phase I, and Phase II Refueled. Phase I revenue mile estimates are 5 percent higher than FY2020. Phase II estimates are 19 percent more than FY2020 revenue miles.

Figure B.2 Refueled Revenue Mile Estimates

Route	FY2020	Phase I	Phase II
111X	0	139,150	139,150
111	1,006,510	1,006,510	1,093,810
2	696,583	664,920	840,490
3	87,484	87,484	121,760
4	451,019	457,150	491,800
5	103,171	73,180	109,770
6	113,483	171,950	208,150
7	129,249	129,249	153,830
8	668,325	400,180	446,680
9	0	289,230	289,230
10X	174,700	174,700	174,700
Total	**3,430,524**	**3,593,703**	**4,069,370**

Figure B.3 shows peak bus estimates for the SunLine Refueled program. This table shows that the Phase I transition from the existing 16 routes to the Refueled network can be accomplished using SunLine's FY2020 fleet. The Phase II service levels would require 9 additional buses.

Figure B.3 Refueled Peak Bus Estimates

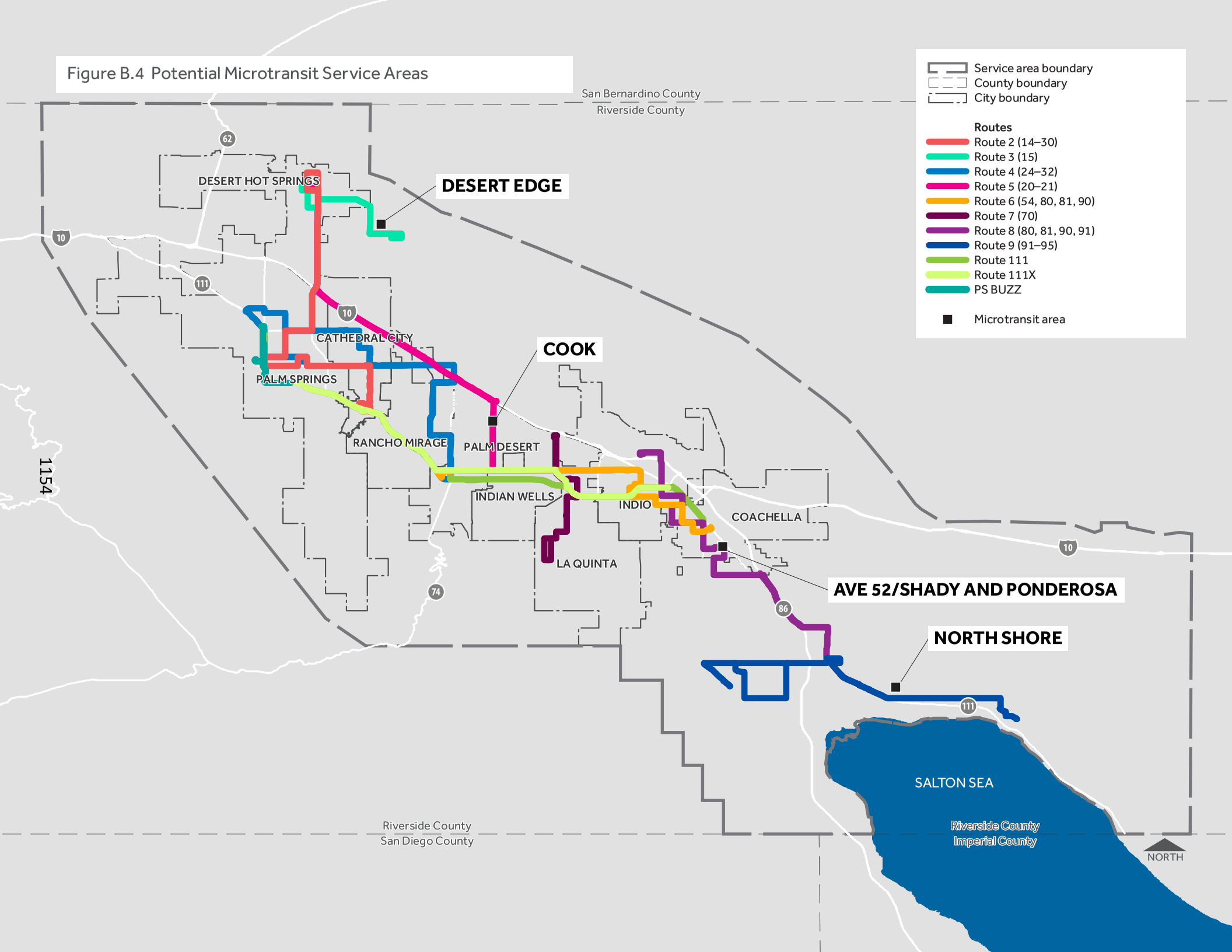
Route	Baseline	Phase I	Phase II
111X	0	3	3
111	14	14	14
2	11	11	15
3	1	1	2
4	8	6	8
5	3	3	4
6	2	4	5
7	3	3	3
8	11	5	5
9	0	3	3
10X	2	2	2
Total	**55**	**55**	**64**

Microtransit Service

As part of its SunLine Refueled vision and COVID-19 recovery planning, SunLine is evaluating microtransit to provide lifeline service. As transit demand and recovery allow, SunLine may consider deploying microtransit to improve access to fixed route bus service.

Operating as a circulator or as on-demand service, microtransit would connect riders to SunLine's fixed route bus service. The points shown in Figure B.4 will be identified through a planning and public outreach process.

Figure B.4 Potential Microtransit Service Areas



Appendix C: Zero-emission Bus Implementation Plan

SunLine Board of Directors Presentation: Innovative Clean Transit Regulation Rollout Plan

May 27, 2020

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SunLine TRANSIT AGENCY

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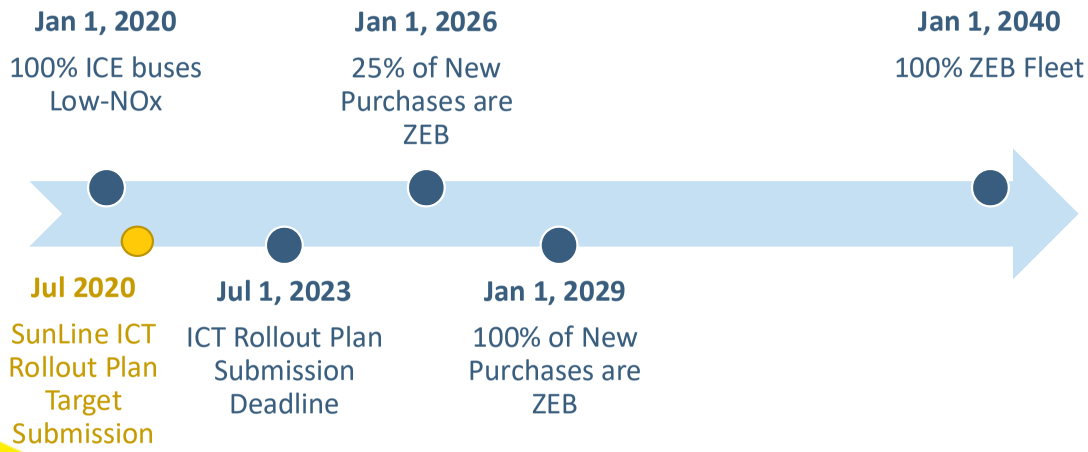
CARB ICT Regulation

- Innovative Clean Transit (ICT) Regulation adopted December 14, 2018
- Requires agencies to transition fleet to 100% zero-emission by 2040
- SunLine qualifies as a small transit agency
- Governing board must approve the Rollout Plan through the adoption of a resolution and submit to CARB by **July 1, 2023**
  - SunLine plans to lead with early submission in July 2020

ICT Regulation Timeline for a Small Agency

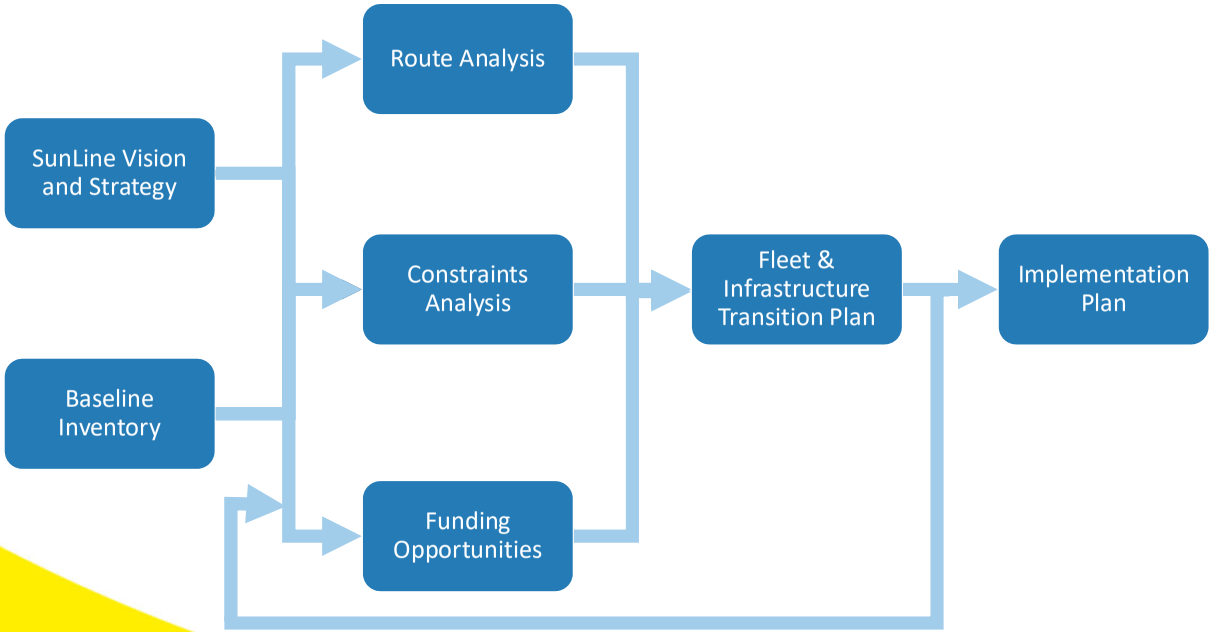


ICT Rollout Plan Requirements

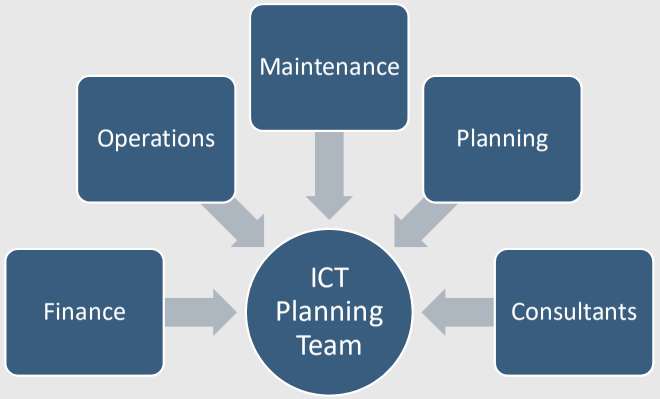
- Schedule for replacement of all buses including technology type
- Schedule for installation of fuelling/ charging infrastructure
- Description of required facility upgrades
- Identification of potential funding sources
- Description of Impact on disadvantaged communities
- Training plan for maintenance and operations staff

ICT Plan Development Process

- Highly iterative and collaborative process to develop optimal plan
- Conducted energy-based modelling to estimate capabilities of battery electric buses on SunLine routes and determine FCEB vs BEB split
- Investigated other infrastructure related constraints (e.g., electrical capacity)
- Forecasted cost based on current offerings and projected trends



Working Team



- Developed vision and strategy with SunLine's executive team
- Created a collaborative project team spanning SunLine's departments
- Held bi-weekly meetings to solicit feedback and promote engagement

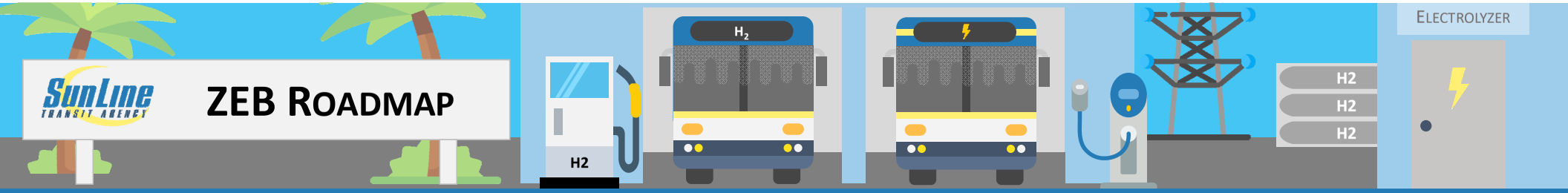
High Level Agency Vision

SunLine is poised to lead the country in FCEB and BEB deployments and demonstrate the effectiveness of a zero-emission fleet.

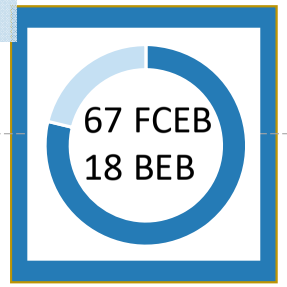
SunLine will be the first transit agency in the state/country to transition their fleet to 100% zero-emission vehicles.

Guiding Principles:

- Build off its past success securing special grant funding to accelerate the fleet transition.
- Optimize mix of FCEBs and BEBs to maximize performance / service and reduce costs
- Scheduled replacements to ensure all buses meet their expected useful life
- Avoid a large purchase of vehicles in a single year
- Strategically time infrastructure upgrades / installation



	2020	2025	2030	2035	2040
Fixed Route	24% ZEB	59% ZEB	82% ZEB	100% ZEB	100% ZEB
Paratransit	0% ZEB	0% ZEB	42% ZEB	100% ZEB	100% ZEB
H2 Infrastructure	+ 900 kg/day **electrolyzer** begins operation – Retire **SMR** Equipment	+ Add liquid delivered H2 Station at **1,000 Palms**		– Retire **CNG** Equipment + Add liquid delivered H2 Station at **Indio**	
BEB Infrastructure	+ Add **3** BEB chargers at **1,000 Palms**	+ Add **3** BEB chargers at **1,000 Palms** Add **2** BEB chargers at **Indio** + Add **1** BEB chargers at **1,000 Palms**		+ Add **2** BEB chargers at **1,000 Palms**	
Buses	+ VW Mitigation (**3 FCEB**) FY19 LowNo (**1 FCEB**) ? EPA-TAS Grant (**15 FCEB + 2 BEB**) + ? FY20 LowNo (**2 BEB**) → **12 CNG** buses refurbished	+ CNG trolly buses replaced with **FCEBs**		+ CNG coach buses replaced with **FCEBs** + First **FCEB** Operating at **Indio**	
Milestones		★ First **paratransit** bus purchased ★ **50%** ZEB **fixed route** fleet		★ **100%** ZEB **fixed route** fleet ★ **100%** ZEB **paratransit** fleet	



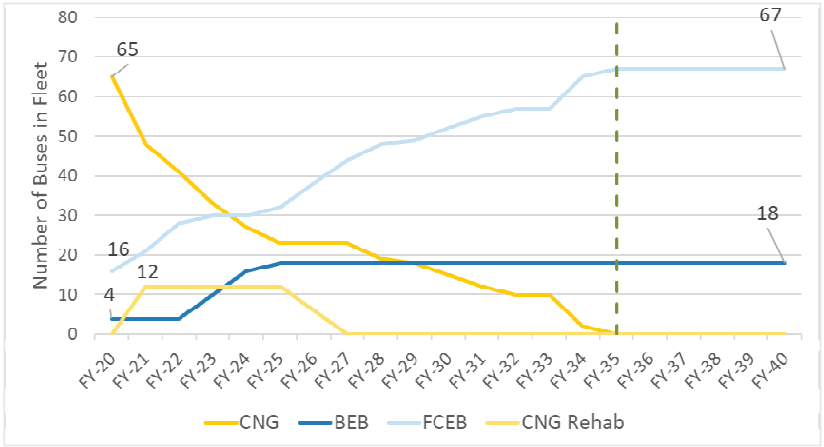
LEGEND

+ ADD
– REMOVE
? TENTATIVE
★ KEY DATE

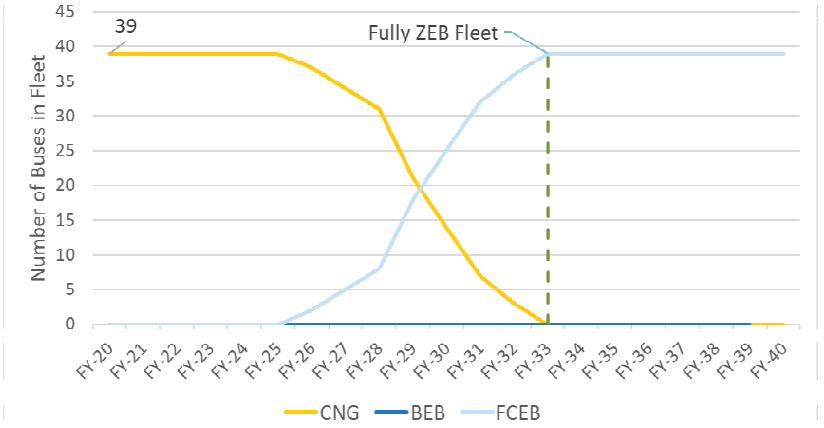
SunLine Fleet Composition

Fixed route and paratransit fleet composition from 2020-2040

- Fixed route buses transitioned quickly – no new CNG bus purchases after FY2020
  - 12 CNG buses refurbished in FY2021 to extend lifetime
- Paratransit buses transitioned in accordance with ICT requirements
  - ZEB purchases begin FY2026



Fixed Route Bus Transition Plan



Paratransit Transition Plan

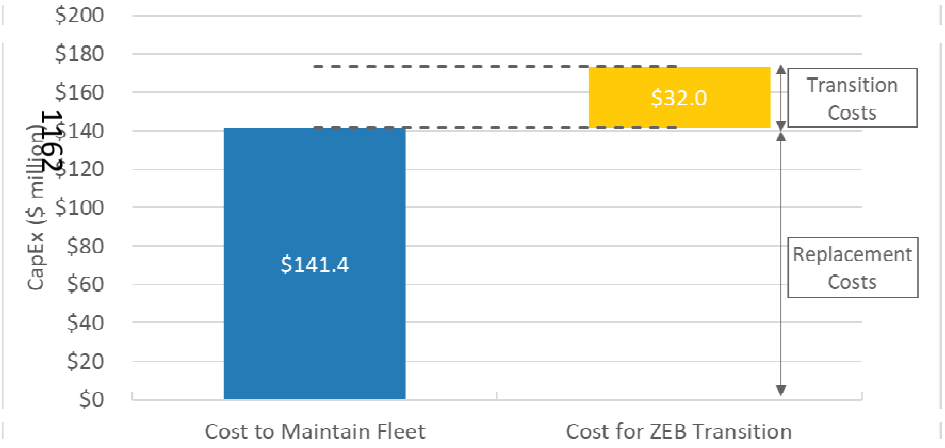
*Fixed route fleet 100% ZEB by **FY-2035** – 67 FCEBs, 18 BEBs*

*Paratransit fleet 100% ZEB by **FY-2033** – 39 FCEBs, 0 BEBs*

Total Capital Expenditure: 2020-2040

Includes bus purchases and fueling / charging equipment

- Total capital expenditure (buses and infrastructure) 2020-2040: **$173.5 million**
- Incremental cost of transition: **$32.0 million**



Capital Expenditure Type	# of Units	Total CapEx 2020-2040	ZEB Transition Cost
		$ Million	
FR Buses	133	$128.7	$19.5
Paratransit Buses	173	$35.4	$3.2
BEB Chargers	9	$1.2	$1.2
Thousand Palms H2 Station Upgrade	1	$5.6	$5.6
Indio H2 Station	1	$2.5	$2.5
Total	**n/a**	**$173.4**	**$32.0**

Funding Approach

Deploying zero-emission buses enables SunLine to unlock additional funding sources

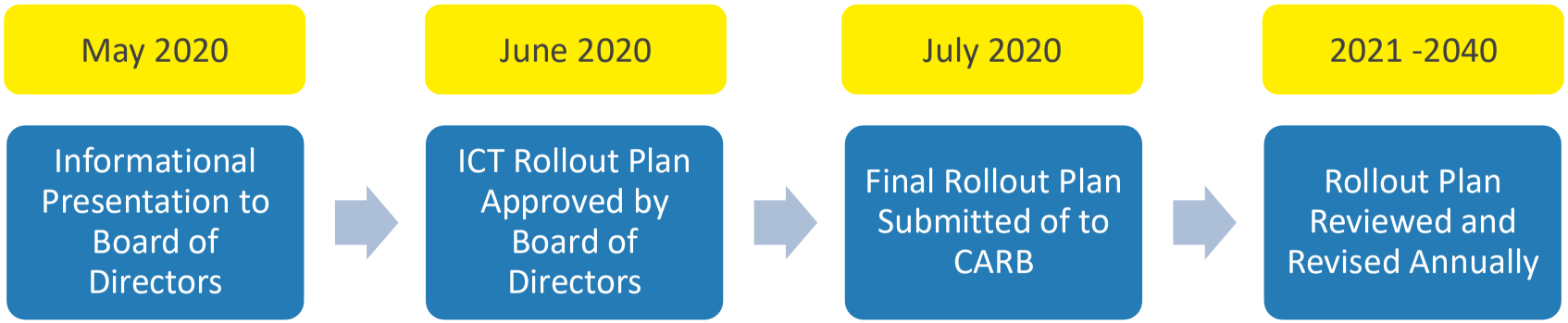
- Targeted use of federal (5307 & 5339) and state funds following transition plan adoption schedule
  - Estimated **$106.5 million** available over duration of plan
- Special funding from competitive grants and voucher programs will make up the balance
  - Successful track record in securing funding and delivering successful projects

Example Funding Sources

Status	Funding Source	Details	Current SunLine Activities
Application Approved	VW Mitigation	$400,000/FCEB; $180,000/BEB	Funding received for 3 FCEBs ($**1.2 million**)
Application Submitted	EPA Targeted Airshed Grant	100% of capital costs	Application submitted for 15 FCEBs and 2 BEBs to be deployed 2022 (**$19.8 million**)
	5339 (b) Bus & Bus Facilities	80% of capital costs	Application submitted for refurbishment of 12 CNG buses (**$2.5 million**)
	5339(c) Low or No Emission Vehicle	85-90% of capital costs	Application submitted for 2 BEBs (**$1.8 million**)

Next Steps

- SunLine's Board must approve the rollout plan through the adoption of a resolution prior to submission to California Air Resources Board (CARB)



- Annual review to assess plan based on:
  - Impact of securing special funding on transition schedule
  - Impact of technology improvement on recommended bus and infrastructure types
  - Operational learnings
  - Updated service offerings
  - Other factors – e.g., economic impact of COVID-19

SunLine TRANSIT AGENCY

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Appendix C

SunLine
TRANSIT AGENCY
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thank
you
essential
workers
TOGETHER
WE ARE STRONGER
THANK YOU TO ALL OF THOSE
WHO HAVE KEPT US MOVING
SunLine
SunLine.org/cvstrong
#CoachellaValleyStrong

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

SHORT RANGE TRANSIT PLAN

FY 2019/20 – FY 2024/25

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GLOSSARY OF ACRONYMS

AA	Alternatives Analysis
BNSF	BNSF Railways
CMAQ	Congestion Mitigation & Air Quality Funds
CTC	County Transportation Commission
CVAG	Coachella Valley Association of Governments
ETC	Employer Transportation Coordinator
EIR/EIS	Environmental Impact Report/Environmental Impact Statement
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year
IEOC	Inland Empire-Orange County Line
LAUS	Los Angeles Union Station
LOSSAN	Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency
LTF	Local Transportation Funds
LRTS	Long Range Transportation Study
Metro	Los Angeles County Metropolitan Transportation Authority
MSRC	Mobile Source Air Pollution Reduction Review Committee
NTD	National Transit Database
OCTA	Orange County Transportation Authority
PTC	Positive Train Control
PVL	Perris Valley Line
RCTC	Riverside County Transportation Commission
RTA	Riverside Transit Agency
RTPA	Regional Transportation Planning Agency
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SBCTA	San Bernardino County Transportation Authority
SCAG	Southern California Association of Governments
SCORE	Southern California Optimized Rail Expansion
SCRRA	Southern California Regional Rail Authority
SDP	Service Development Plan
SJBL	San Jacinto Branch Line
SR	State Route
SRTP	Short Range Transit Plan
STA	State Transit Assistance Funds
TVM	Ticket Vending Machine
UP	Union Pacific Railroad
VCTC	Ventura County Transportation Commission

EXECUTIVE SUMMARY

The Riverside County Transportation Commission ("Commission") was established in 1976 by the State Legislature to oversee the funding and coordination of all public transportation services within Riverside County (County). The governing body consists of all five members of the County Board of Supervisors, one elected official from each of the County's 28 cities, and one non-voting member appointed by the Governor of California.

The Commission is one of 26 designated regional transportation planning agencies (RTPA) in the State. It is also one of the County Transportation Commissions (CTC) created under Public Utilities Code Section 130050. As the RTPA, it is required to set policies, establish priorities, and coordinate activities among the County's various transit operators and local jurisdictions. The Commission approves the allocation of federal, state, and local funds for highway, transit, rail, non-motorized travel (bicycle and pedestrian), and other transportation activities by strategically programming funds and administering grant programs. The Commission is also legally responsible for allocating Transportation Development Act (TDA) funds, the major source of funds for transit in the County. The TDA provides two sources of funding: Local Transportation Fund (LTF), derived from a one-quarter of one-cent state sales tax, and State Transit Assistance (STA), derived from the statewide sales tax on diesel fuel.

The Short Range Transit Plan (SRTP) focuses on the regional transit programs administered by the Commission, which includes the vanpool program known as VanClub and commuter rail service operated by the Southern California Regional Rail Authority (SCRRA) better known as Metrolink, both of which span the Western Riverside County area. The Commission is also leading the planning efforts for the proposed Coachella Valley-San Gorgonio Rail Corridor, which would extend intercity-rail services from Los Angeles to Palm Springs and Indio.

The SRTP serves as the blueprint for the service improvement plan and capital priorities for the next five years. In order to receive local, state, and federal funds for the first fiscal year (FY) of the plan, transit operators in the county submit an updated SRTP annually for the allocation and programming of funds. The SRTP is guided by the overall mission set forth by the Commission and the respective program goals to encourage viable alternative modes of travel. In March 2020, the Commission approved four core mission objectives: 1) Quality of Life; 2) Operational Excellence; 3) Connecting the Economy; and 4) Responsible Partner.

These objectives are used to direct policies and priorities for the coming year as well as underline the Commission's leadership role in the region and its commitment as a community partner. The transit programs meet these objectives by improving mobility with investments in diverse modes such as vans and bicycle and pedestrian improvements; protecting transportation resources by maintaining existing transit infrastructure and using the existing transportation network more efficiently; promoting coordinated transportation, and mitigating project impacts in the community.

COVID-19 Impact on Transit Services

Ridership projections for FY 2019/20 were promising with proposed service expansions for commuter rail and significant gains in new vanpools as it was entering its second year of service. However, the novel coronavirus which causes the disease now known as COVID-19 caused a pandemic worldwide. Beginning in mid-March 2020, local and state public health orders included the closure of schools, cancellations of gatherings of more than ten, social distancing of at least 6 feet, and the Governor's statewide "stay at home" Executive Order. Although transit services were deemed essential, ridership plummeted immediately after the "stay at home" order was issued. Metrolink reported ridership declines of about 90% systemwide and the number of active vanpools declined 47%.

Ridership levels are being closely monitored and services are reduced leading into FY 2020/21 with many uncertainties that remain. Metrolink has reduced services by 30% and will operate under a continuing resolution from its FY 2019/20 budget for the first quarter to allow for more time to assess COVID-19 impacts. VanClub estimates that in FY 2020/21, a total of 48 vanpools will be active at least through the end of August, which is a 37% decrease from pre-COVID-19 levels. Prior to the pandemic, both transit programs were on track to expand services. The original service plans and strategies for both are described in this five-year plan; however, it should be noted that the focus for the near-term has shifted and will be on implementing strategies to maintain and regain riders, including increasing safety and sanitization measures to meet customer needs. The proposed FY 2020/21 plan also provides flexibility to meet market changes when local and state health provisions are lifted. As the pandemic transpires, the service expansions and capital improvements set forth may be delayed as revenue and economic conditions are reassessed.

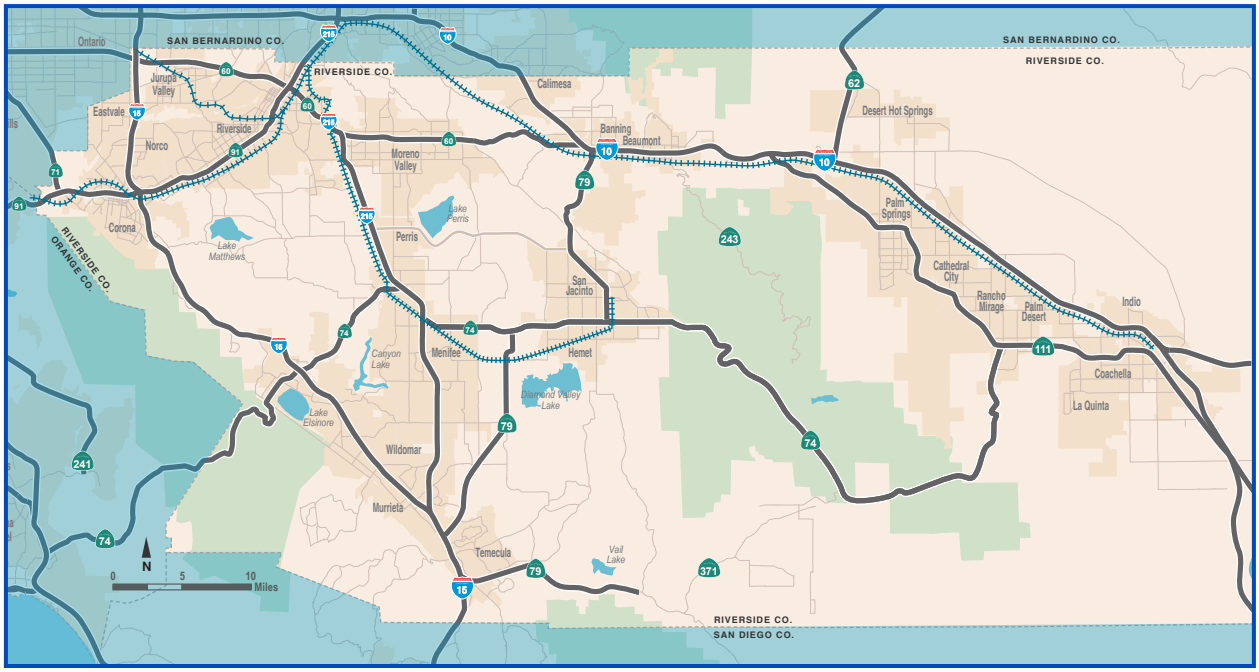
1.0 SYSTEM OVERVIEW

1.1 Riverside County Service Area

Riverside County is the fourth largest county in California with an area of 7,208 square miles, encompassing three subregions: Western, Coachella Valley, and Palo Verde, with a total of 28 cities and five county district seats.

The Commission's vanpool and commuter rail services are offered in Western Riverside County. In the Coachella Valley, the Commission is directly involved with leading the planning and environmental phase of future rail services. Figure 1 illustrates the Western and Coachella Valley subregions where these transit programs take place.

Figure 1: Map of Service Area



1.2 Riverside County Demographics and Travel Characteristics

Riverside County is diverse in geography and demographics. Total population is estimated at 2.4 million. In the Commission's 2019 Long Range Transportation Study (LRTS), existing land use and population characteristics as well as travel market and mobility trends were analyzed. The LRTS summarized the notable population and employment trends in Riverside County as the following:

- 50% of households in Riverside County are one and two-person households; 35% of households have four or more persons.
- 20% of Riverside County's resident are school age; this proportion holds for all three subareas.
- The Coachella and Palo Verde Valleys have a higher proportion of persons and heads of household over 65 compared to Western Riverside County.
- Nearly one-third (31%) of households in the county have no worker present. This figure includes retired households as well as households of unemployed persons and full-time college students. The data reflects the great recession and slow recovery during the first half of the current decade.
- More than one-third of households are one-worker households.

- Median income is higher in Western Riverside County compared to the eastern subareas.
- Countywide, nearly two-thirds of households had incomes of $75,000 or less.
- Over two-thirds of Riverside County's dwelling units are single-family.
- Nearly 70% of jobs in Riverside County paid $35,000 per year or less.
- Only 13% of jobs in Riverside County paid $75,000 per year or more.
- Education is the dominant industry in Riverside County, representing a quarter of all County jobs.
- Retail, arts and entertainment, and professional industry sectors all represent over 10% of jobs.
- Employment in Riverside County grew from 1.1% from 2010 to 2015, which was significantly higher than other counties such as Orange, San Bernardino, and Los Angeles, which saw changes of -0.2%, 0.1%, and -1.3%, respectively, during the same period.

Commuter Travel Characteristics by Mode

The Commission's transit programs will continue to play significant roles in advancing mobility in the county by offering travel options that can compete with the convenience of an automobile. Analyzing mode share data provides insight into the travel modes with the greatest growth potential and provides perspective on how the County compares to neighboring counties.

For example, according to the Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) which analyzed the U.S. Census's Journey to Work data (peak congestion periods) from the 2009-11 American Community Survey 3-Year Estimates, 1.5% of commute trips occurred by public transportation in Riverside County. In comparison, the state share is 5.2% and the national share is 5%. Although Riverside County is below the state and national averages, most other counties in the SCAG region were also below the averages. Moreover, Orange County's transit share may only be 2.9% but OCTA still ranks amount the 50 largest providers of public transportation nationally.

Carpooling in Riverside County on the other hand is about 13% of the peak commute trips, which is one of the highest in the SCAG region. Table 1.0 below presents the Journey to Work data by county. Although the transit share is modest, the carpool share is the second highest means of travel behind driving alone, signaling the potential that regional vanpool programs have in the region.

Table 1.0: Journey to Work by County, SCAG Region

Means of Transportation to Work	Imperial County	LA County	Orange County	Riverside County	San Bernardino County	Ventura County
Car, Truck, or Van	90.2%	83.0%	88.2%	90.0%	91.0%	89.1%
Drove Alone	78.9%	72.2%	78.1%	77.1%	74.4%	75.9%
Carpooled	**11.3%**	**10.8%**	**10.0%**	**13.0%**	**16.7%**	**13.2%**
In 2-Person Carpool	7.9%	8.4%	7.7%	9.6%	13.2%	9.7%
In 3-Person Carpool	1.7%	1.5%	1.3%	1.9%	2.0%	1.7%
In 4-Or-More Person Carpool	1.8%	1.0%	0.9%	1.5%	1.5%	1.8%
Workers Per Car, Truck, or Van	1.08	1.08	1.07	1.09	1.11	1.09
Public Transportation	**1.5%**	**7.2%**	**2.9%**	**1.5%**	**1.9%**	**1.4%**
Walked	2.0%	2.9%	2.0%	1.6%	2.0%	2.3%
Bicycle	0.5%	0.8%	1.0%	0.4%	0.4%	0.8%
Taxicab, Motorcycle, or Other Means	1.3%	1.2%	1.0%	1.4%	1.0%	1.0%
Worked at Home	4.5%	4.9%	5.0%	5.1%	3.7%	5.5%

Source: SCAG 2016 RTP/SCS, U.S. Census 2009-11 American Community Survey 3-Year Estimates

1.3 Description of RCTC Transit Services and Programs

RCTC administers and subsidizes two Western Riverside County transit programs:

- Vanpool – Better known as VanClub, is an incentive program where eligible vanpoolers receive a subsidy toward the cost of a vanpool lease.
- Commuter Rail – Better known as Metrolink, that is operated by the Southern California Regional Rail Authority (SCRRA), which the Commission is a member agency. This program also includes the operations and maintenance of the nine Metrolink stations and capital delivery of rehabilitation and expansion projects.

In the Coachella Valley, RCTC is leading the planning and environmental phases of the Coachella Valley – San Gorgonio Pass Corridor Service Project, and the construction of the Special Event Train Platform Project in Indio.

Details of each program, including service profiles, existing service and route performance, and future service and capital planning efforts for each are found in Chapters 2 and 3 of this report.

1.4 Key RCTC Partners

Planning, programming, and delivery of transportation projects is achieved in conjunction and in partnership with dozens of other agencies at the federal, state, regional, subregional, and local levels. This section provides a summary of key partner agencies and their responsibilities with which RCTC collaborates.

Federal Agency Partners

Key federal partners include U.S. Department of Transportation and its two principal surface transportation agencies, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). Other federal agencies include the Federal Railroad Administration (FRA), and Amtrak, which operates interstate passenger rail services with support from Caltrans.

State Agency Partners

The California State Transportation Agency (CalSTA) is a cabinet-level agency focused on addressing all of the state's transportation issues. Of its nine major divisions two have substantial intersection with RCTC's operations. The California Department of Transportation (Caltrans) as the steward and operator of the state highway system, is involved in the implementation of RCTC-led projects on state highways and is a major funding partner for transit services and projects throughout the County. The California Transportation Commission (CTC) programs various state and federal funding on transportation projects, including state highways, rail, transit, and active transportation. The California Air Resources Board (CARB) sets air quality standards and in coordination with the U.S. Environmental Protection Agency (EPA) determines conformity between transportation and air quality plans; CARB also funds projects and programs that result in emissions reductions.

Regional Agency Partners

As a CTC, RCTC represents the Riverside County subregion and assists SCAG in carrying out its functions as the Metropolitan Planning Organization (MPO). SCAG, in coordination with RCTC, performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans maintained by the South Coast Air Quality Management District. RCTC also is responsible for submitting projects to SCAG for inclusion in the RTP. Per federal and state regulations, all projects programmed with federal and state funds, including locally funded regionally significant projects, are required to be included in the RTP. SCAG as the MPO is responsible for conducting analysis to enable CARB and the EPA to determine air quality conformity with adopted air plans for the six counties in the SCAG region (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties).

The SCRRA or Metrolink, is a joint powers authority consisting of five member agencies: Los Angeles Metropolitan Transportation Authority (Metro), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), San Bernardino County Transportation Authority (SBCTA), and Ventura County Transportation Commission (VCTC)). Metrolink is the premier commuter rail system in Southern California connecting communities on a 536 route-mile network.

RCTC is also a voting member of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Joint Powers Authority (JPA). The LOSSAN Rail Corridor is a 351-mile corridor between San Diego and San Luis Obispo and is the second busiest intercity passenger rail corridor in the nation supporting commuter, intercity, and freight rail services. LOSSAN is a forum for the transportation and regional agencies along the corridor to collaborate on ways to increase ridership, revenue, capacity, reliability, and safety on the LOSSAN Rail Corridor. LOSSAN does not pay for the operation of any of the passenger rail services within the corridor but is a means to help coordinate operations and planning.

County-Level Partners

RCTC works closely with peer county-level transportation agencies in Southern California, including:

- Imperial Valley Association of Governments (IVAG)
- Los Angeles Metropolitan Transportation Authority (LA Metro)
- Orange County Transportation Authority (OCTA)
- San Bernardino County Transportation Authority (SBCTA)
- San Diego Association of Governments (SANDAG)
- Ventura County Transportation Commission (VCTC)

These above intercounty partnerships are especially important because of shared borders and transportation linkages between Riverside County and these counties. Since SANDAG is also a Metropolitan Planning Organization, the relationship with SANDAG may involve SCAG for larger MPO planning purposes.

Subregional Agency Partners

RCTC works with two primary subregional agencies. The Western Riverside Council of Governments (WRCOG) promotes transportation solutions in the most populous western portion of the county.

In the Coachella Valley, the Coachella Valley Association of Governments (CVAG) is the planning agency coordinating government services in the Coachella Valley. Both subregional agencies promote solutions to the common issues of the local governments and tribes that are its members.

Both agencies administer the Transportation Uniform Mitigation Fee programs that complement and enhance Measure A projects and programs. CVAG, WRCOG, RCTC, and SCAG coordinate efforts to plan, fund, and implement transportation improvement projects.

Tribal Governments

RCTC consults with tribal governments in the development of projects and planning that have the potential to impact tribal lands. There are 11 tribal governments within Riverside County primarily located in Southwest, Central, Coachella Valley and Eastern portions of the county.

Local Agency Partners

Local agencies include the County of Riverside and 28 incorporated cities. Other key local partner agencies include the County's seven transit operators:

- City of Banning Transit
- City of Beaumont Transit
- City of Riverside Special Transportation Services
- Corona Cruiser
- Palo Verde Valley Transit Agency
- Riverside Transit Agency (RTA)
- SunLine Transit Agency

1.5 RCTC Transit Facilities

RCTC-Owned Metrolink Stations

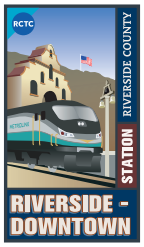
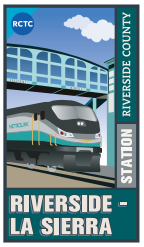
The Commission owns and maintains nine of the 57 Metrolink stations. These stations are served by three Metrolink lines, Inland Empire – Orange County (IEOC) Line, Riverside Line, and 91/Perris Valley Line (91/PVL) and are located in Western Riverside County, as presented in Figure 2. They are multimodal transit centers with regional and local bus connections and offer customer amenities such as canopies, benches, electronic signage, and bicycle storage units for active transportation users. The stations also serve as designed park-and-rides to encourage rideshare.

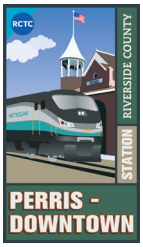
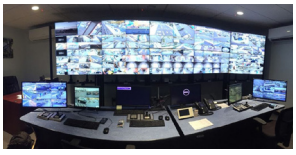
Figure 2: Map of RCTC-Owned Metrolink Stations in Western Riverside County

The Commission also operates the Riverside Downtown Operations Control Center (RDNOCC) which is located on the west end of the Riverside Downtown station and provides monitoring of closed-circuit televisions (CCTV) at the stations as well as facilities for train crews.

Over the last 26 years, the Commission has invested more than $140 million in capital improvements to develop stations and secure access to support commuter rail services. The PVL and related projects added over $250 million more to the Commission's investment in commuter rail. Station operations and maintenance costs are part of the rail program budget and includes property management, utilities, grounds maintenance, repairs, cleaning, and security services. An overview of the features at each facility is provided in Table 1.1.

Table 1.1: RCTC Transit Facility Features

Location	Transit Services	Primary Features
 **Riverside Downtown** 4066 Vine Street, Riverside	Rail: 91/PVL IEOC Line Riverside Line Amtrak Bus: RTA OmniTrans Amtrak MegaBus	2 platforms with 4 boarding tracks 4 parking lots (1,240 spaces) Enclosed pedestrian bridge, elevators, stairwells Size: 26.5 acres In Service Date: June 1993
Jurupa Valley-Pedley 6001 Pedley Road, Jurupa Valley	Rail: Riverside Line Bus: RTA	Platform with boarding track Parking lot (288 spaces) Size: 4.5 acres In Service Date: June 1993
 **Riverside-La Sierra** 10901-A & B Indiana Avenue, Riverside	Rail: 91/PVL IEOC Line Bus: RTA	Platform with 2 boarding tracks Parking lot (1,065 spaces) Enclosed pedestrian bridge, elevators, stairwells Size: 9.35 acres In Service Date: October 1995
Corona-West 155 South Auto Center Drive, Corona	Rail: 91/PVL IEOC Line Bus: RTA	Platform with 2 boarding tracks Parking lot (564 spaces) Enclosed pedestrian bridge, elevators, stairwells Size: 5.49 acres In Service Date: October 1995
Corona-North Main 250 East Blaine Street, Corona	Rail: 91/PVL IEOC Line Bus: RTA Corona Cruiser	Platform with 2 boarding tracks Parking lot (579 spaces) Parking structure (1,000 spaces) Enclosed pedestrian bridge, elevators, stairwells Size: 6.72 acres In Service Date: November 2002

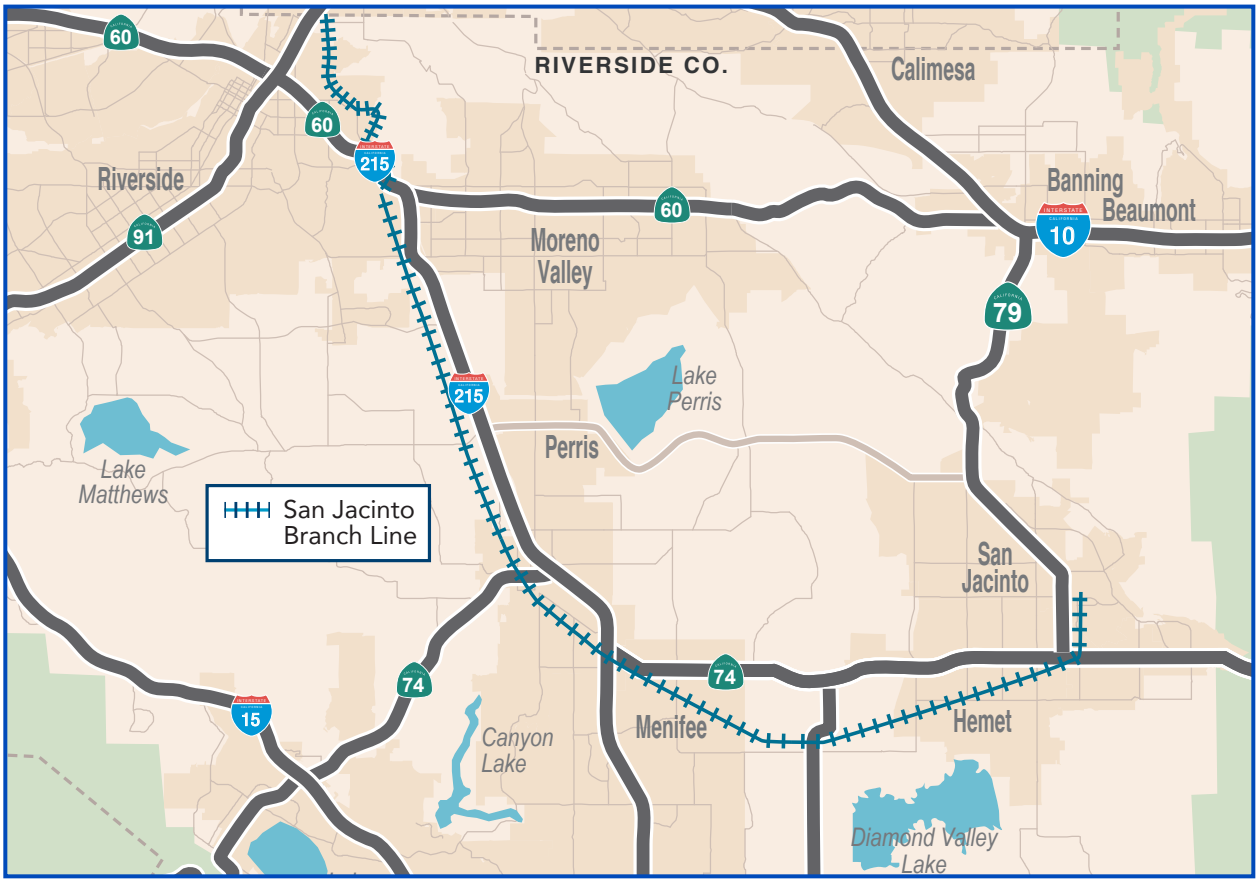
Location	Transit Services	Primary Features
 **Perris-Downtown** 121 South C Street, Perris	Rail: 91/PVL Bus: RTA	Platform with boarding track Parking lot (444 spaces) Size: 5.5 acres In Service Date: June 2016 (bus transit center opened 2010)
Riverside-Hunter Park/UCR 1101 Marlborough Avenue, Riverside	Rail: 91/PVL Bus: RTA	Platform with boarding track Parking lot (528 spaces) Size: 9.35 acres In Service Date: June 2016
Moreno Valley/ March Field 14160 Meridian Parkway, Riverside	Rail: 91/PVL Bus: RTA Amtrak	Platform with boarding track Parking lot (476 spaces) Stairwell Size: 14.47 acres In Service Date: June 2016
Perris-South 1304 Case Road, Perris	Rail: 91/PVL Bus: RTA Amtrak	Platform with boarding track Parking lot (907 spaces) Size: 40.57 acres In Service Date: June 2016
RDOCC 4344 Vine Street, Riverside 	N/A	CCTV operations center Offices and meeting rooms Size: 3,000 square feet In Service Date: April 2016

RCTC-Owned San Jacinto Branch Line

In 1993, the Commission purchased the former Santa Fe Railroad's San Jacinto Branch Line (SBJL) and several adjacent properties as part of the regional acquisition of BNSF Railway (BNSF) properties and use rights for a total of $26 million using Western County Rail Measure A and state rail bonds (Proposition 108 of 1990). Under this agreement, BNSF retained exclusive freight operating rights, serving its customers along the line and maintaining the right-of-way until such time as passenger service is implemented.

Figure 3 is the SJBL corridor that extends 38.3 miles between Highgrove and Hemet within Riverside County. The alignment roughly follows Interstate 215 to Perris where it veers east, parallel to State Route (SR) 74 to Hemet and San Jacinto.

Figure 3: Map of San Jacinto Branch Line



RCTC Leased Park-and-Ride Locations

Park-and-ride facilities are a critical piece of a well-balanced transportation network. By providing parking spaces for commuters to support carpool/vanpool arrangements and transit connections, park-and-rides help improve mobility and the efficiency of transportation investments. RCTC leases excess parking spaces from property owners, typically churches and retail locations, to help expand park-and-ride capacity in the Western Riverside County. The lease, a three-party agreement between the property owner, Caltrans, and RCTC allows flexibility in meeting the dynamic needs of commuters. The Commission supplements the park-and-ride network in Western Riverside County with an incremental 942 spaces across 12 lease locations.

1.6 Previous Studies and Plans

The Previous studies and plans conducted by the Commission have been used as the building blocks for setting goals and priorities for transit projects and programs. The following is a list of the most notable and recently completed efforts that have guided the implementation of this SRTP.

- **Transit Vision (2009) –** This set forth the development of a 10-year Transit Vision that set the course of implementing more transit services and follow on studies and plans to facilitate future development in the transportation system in the county. The Transit Vision goals were to increase coordination; remove barriers to transit use; provide more efficient and effective service; ensure adequate funding; and improve energy efficiency. Recommendations resulted in the Commission reassessing funding formulas for LTF and STA.
- **Strategic Assessment (2016) –** This comprehensive document analyzed current public policy surrounding transportation in Riverside County, forecast future transportation conditions, and forecast future funding to meet the county's long-term needs. The Strategic Assessment recommended several long-term planning and funding pursuits and changes to Commission policy, including the development of an LRTS and Next Generation Rail Study.
- **Coachella Valley Rail Alternative Analysis (2016) –** The purpose of the Alternatives Analysis was to consider alternatives for improving intercity transit between the Coachella Valley and Los Angeles, and to identify the alternatives that demonstrate best performance for more detailed evaluation. A Route Alternative and a No-Build Alternative were carried forward for the Tier 1 Environmental Impact Statement/Environmental Impact Report.
- **Perris Valley Line Growth Study Market Assessment (2017) –** The assessment reviewed the commute market within and around the Perris Valley. The purpose was to determine where residents of Western Riverside County commute and travel in order to define the ridership needs and trends that allow for the most useful integration of the 91/PVL Line into Metrolink and regional transit systems. The findings found a necessity for increased service from the Perris Valley to longer-distance service to Los Angeles and north Orange County. It also found that unique travel market exists within the immediate areas around the Perris Valley including intra-county service on Metrolink. This study was followed up with a service and infrastructure needs assessment to implement the goals of this effort.
- **Service & Infrastructure Needs to Support 91/Perris Valley Line Market Assessment (2017) –** This assessment reviewed the operational feasibility of addressing the forecast travel markets identified in the Market Assessment. This included evaluating the potential reverse commute options to service March Air Force Base and the businesses in the area in the near and long-term and defining the infrastructure projects necessary to support these service needs.
- **Vanpool Study (2017) –** The purpose of this study was to assess the potential for the Commission launching an ongoing, subsidized, vanpool program in Western Riverside County. The study conducted an inventory of all existing vanpools, worked with employers to determine future vanpool potential, created a multi-year budget, implementation plan and project timeline. The plan was taken to the Commission for approval in October 2017.
- **Long Range Transportation Study (2019) –** Provided data and analyses for the Commission to consider as it develops future transportation policies and strategies in addressing growth and demand on the multimodal transportation system over the next 25 years.
- **Next Generation Rail Study (2019-2020) –** The objective of the study was to identify high-capacity transit corridor, identify potential new corridors, and prioritize potential future rail corridor for proceeding into project development. Task 1 was accepted by the Commission in September 2019 and included a Corridors Analysis Report that identified three corridors (Perris to San Jacinto, Perris to Temecula, and Corona to Lake Elsinore) that had the most viable future opportunities for rail expansion. Task 2 is underway and includes further analysis of the next generation corridors that would extend the existing 91/PVL to both Temecula and Hemet/San Jacinto and is expected to be completed by fall 2020.

- **Park-and-Ride Study (2020) –** The purpose of this study done in partnership with SANDAG, was to proactively address park-and-ride demand by better managing existing lots and identifying potential park-and-ride solutions to accommodate future demand in San Diego and Western Riverside County. The report also identifies strategies and tools to help improve the planning, operation, and management of site-specific lots and the regional network.
- **Traffic Relief Plan (2020) –** This is an aspirational plan containing needed transportation projects and services countywide. The purpose of the Traffic Relief Plan was to serve as the legally-required expenditure plan for a potential half-cent sales tax that the Commission could propose to the voters of Riverside County.

2.0 WESTERN COUNTY VANPOOL PROGRAM

2.1 Vanpool Service Profile

In May 2018, the Commission expanded its Commuter Assistance Program to launch a new Vanpool subsidy program called VanClub for commuters who travel to a workplace in Western Riverside County. Vanpools can be especially effective in providing transportation options in areas that are hard to serve by transit and can be an amenity for employers to attract and retain their employees. Vanpool programs are also effective at reducing traffic and vehicle emissions by decreasing the number of vehicles traveling daily. VanClub supports long-distance commuters by offering a subsidy of up to $400 per month which reduces the cost of the vanpool lease. For FY 2019/20, the average VanClub monthly lease cost before the subsidy averaged $1,100 per vehicle per month.

Vanpool Vendors

VanClub is operated through a third-party lease arrangement, known as "purchased transportation" by the FTA, where RCTC competitively procures for leasing vendor(s), who then provide a leased vehicle to vanpool groups. The lease cost includes the vanpool vehicle, insurance, maintenance and roadside assistance. The vanpool groups pay their monthly lease to the leasing vendor (minus the subsidy). The leasing vendor then invoices RCTC for the monthly subsidy. RCTC is currently under contract with two leasing vendors who provide vanpool vehicles to VanClub participants: Commute with Enterprise (Enterprise) and the California Vanpool Authority (CalVans).

Program Guidelines and Reporting Requirements

For both programs, RCTC establishes the minimum program requirements and program guidelines, requiring that a VanClub vanpool must:

1. Transport commuters traveling to a worksite or a post-secondary educational institution. The driver is counted as a commuter and is unpaid and all participants are volunteers;
2. Commute more than 30 miles round-trip each day;
3. Commute to an employer which must be located within Western Riverside County;
4. Commute at least 12 or more days during a calendar month period;
5. Begin their vanpool with 70% occupancy and maintain a minimum occupancy rate of 50%(ratio of riders to available seats, including the driver); and
6. Permit RCTC to advertise the vanpool and the route to the general public and accept additional riders to fill empty seats.

All vanpools that lease with Enterprise, apply and report directly to VanClub. CalVans vanpools primarily serve the agricultural and post-secondary educational markets. And as a public transit provider, CalVans takes applications directly from the vanpool groups, leases the vehicles to those groups and reports all program statistics directly into the National Transit Database (NTD).

Many of the CalVans' agricultural vanpools do not require nor accept a subsidy from RCTC (which is provided from RCTC through CalVans). Although RCTC has yet to subsidize any CalVans vanpools, there has been CalVans vanpool activity in the RCTC service area. As a result, any FTA funding that is generated from the CalVans western county vanpool activity entered into the NTD, is provided directly to RCTC.

Public transit agencies that provide ongoing subsidies to third party leased vanpools for the purpose of reducing the lease/capital costs of the vehicle, may report their transportation data to the NTD. The benefit to reporting into the NTD is that public agencies realize a minimum of $2 in additional FTA Section 5307 funding for every $1 invested/expended towards the ongoing subsidy program, two years after the reporting year. Some programs nationwide have claimed up to a 3:1 return in funding.

Pricing Structure

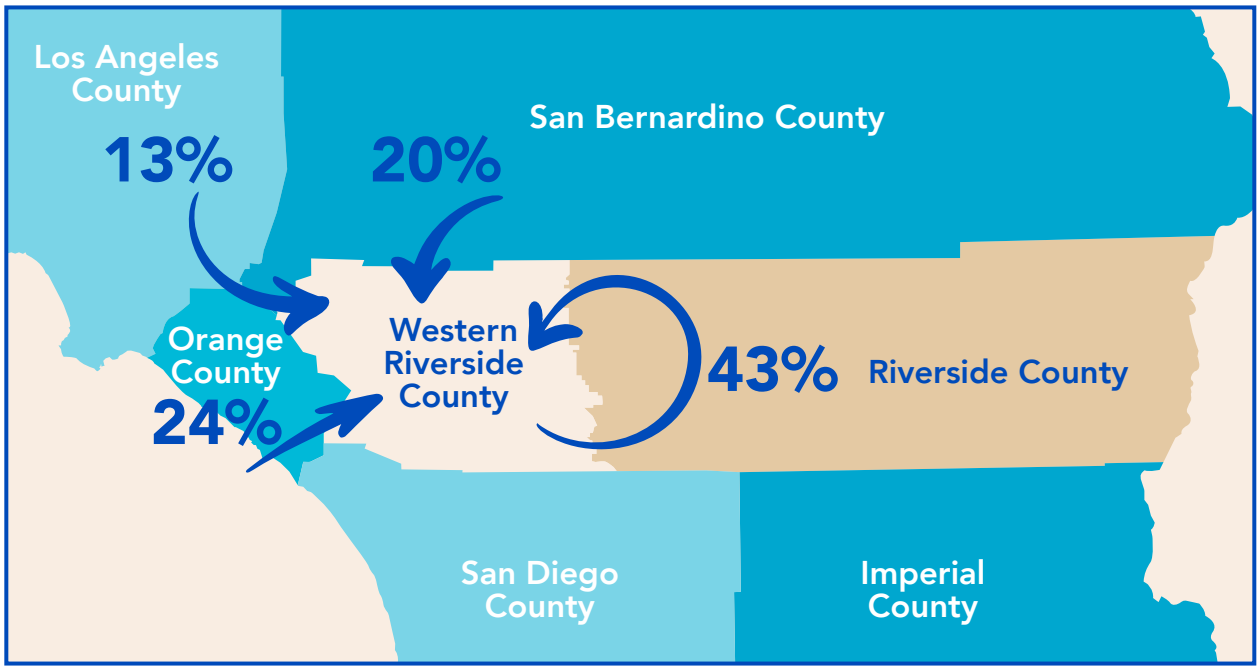
The pool of riders share the cost of the lease (minus the subsidy), fuel, tolls, parking fees, car washes, and any other out of pocket commute expenses. Some employers assist by providing additional funding to offset the groups' out of pocket costs, which are still accounted for and reported into the VanClub system and ultimately into the NTD.

The VanClub program does not collect any fares or funds from the participating vanpools. The vanpool groups pay for their lease directly to the vehicle leasing vendor. However, VanClub requires that the participants track all their out of pocket expenses, and report on those at month end into the VanClub online reporting system.

Travel Characteristics

VanClub was launched on May 1, 2018 with the program enrolling 49 vanpools by the end of June 2019. By April 2020, the number of vanpools has grown to 93 approved vanpools. Of these approved vanpools, 78 were considered active and subsidized in March 2020 due to COVID-19 impacts. Figure 4 reflects the originating locations of the current vanpools to show that 57% come from other counties and 43% are intra-county vanpools.

Figure 4: Map of Vanpool Origins Destined for Western Riverside County



The types of worksites that the vanpools travel to were:

- 58% commute to military worksites;
- 35% commute to post-secondary educational institutions; and
- 7% commute to other employment worksites (such as warehouses or municipalities).

And as of March 2020, the three largest employers participating in the program, included:

1. March Air Reserve Base in Moreno Valley (27 vanpools);
2. University of California at Riverside (UCR) (27 vanpools); and
3. Naval Surface Warfare Center in Norco (17 vanpools).

- 7% commute to other employment worksites (such as warehouses or municipalities).

The remaining seven vanpools are from five different employers.

Coordination with IE Commuter (IEC)

RCTC works closely with Western Riverside County Employer Transportation Coordinators (ETCs) to promote alternative commute modes to driving alone, including carpooling, vanpooling, taking bus transit or Metrolink, biking, walking and telecommuting. The network is branded as IEC and there are more than 300 employers partners, representing approximately 242,000 employees, that have signed partnership agreements with the Commission so they may access RCTC employer programs, services, and incentives. IEC provides hands on support to assist employers with implementing their rideshare programs through surveying employees to generate matchlists and provide statistics so as to comply with regional air quality regulations. IEC also provide incentives and rewards for commuters that rideshare, marketing workshops for ETCs, as well as annual contests and promotions to encourage ridesharing.

2.2 Vanpool Existing Performance

The Commission had the benefit of reviewing and analyzing neighboring ongoing vanpool programs, that have been providing service since the mid 1990's. This analysis demonstrated that ongoing, subsidized vanpool programs perform and grow in a very different manner than traditional transit services. There are several key external forces which impact whether a vanpool program grows, declines or is stagnate:

1. Employer growth and size – the more employers and the larger the employer within a vanpool service area, will result in additional vanpools on the road;
2. Gas prices – when gas prices rise, commuters tend to consider vanpooling;
3. Traffic congestion – the greater the roadway congestion, the more likely commuters will consider vanpooling; and,
4. Employer subsidies – should an employer also offer subsidies or benefits to offset the cost to vanpooling, the more likely there will be vanpools formed at that employer.

Early on, the Southern California CTCs recognized that the region's vanpool activity, in general, crosses county lines (RCTC's intra-county vanpools only account for 43% of active vanpools). As a result, in 2007 the CTCs agreed that the subsidy will be provided and statistics reported into the NTD, based on where the vanpool's employer resides. Since the Inland Empire employer market is not as robust as Orange or Los Angeles counties, it is definitely more of a challenge to work with and promote vanpooling in Western Riverside county. In addition, one of the largest employers in the RCTC vanpool service area, the County of Riverside, does not participate in VanClub because they have an internal rideshare vehicle program.

Even with these constraints and obstacles, from July 2019 to March 2020, the vanpool program resulted in:

- 125,029 unlinked passenger trips;
- 1,021,442 vanpool miles travelled; and,
- 26,692 vehicle revenue hours.

This vanpool activity resulted in the following:

- 3,541,753 vehicle miles of travel reduced;
- 1,915 tons of emissions reduced; and
- 71% average monthly occupancy rate.

The program's benefit to the individual commuter is tremendous, as based on eight months of performance during FY 2019/20, the individual commuter participating in a VanClub vanpool, realized:

- An average one-way commute distance of 41.5 miles, commuting 20 days each month;
- An average one-way fare of $5.21 per person per trip; and
- An average monthly out of pocket fare of $208.22.

2.3 Vanpool Service Enhancements

A cornerstone of the Commuter Assistance Program is its continued partnership with commuters, employers, and government. The partnership, based on voluntary efforts, makes a collective difference to increase the efficiency of the County's transportation system—local roads, freeways, commuter rail, and public bus. The combined effort results in less congestion, decreased vehicle miles traveled, and improved air quality. The major initiatives to continue these partnerships and efforts in FY 2020/21 and beyond, are described below.

- *Regionalize the Rideshare Platform:* In partnership with CTC partners, the Commission will transition from a locally provisioned Inland Empire-based rideshare and vanpool system to a regional platform solution. Transitioning to a regional system will expand the commuter database and improve the ridematching potential for those interested in sharing the ride to work via carpool or vanpool. Additionally, the regional platform will offer enhanced functionality and reporting that will better support program administration staff and employer worksite efforts to increase participation in alternative modes. This approach will also net additional cost savings for the Commission.
- *Maximize Employer Partnerships:* Given that the highest percentage of vanpool arrangements is formed at work sites, voluntary employer participation is critical to address congestion and air quality goals. Employers are the conduit to directly influence their employees' personal transportation choices. The ongoing success of the core Western County rideshare program is a testament to the significance of employer partnerships, and this beneficial partnership has carried over into VanClub and vanpool formation. However, the prior economic downturn created a corporate culture of doing more with less. Many ETCs feel spread too thin to commit to offering a rideshare program, let alone assist with vanpool formation. Delivery of in person/worksite rideshare support value-added services and tools to make the ETC's job easier is a critical motivation to continue rideshare partnerships and development of new ones.
- *Expand with New Market Development:* The primary go-to-market strategy has been to leverage larger employer (250+) partnerships to cost effectively access and market to employee commuters. In addition, the likelihood that vanpool potential exists within an employer is directly tied to the employer size; the larger the employer, the more likely there is vanpool potential. While this channel has historically proven to be efficient over the years, it results in a rather limited base of commuters compared to the broader universe of commuters available. Therefore, in addition to maximizing the number of employer partners and maximizing vanpool participation within those employers, a direct business-to-consumer strategy will continue to be phased in to expand the awareness and consideration of vanpool options.
- *Support Multimodal Travel:* In addition to ridematching, information services, incentives to facilitate ridesharing, and offering ongoing vanpool subsidies through VanClub, the Commuter Assistance Program also provides park-and-ride facilities to support ridesharing and vanpool efforts. The last Caltrans park-and-ride facility in the County was built in 1999. The Commission leases park-and-ride spaces from property owners to supplement the network of park-and-ride spaces in the County. A continued focus for FY 2020/21 will be increasing the number of leased spaces and coordinating with ridesharers, vanpool groups, transit/rail partners, and Western Riverside County cities to identify areas where the lease program can help support car/vanpool arrangements and facilitate transit connections.

2.4 Vanpool Projected Ridership Growth

As a result of the COVID-19 impacts, 47% of the active vanpools in March 2020 either disbanded or parked their non-operational vehicle at their homes. With the economy and workforce in an upheaval, VanClub has temporarily ceased outreach activities and the recruitment of new vanpools. During this period, VanClub continued to subsidize active vanpools and discontinued subsidies for parked, non-operational vanpools. Additionally, for groups that continued to vanpool to work, VanClub temporarily relaxed the minimum program requirements (on occupancy and minimum days each month) to continue subsidy support for the remaining active vanpools.

VanClub projections have been adjusted to reflect the recent impacts of the pandemic. However, the goals for VanClub continue to include expanding commuter transportation options, supplementing the bus/rail transit network, and increasing the number of participating vanpools, year over year. Based on conversations with the current active vanpools, RCTC projects there will be 32 active vanpools by the end of FY 2019/20. Table 2.0 summaries the multi-year goals to increase the active vanpools, which estimates that it will take over one year to return to pre-COVID-19 levels and by FY 2014/25 the total number of vanpools could reach 173.

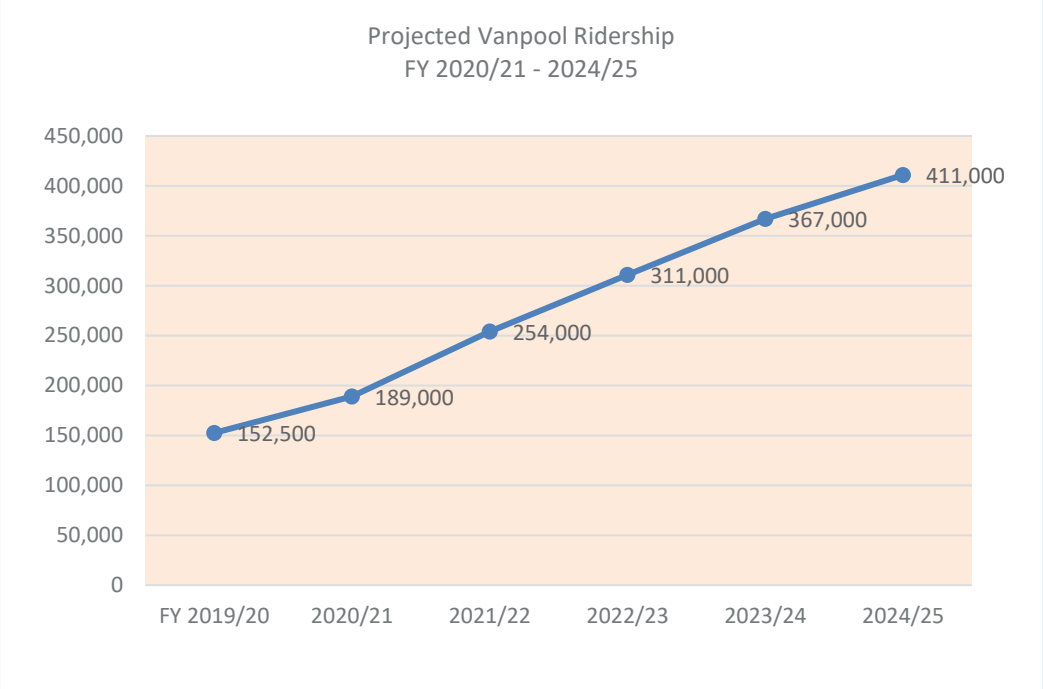
Table 2.0: Projected No. of Active Vanpools, FY 2020/21 – 2024/25

	Fiscal Year					
No. of Vanpools	2019/20	2020/21	2021/22	2022/23	2023/24	89.1%
	32*	90	115	136	160	173

**Total pre-COVID-19 was 78.*

Based on the assumption of the percentage of increased vanpools in the above projected growth, this translates to unlinked passenger trips (ridership) more than doubling in three years and increasing 2.7 times by FY 2024/25, as illustrated in Figure 5.

Figure 5: Projected Vanpool Ridership, FY 2020/21 – 2024/25



2.5 Vanpool Potential Fare Changes

As a result of the COVID-19 impacts, 47% of the active vanpools in March 2020 either disbanded or The program currently only has one leasing vendor for the traditional employer vanpool market. In FY 2020/21, RCTC will release a request for proposal to seek proposals from additional leasing vendors, with the goal to expand leasing options, price ranges, and vehicle options for program participants. If additional vendors provide more vehicle choices (such as hybrid or electric vehicles) and provide more competitive lease rates, then it is possible that the passenger out of pocket costs may decrease. Although RCTC procures for the third party leasing vendors, the procurement is to ensure there is consistency and standard vehicle offerings among the vendors, and not to control vehicle pricing or fares. RCTC has no control over the passengers' out of pocket fares, only the amount of subsidy provided. In addition, after the lease cost the next highest out of pocket vanpool expense are fuel prices. Should electric or hybrid vehicles be introduced into the vehicle offerings, although the lease cost may be higher, many employers offer free electricity while charging at work and the in home electric charging costs can be quite low (depending on the electric provider and the low rates to charge off peak). This may also result in lower fares for certain vanpool groups. Should gas prices remain lower than a year ago (as a result of the COVID-19 pandemic and reduced demand for fuel), this will continue to have an impact on lower fares for all vanpool groups.

The other impact to lowering fares, is to assist the vanpool groups to increase their occupancy. The more passengers that share in the cost of the vanpools, the lower the fares per passengers. Although RCTC requires that vanpools maintain a minimum 50% occupancy (ratio of passengers to the vanpool seats), RCTC works directly with vanpool groups that lose riders, struggle with occupancy or are looking for part time riders so as to increase occupancy and decrease passenger fares. The new regional vanpool platform that RCTC is transitioning to, has additional online tools to assist vanpools with finding additional riders and filling seats in vanpools.

In the end, RCTC cannot predict nor determine whether vanpool fares will increase or decrease in the future; however, it is RCTC's hope that these additional vendors and actions will result in lower fares and an even more cost-effective vanpool service.

2.6 Vanpool Proposed Incentive Program

The Commission's Commuter Assistance Program's $2/day Rideshare Incentive is a popular startup incentive designed to encourage commuters to shift to more sustainable transportation options. Eligible Western Riverside County Commuters that start to car/vanpool, take the bus or rail transit, telecommute, bike, or walk to work can receive $2/day for every day of ridesharing in a three-month period. However, under current guidelines, one cannot participate in this incentive while receiving the VanClub subsidy or any other vanpool subsidy offered by neighboring subsidizing agencies. In 2020, Commission staff will be seeking approval to adjust the incentive from $2/day to a more motivating $5/day and establishing a max incentive amount of $125 to manage financial exposure, and lastly, making the incentive eligible for those that are in subsidized vanpools. The rational for this is that under the current structure, the incentive is eligible for traditional transit modes (bus/rail) that are highly subsidized but not for vanpools which are also subsidized but at a much lower rate. Ultimately, the goal of the proposed incentive update is to increase all forms of rideshare, and as part of that, help form new vanpools, regardless of their destination. If approved, this could help jump start the hit that the program is experiencing due to the COVID-19 pandemic.

2.7 Vanpool Capital Investments

The vanpool program does not expend any of its budget on capital outlays, due to the purchased transportation approach to delivering the program. RCTC contracts with leasing vendors, who in turn purchase, own and maintain all vanpool vehicles, along with their administrative and maintenance facilities. The vanpool groups determine their pickup and drop off locations, as well as any interim stops between home and work. Thus, RCTC does not own or maintain any of the vanpool stop locations. As a result, all expenditures of the program are considered operating expenses and RCTC does not budget or expend funds on capital projects for vanpooling.

3.0 COACHELLA VALLEY AND WESTERN COUNTY RAIL PROGRAMS

3.1 Coachella Valley Rail

The Commission is involved in two capital planning efforts in the Coachella Valley: the Coachella Valley-San Gorgoinio Pas Rail Corridor Study and the Coachella Valley Special Event Train Platform, which are described in the sections below.

3.1.1 Coachella Valley – San Gorgoinio Pass Rail Corridor Project

The Commission, in conjunction with CVAG, Caltrans, and FRA have begun the first phase of detailed corridor planning with the initiation of the Service Development Plan (SDP). The SDP will be the first major study that will carefully design a viable service plan with appropriate ridership and service modeling plans. This effort along with completion of a Tier 1 programmatic Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the corridor will allow it to compete for future federal funding. The Commission worked closely with Caltrans to complete the Alternatives Analysis (AA). The AA shows promising ridership potential for the new route. The Commission is the lead on the SDP and is using FRA grant funds to complete the project. The administrative draft EIR/EIS is expected to be released in late 2020.

In addition, CVAG who serves as the primary policy advisor for regional transportation planning in the valley approved the establishment of a 90% bus transit/10% passenger rail service funding allocation split for Coachella Valley STA funds. An MOU was established between the Commission and CVAG to develop a Coachella Valley Rail Fund that will use both the STA funds and additional state and local funds to conduct station development studies and provide initial capital funding for station development. It has been determined through numerous studies over the years that the Amtrak intercity option is preferred over a Metrolink commuter option, because of the long trip length and added comfort and amenities on the Amtrak trains and Amtrak's contractual rights to operate over freight railroads.

Project Location

Figure 6 is a proposed map of the Coachella Valley–San Gorgonio Rail Corridor (Corridor) that runs from Los Angeles to Indio through four Southern California counties: Los Angeles, Orange, Riverside, and San Bernardino. The Corridor refers to the approximately 141-mile long rail corridor between Los Angeles Union Station (LAUS) and the City of Indio. The Corridor consists of two segments: the western 59-mile long segment between LAUS and Riverside/Colton, and the eastern approximately 82-mile segment between Riverside/Colton and Indio.

It is anticipated that alternate routes between Los Angeles and the Riverside/Colton area be analyzed. This would include possible routes along the BNSF San Bernardino Subdivision, the Union Pacific (UP) Railroad Alhambra or Los Angeles Subdivision, and the Metrolink San Gabriel Subdivision.

To ensure that planning considers the interrelationships of the broader regional rail network, the following segment(s) and/or services beyond the Corridor shall be considered to the degree necessary to fully inform the service development planning process and service environmental work for the Corridor:

1. Amtrak Sunset Limited (Los Angeles to New Orleans via Phoenix)
2. Amtrak Southwest Chief (Los Angeles to Chicago via Riverside)
3. Amtrak Pacific Surfliner Trains (San Diego to San Luis Obispo)

4. Commuter Rail Operations Metrolink (Serving Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties)
5. Future daily intercity service between Los Angeles and Phoenix via Coachella Valley
6. Local and regional bus connections
7. High-Speed Rail future plans

Market Analysis

The Los Angeles Basin has a population of approximately 16.5 million, and approximately 7.2 million jobs. The Coachella Valley has a population of approximately 443,000, and approximately 12.2 million annual visitors. There are currently 130,000 daily trips through the San Gorgonio Pass.

The proposed intercity passenger rail service would provide a conveniently scheduled link to the greater metropolitan areas of Southern California for the communities in the fast-growing Coachella Valley and Banning Pass areas. It will also provide Los Angeles and Orange County residents' access to the world class Coachella Valley visitor destinations and festivals. In addition, it will provide lifeline access on routes not serviced by other means to key destinations such as the Veterans Affairs Medical Center in Loma Linda.

The market analysis performed as part of the Final Alternatives Analysis, July 25, 2016, identified a projected 47% increase in travel over the next 20 years between Los Angeles and Coachella Valley and a projected 23% population increase by 2035 for the four counties comprising the Corridor (Los Angeles, Orange, Riverside, and San Bernardino). Coachella Valley is expected to double its population and the population of the San Gorgonio Pass Area is projected to increase by 134% by 2035.

Numerous disadvantaged communities exist within the Corridor that could benefit from a significant improvement in regional mobility and a health benefit from reduced vehicle emissions from an intercity passenger rail service.

Proposed Service

The service would operate over tracks owned by Metro (5 miles starting at LAUS), BNSF Railway (64 miles from Los Angeles to Colton), and UP (72-76 miles from Colton to Indio or Coachella). Needed new rail infrastructure to achieve the project's on-time performance goal without adding delay to freight service in the Corridor is anticipated to include a new third main track and associated improvements to be constructed primarily within the UP right-of-way from Colton to Indio or Coachella.

Two daily roundtrips are proposed for initial service. The running time between Los Angeles and Indio is 3 -3.5 hours, with a proposed maximum speed of the service is 79 miles per hour (mph). Connections would be provided to The Pacific Surfliner daily intercity service at the Fullerton Station, and Metrolink's IEOC Line at the Riverside – Downtown Station. Connections to Metrolink's San Bernardino Line could also be made at the Riverside – Downtown Station with rail or bus transfers.

Potential Facilities

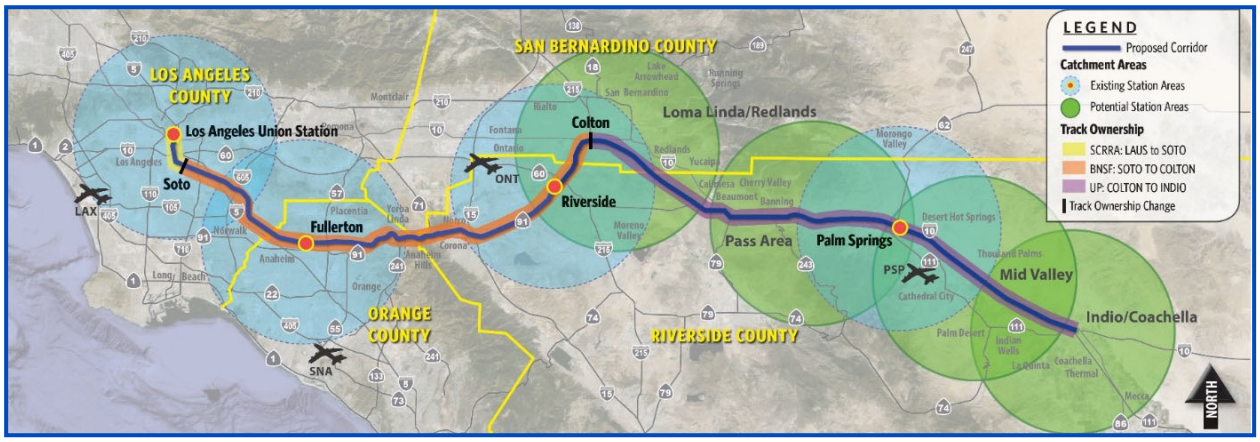
The service would operate over tracks owned by Metro (5 miles starting at LAUS), BNSF Railway (64 miles The proposed Coachella Valley Corridor intercity service would stop at three existing Metrolink/ Amtrak stations: LAUS, Fullerton, and Riverside – Downtown. Five additional existing or new stations are proposed between Riverside and Indio. Options include:

- Redlands/Loma Linda (new station)
- Banning/Beaumont/Cabazon (new station)
- Palm Springs (existing Amtrak station)
- Mid Valley (new station)
- Indio (existing bus station and planned intermodal station)

The maximum speed of passenger trains in the corridor is 79 miles per hour, and the one-way travel time between Los Angeles and Indio or Coachella would be approximately 180 to 200 minutes.

Project Status: Service Development Plan and Tier 1 Environmental
Project Cost Estimate: $5 million for Planning and Environmental
Project Funding: FRA, Prop 1B, STA Funds
Project Completion: Late 2020 for EIR/EIS

Figure 6: Map of Proposed Coachella Valley – San Gorgonio Pass Rail Corridor



3.1.2 Coachella Valley Special Event Train Platform Indio

As part of the Coachella Valley Rail program, the Commission is leading the Coachella Special Train Platform Project. The Commission is designing and will be constructing a platform near the Greyhound stop in Indio, a site designated by the City of Indio, to accommodate a 10-car set. New tracks will be constructed to accommodate the special trains. The Commission has secured $2.7 million of Proposition 1B program funds and a State Rail Assistance award of $5.9 million to fund the project. The plan is for Amtrak to operate the service for the Coachella Valley Music and Arts Festival and Stagecoach Festival in April 2021.

The Coachella Valley Special Event Train will construct a temporary station (platform) to facilitate passenger loading, unloading, and baggage handling operations for the seasonal festival season in Indio. The platform would accommodate a 10-car train set to be operated by Amtrak. The project will finalize the design of the temporary facility, obtain appropriate permits and construct the platform. Other elements of the project include a drip pan panel, drainage and oil separator tank construction, water cabinet, electrical service, air compressor installation, and storage shed. Passenger access to and from the temporary facility will be constructed.

Project Status: Environmental Review and Design
Project Cost Estimate: $8.7 million
Project Funding: Prop 1B Grant, State SRA Grant
Project Completion: April 2021

3.2 Western County Rail - Metrolink

3.2.1 Metrolink Service Profile

As mentioned previously, the Commission is one of the five member agencies that comprise the SCRRA JPA. The other member agencies are SBCTA; Metro; OCTA; and VCTC. RCTC holds two voting positions on the 11-member board.

Metrolink has a total of seven commuter lines, three of which serve Riverside County:

- IEOC Line
- The Riverside Line
- 91/PV Line

Figure 7 is a map of the Metrolink Commuter Rail System.

Figure 7: Metrolink Commuter Rail System

IEOC Line

This first of its kind in the country suburb-to-suburb line runs 100.1 miles from San Bernardino Transit Center to Oceanside in North San Diego County with stops in the cities of Irvine and San Juan Capistrano, in Orange County, and was started in October 1995. The alignment roughly follows the Riverside Freeway, SR-91, along the Burlington Northern Santa Fe (BNSF) San Bernardino Subdivision in Riverside and Orange County. A map of the IEOC is provided in Figure 8. This commuter rail service to Orange County provides a transportation alternative in one of the busiest corridors in Southern California. The line is a jointly funded by the Commission, SBCTA, and OCTA.

As of July 2016, the line operates 16 trains Monday through Friday, including five peak period roundtrips. Each train travels between the Riverside – Downtown Station and the Irvine Station, with a few trains originating and/or terminating at the San Bernardino – Downtown Station, the Laguna Niguel/Mission Viejo Station, or the Oceanside Station. Weekend service began on July 15, 2006. This year-round weekend service was modeled after the successful RCTC-funded Beach Trains. The weekend service includes two roundtrips leaving from San Bernardino to Oceanside in the morning and returning in the afternoon on Saturday and Sunday. The trains make all IEOC stops, plus the San Clemente Pier on weekends. The current running time between Riverside – Downtown and Irvine is approximately 74 minutes. RTA, SunLine, Corona Cruiser, and Amtrak provide connecting transit service. The average trip length is 33.8 miles.

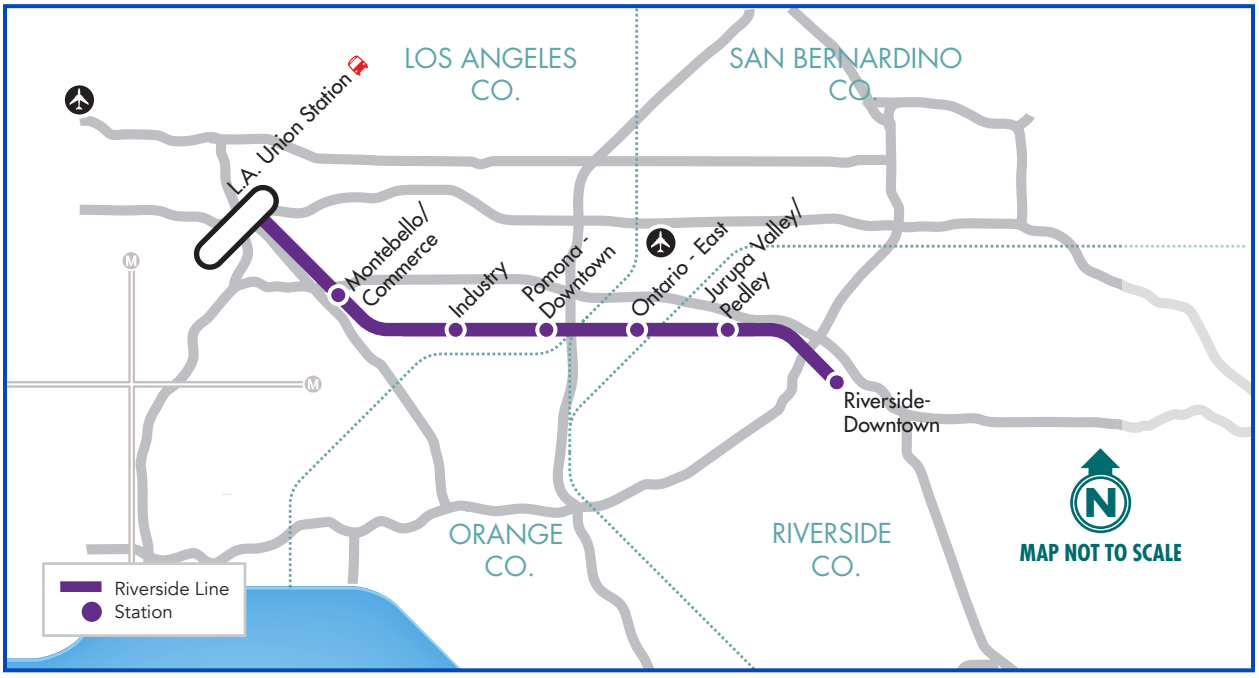
Figure 8: Map of Metrolink IEOC Line

Riverside Line

This line extends 59.1 miles between the City of Riverside and LAUS along the UP Railroad alignment and was started in June 1993. The route roughly follows the Pomona Freeway corridor (SR-60) through the cities and communities of Jurupa Valley, Ontario, Pomona, Walnut, Industry, La Puente, Montebello, and Commerce. Existing stations include Riverside – Downtown, Jurupa Valley/Pedley, Ontario – East, Pomona – Downtown, Industry, Montebello/Commerce, and LAUS. A map of the Riverside Line is provided in Figure 9. The Commission, SBCTA, and Metro jointly fund the line.

The Riverside Line offers 12 weekday trains between the Riverside – Downtown Station and LAUS, travelling westbound in the AM and eastbound in the PM and one roundtrip during the off-peak hours. RTA, SunLine, and Amtrak provide connecting transit service in Riverside County. The scheduled peak-direction trip time between Riverside – Downtown and LAUS is approximately 85 minutes, including dwell time at intermediate stations. The average trip length is about 39.3 miles.

Figure 9: Map of Metrolink Riverside Line



91/PVL Line

This line extends 85.6 miles between the Perris – South Station and LAUS. This route officially began operating peak period service in May 2002 when it was called the 91 Line. The alignment roughly follows the Riverside Freeways (SR-215 and SR-91) along the San Jacinto Branch Line and BNSF San Bernardino subdivision from Riverside County to Fullerton in Orange County where it continues northwest to Downtown Los Angeles, and has a total of 12 stations, as depicted in Figure 10 below. The Commission, OCTA, and Metro jointly fund the Line.

In June 2016, service began on the 24-mile extension of the Metrolink 91-Line from the Riverside – Downtown Station, through the Perris Valley to the City of Perris in Western Riverside County, which is now rebranded as the "91/Perris Valley Line". With the Perris Valley extension, four new stations were added at Perris – South, Perris – Downtown, Moreno Valley/March Field, and Riverside – Hunter Park/UCR. The 91/PVL Line offers 13 weekday trains between the Perris – South Station and LAUS. This service provides four roundtrips between Perris – South and LAUS during peak hours in the peak direction. The 91/PVL Line began weekend service in October 2019 with two roundtrip trains that operate between LAUS and the Perris- South Station, traveling westbound in the AM and eastbound in the PM. Previously, these weekend trains only operated between Riverside and LAUS.

The peak period running time between Perris – South, Riverside – Downtown, and LAUS is approximately 127 minutes. RTA, SunLine, Corona Cruiser, and Amtrak provide connecting service in Riverside County. The average trip length is 36.6 miles.

Figure 10: Map of Metrolink 91/PVL Line

Metrolink Days of Operation

Metrolink regularly operates Monday through Friday. Weekend service operates on a reduced schedule on the IEOC and 91/PVL lines. Metrolink operates on a Sunday schedule on the following holidays: New Year's Day, Independence Day, Memorial Day, Labor Day, Thanksgiving Day, and Christmas Day.

3.2.2 Metrolink Fare Structure

On the weekdays, Metrolink's ticket prices are distance-based and calculated on the shortest driving miles between stations. The Metrolink ticket price consists of three elements: a base boarding charge, an additional increment related to the number of miles traveled, and finally a modest increment to permit Metrolink passengers to transfer to bus and light rail transit providers without requiring an additional fare on selected connecting transit operators and a reduced rate on others. Each station combination is uniquely priced, based on driving miles from one station to the other. A ride from Downtown Riverside to LAUS is a 59-mile one-way trip; a ride from Downtown Riverside to Irvine is a 40-mile trip. The distance charge is currently capped at 80 miles. Metrolink is reviewing possible changes to the current fare structure which could be implemented in the next couple of years.

Ticket Types

Metrolink offers a variety of ticket types for different types of travelers. Ticket types are either single-day use or multiday use.

Single Day Use

- **One-Way** – AA single one-way trip from origin station to destination station specified on the ticket. The trip must begin on the date and prior to the expiration date printed. Mobile and Print at Home tickets expire at 3 am the following date of purchase.
- **Round-Trip** – Valid for two trips between origin station and destination station specified on the ticket. The first leg of the trip is valid for three hours from time of purchase while the return is valid anytime one the same day or until 3 am the following day.
- **$10 Weekend Day Pass** – Valid for unlimited systemwide travel on either Saturday or Sunday and expires at 3 am the following day. The Weekend Day Pass is accepted for free transfers to connecting transit, expect Amtrak.
- **$10 Holiday Promotion** – Similar to the $10 Weekend Pass, this ticket is valid on six federal recognized holidays including, New Year's Day, Independence Day, Memorial Day, Labor Day, Thanksgiving, and Christmas Day.

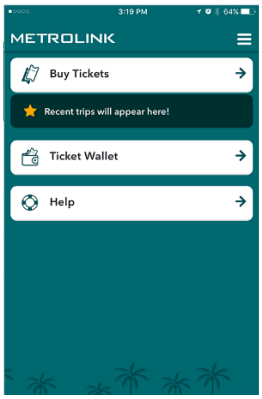
Multi-Day Use

- **7-Day Pass** – Valid for unlimited travel during a consecutive seven-day period between origin station and destination.
- **Monthly Pass** – Valid for unlimited travel between origin station and destination during the calendar month printed on the pass.

Multi-Line Option

Some Metrolink tickets can be used on more than one line. Tickets for the Riverside Line are valid for travel between stations of equal or lesser distance on San Bernardino or 91/PVL Lines. Tickets on the 91/PVL Line are valid on the Riverside Line between stations of equal or lesser distance. Tickets for the IEOC Line are valid on the 91/PVL Line between stations of equal or lesser distance with an origin and destination between Corona and Riverside.

Ticket Purchase Options



- **Ticket Vending Machines (TVMs)** – Are available at all Metrolink stations. TVMs accept payment cards or cash.
- **Ticket Machine Devices (TVDs)** – Metrolink began transition to TVDs in spring 2020 with one of the first TVDs installed at the Riverside – Downtown station. Metrolink anticipates installing TVDs at all stations by mid-2020. The TVDs dispense new paper tickets that contain a watermark and holographic security image to prevent duplication. The TVDs currently accept cash and card payments, but will accept contactless payment including Apple Pay, Samsung Pay, and Google pay at a later date.
- **Mobile App** – Metrolink Just Ride mobile app is available on both Apple App Store and Google Play. The app accepts payment cards, Apple Pay and Corporate Quickcards. Tickets are scanned directly from the app via a QR code.
- **Print at Home** – One-way ticket can be purchased via Metrolink's ticket portal. Users can buy tickets and push the tickets to the Metrolink mobile app wallet.
- **Pass by Mail and Outlets** – Metrolink provides forms to purchase tickets by mail. Forms must be received by the 15th of the month to receive the tickets by the 1st of the following month. Two ticket outlets are available for Riverside County line riders at LAUS. Tickets are available for purchase with personal checks at the outlets.

Advance Purchase Ticket

Paper One-Way or Round-Trip tickets for a future date can be purchased up to one year in advance from a TVD. The Advance Purchase Ticket will not have an expiration time printed on it and can be used at any time on the day you chose to travel.

Discounted Fares

Everyday Discounts

- **Student/Youth** - 25% off Monthly Pass, 7-Day Pass, One-Way and Round-Trip tickets. Youths are ages 6 to 18. Students must present valid Student ID to the fare inspector upon request.
- **Child** - Three children (ages 5 and under) ride free with an adult using a valid ticket - each additional child pays youth fare.
- **Senior / Disabled / Medicare** - 25% off Monthly Pass and 7-Day Pass. 50% off One-Way and Round-Trip tickets. Seniors qualify for discount is age is 65 or over. Disabled or Medicare discount applies if you have the appropriate identification.
- **Active Military** - 10% off One-Way and Round-Trip tickets.

91/PVL Line Discount

The Metrolink Board approved a new set of 91/PVL Line discounts, which began in May 2017, to encourage ridership from the new stations. The two separate discounts were for trips connecting to stations outside of Riverside County and another within Riverside County. This discount is now recognized as the regular fare for the line.

Fares connecting the 91/PVL Line Extension stations to stations outside of Riverside County will be sold as though Riverside – Downtown is the origin or destination. For example, a trip between Perris – South and LAUS will be the same price as a trip between Riverside – Downtown and LAUS. Fares connecting the 91/PVL Line Extension stations to stations within Riverside County are discounted 25%.

Loyalty Program

A new Loyalty Program is being proposed as part of the Metrolink FY 2020/21 Budget. This program will include:

- Cashback rewards that are accumulated and paid at regular intervals and points that can be redeemed for services
- Tiered benefits at different levels of the program
- Points that can be redeemed for products and services from third parties
- Other rewards for being a member, e.g. member-only sales, first notice of new products, extra discounts

Existing Transfer Agreements

The Commission has actively supported transit connections by establishing agreements with SCRRA and the regional transit providers to provide free transfers for all connecting transit services at Riverside County stations. With the agreement, Metrolink ticket holders can ride both fixed route and Dial-A-Ride services for free as they travel to and from a station in Riverside County. The Commission subsidizes half the fare while Metrolink subsidizes the other half. Transfer agreements are currently in place with RTA, Omnitrans, and the Corona Cruiser.

3.2.3 Metrolink Revenue Fleet

Metrolink has 39 revenue train sets in operation[1]. The Metrolink fleet is composed of 62 locomotives (including 3 expansion locomotives) and 258 passenger cars (73 cab cars and 185 coach cars)[2]. Metrolink is upgrading its fleet of locomotives to operate new Tier 4 clean technology locomotives and is anticipating delivery of all 35 locomotives in the first half of 2020. In March 2020, Metrolink announced that it has removed all first-generation Tier 0 locomotives from its fleet.

3.2.4 Metrolink Rider Profile

In 2018, Metrolink completed an Origin-Destination Study which presented results from onboard surveys to profile and update current customer profiles, travel characteristics, and perceptions of service quality. The results were critical to guide Metrolink's planning, marketing, and financial decisions. The following data represents the three lines that operate in Riverside County. It should be noted that the information in Table 3.0 reflects survey results from all riders coming from Riverside, Orange, San Bernardino, and Los Angeles counties.

[1] *Source: Metrolink 10-Year Strategic Plan 2015-2025 Technical Appendix*

[2] *Source: Metrolink Transit Asset Management Plan (May 2016)*

Table 3.0: Metrolink Rider Profile

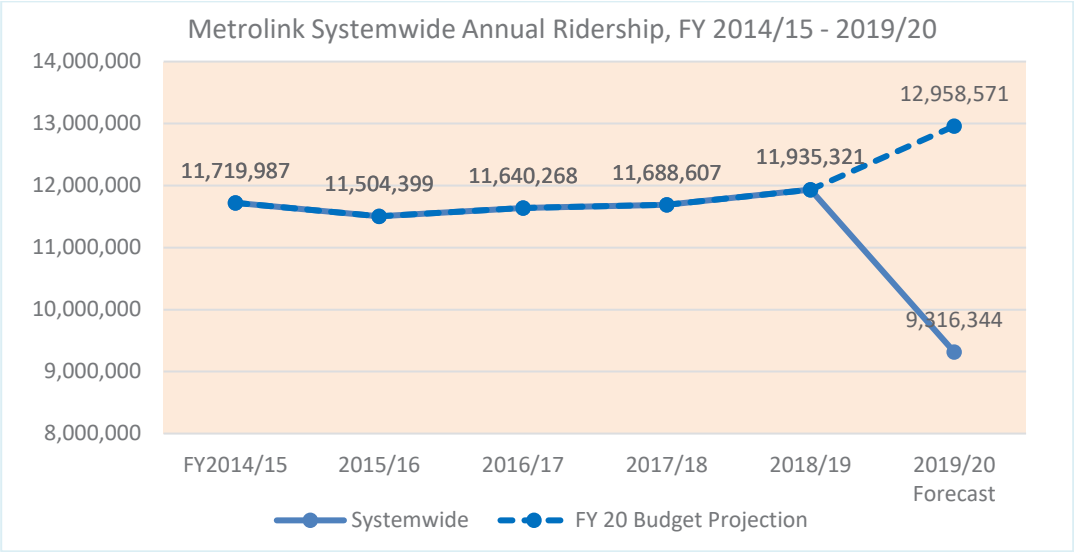
	Riverside Line	IEOC Line	91/PVL Line
Ethnicity:			
Black/African American	9%	7%	14%
Hispanic	29%	33%	26%
Asian	35%	15%	21%
Caucasian (non-Hispanic)	22%	40%	31%
Other	5%	6%	7%
Median Household Income	$96,310	$89,641	$90,860
Automobile Availability	90%	93%	89%
Employment Status			
Not Employed/Retired	1%	1%	1%
Part-Time	3%	4%	3%
Self-Employed	2%	2%	4%
Student Only	8%	4%	7%
Full-Time	86%	89%	86%
Languages Spoken at Home			
Other	9%	9%	13%
Cantonese	5%	1%	1%
Mandarin	9%	1%	2%
Tagalog	6%	1%	5%
Spanish	23%	27%	20%
English	47%	59%	57%
English Proficiency			
Not Well	3%	3%	3%
Well	13%	11%	14%
Not Well	84%	86%	83%
Ridership Frequency (Rides 3 Days or More per Week)	90%	89%	85%
Average Ridership Frequency (Days per Weekday)	4.4	4.5	4.2
Average Trip Length (miles) (Weekday)	38.8	32.9	38.6

Source: Metrolink Origin-Destination Study, 2018

3.2.5 Metrolink Existing Performance

In FY 2018/19, Metrolink recorded its highest systemwide annual ridership at almost 12 million passengers. FY 2018/19 marked the 4th consecutive year of systemwide ridership growth despite regional and national ridership declines experienced by other transit operators during the same time period, as shown in Figure 11. Metrolink attributed the increased ridership to favorable economic conditions and several initiatives that targeted new riders. A strong element of the growth was weekend ridership, which grew from about 67%, systemwide from FY 2008/09 to FY 2018/19. In FY 2019/20, Metrolink year-to-date (YTD) ridership was steadily increasing over the prior year until COVID-19 restrictions were issued causing ridership to decline a drastic 90% in less than one month. As of the writing of this report, ridership levels remain unstable; however, based on Metrolink's April ridership figures it is estimated that total ridership for FY 2019/20 will be about 9.3 million.

Figure 11: Metrolink Systemwide Annual Ridership, FY 2014/15 – 2019/20



Combined ridership on the Riverside County Lines (IEOC, Riverside, and 91/PVL) in the last five years remained relatively stable between FY 2014/15 through FY 2018/19 with growth of about 3%, as reflected in Figure 12. Local factors that contributed to this was the commencement of the 91/PVL Line in June 2016 and new weekend service that was added in October 2019.

Figure 12: Total Ridership Riverside County Metrolink Lines, FY 2014/15 – 2019/20

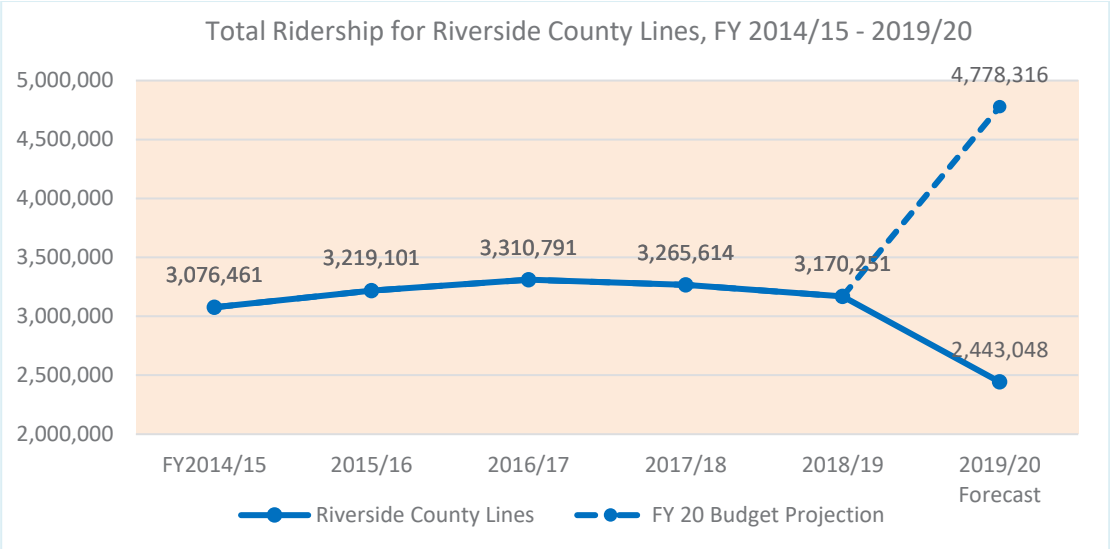


Figure 13 illustrates that the majority (51%) of passengers in the County take the IEOC, followed by one-third (33%) who take the 91/PVL. The data also indicates that about half of the riders are headed towards Orange County and the other half to Los Angeles.

Based on passenger station data in Figure 14, stations located along the SR-91 have the largest percentage of riders while PVL stations are continuing to make strides in attracting riders from their respective communities and adjacent cities.

Figure 13: Riverside County Average Weekday Passenger Distribution by Line

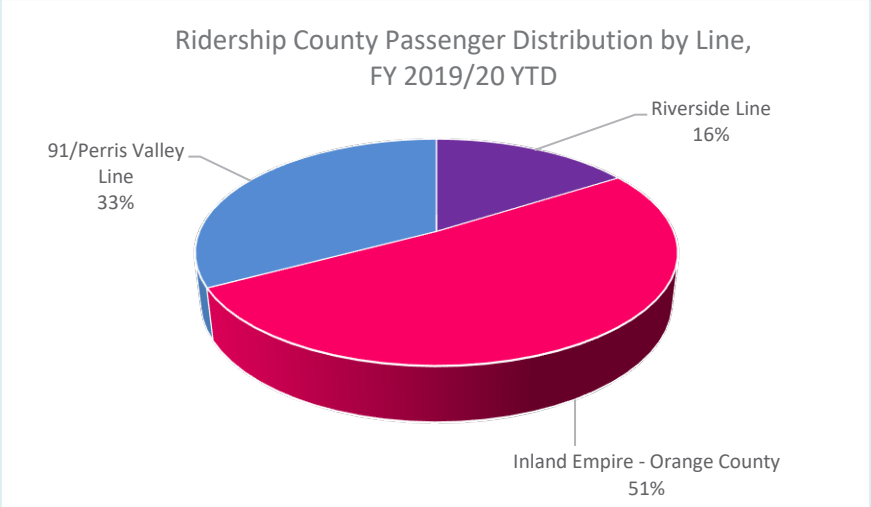
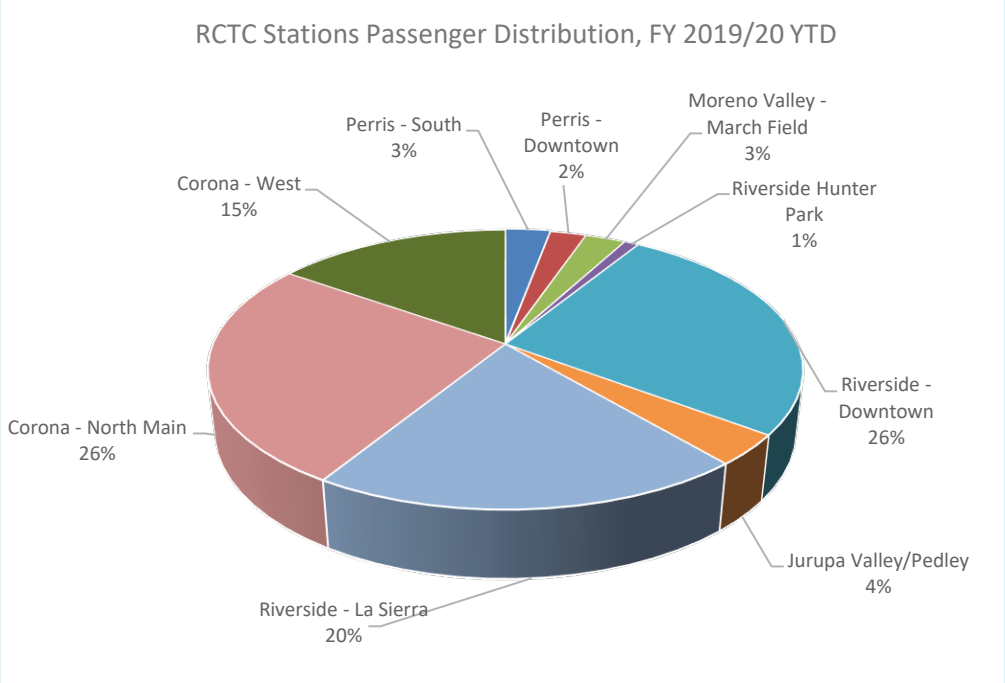


Figure 14: RCTC Stations Passenger Distribution



3.2.6 Metrolink Key Performance Indicators

The following performance indicators in Table 3.1 are provided by SCRRA and show additional details by line. These indicators are reviewed and monitored throughout the year and are used to improve operational productivity. Due to COVID-19 impacts, the proposed FY 2020/21 budget and performance targets are still being developed and is anticipated to be available in August 2020.

Table 3.1: Metrolink Key Performance Indicators

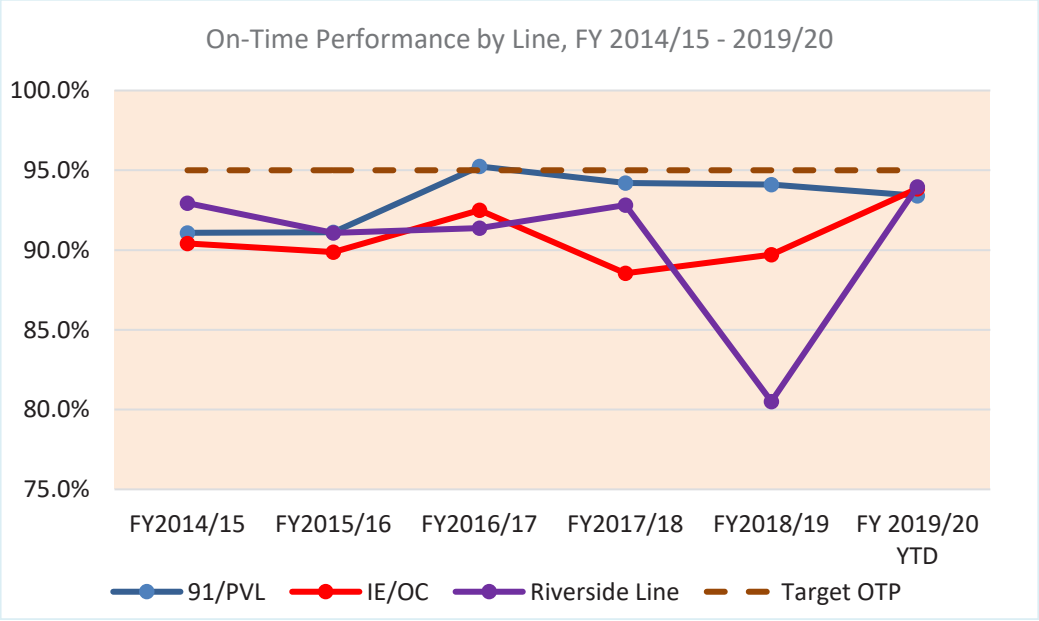
IEOC	FY 18/19 Actual	FY 19/20 Adopted Budget	FY 20/21 Proposed Budget
Unlinked Passenger Trips	1,362,807	1,403,500	TBD
Subsidy/Passenger Mile	$0.42	$0.42	
Farebox Recovery Ratio	27.5%	27.7%	
Operating Expense/ Passenger Mile	$0.61	$0.61	
Operating Subsidy/Passenger	$14.04	$14.06	
Operating Expense/Train Mile	$81.89	$84.20	
Revenue Recovery	31.9%	31.6%	
Passenger Miles per Revenue Car Mile (Assumes 4 car set)	33.6	34.5	
Average Weekday Ridership	4,624	4,784	

Riverside Line	FY 18/19 Actual	FY 19/20 Adopted Budget	FY 20/21 Proposed Budget
Unlinked Passenger Trips	967,476	1,030,082	TBD
Subsidy/Passenger Mile	$0.36	$0.34	
Farebox Recovery Ratio	40.5%	42.1%	
Operating Expense/ Passenger Mile	$0.62	$0.59	
Operating Subsidy/Passenger	$12.43	$11.67	
Operating Expense/Train Mile	$106.28	$108.93	
Revenue Recovery	42.1%	43.7%	
Passenger Miles per Revenue Car Mile (Assumes 4 car set)	43.0	45.6	
Average Weekday Ridership	3,721	3,962	

91/PVL Line	FY 18/19 Actual	FY 19/20 Adopted Budget	FY 20/21 Proposed Budget
Unlinked Passenger Trips	956,934	931,768	TBD
Subsidy/Passenger Mile	$0.52	$0.58	
Farebox Recovery Ratio	24.6%	20.9%	
Operating Expense/ Passenger Mile	$0.72	$0.78	
Operating Subsidy/Passenger	$19.07	$23.11	
Operating Expense/Train Mile	$110.02	$103.10	
Revenue Recovery	27.7%	26.5%	
Passenger Miles per Revenue Car Mile (Assumes 4 car set)	38.3	32.9	
Average Weekday Ridership	3,330	3,256	

Another key performance indicator is on-time performance. On-time performance and reliability are important metrics that relate directly to customer experiences and the ability to retain existing and attract new riders. Metrolink's targeted on-time performance is 95%. A train is considered on-time if it reaches its destination within five minutes of the scheduled arrival time. Various factors that impact on-time performance are freight delays, incidents and accidents on the tracks, and other operational and mechanical problems. Figure 15 below shows that on-time performance has improved in FY 2019/20, particularly for the Riverside and IEOC Lines which reported on-time performance below 85% and 90%, respectively, in the last couple of years.

Figure 15: Riverside County Served Lines On-Time Performance



3.2.7 Metrolink Productivity Improvement Efforts

Due to COVID-19 impacts, productivity improvement efforts will focus on safety and regaining ridership for the near-term. In April 2020, Metrolink conducted an online survey with mobile app account holders and email list subscribers and received an overwhelming 11,069 responses (about 98% from email recipients). The objectives of the survey were to learn:

- Who is still riding Metrolink?
- What changes do riders expect to their commute post COVID-19?
- How likely are riders to return to riding Metrolink?
- What strategies are effective in motivating riders to return?

Preliminary findings determined that:

- Low-income riders are more likely to continue to rely on Metrolink during the pandemic;
- 1 in 3 current riders who still ride Metrolink have no car available;
- 71% of current riders describe themselves as essential workers, with healthcare as the primary essential industry at 39% followed by transportation and logistics at 14%;
- 81% of riders indicated that they are likely to ride again;
- 13% of riders are unlikely to ride again with concerns about social distancing and cleanliness as the main barriers;
- Riders are likely to return in phases over the summer, fall, or winter as stay-at-home orders are lifted, schools are reopened, and when treatment or vaccine exists;
- Riders were highly satisfied with how Metrolink was keeping them informed;
- Ridership strategies suggests phased implementation with improvements to cleaning, social distancing, fare discounts, security, and amenities; and
- The top 5 improvements that would motivate riders to return, ride again, or ride more are: 1) Hospital grade cleaning and disinfecting; 2) Hand sanitizers available on every train car; 3) Social distancing markers at the station; 4) Cleaning crews onboard the train at all times; and 5) One blocked-off seat next to each rider for social distancing.

Survey results clearly indicate that enhanced safety and sanitization measures are critical to gaining riders back. Other productivity improvements and an implementation plan are anticipated when Metrolink releases its proposed FY 2020/21 budget in August 2020.

3.2.8 Metrolink Recent Service Changes

In October 2019, the following changes were made to the 91/PVL and Riverside Lines.

- 91/PVL - Weekend service was expanded in Perris as a result of customer requests and interests. Two morning trains and two afternoon/evening trains now serve the Perris Valley area on both Saturday and Sundays. On the weekdays, the 91 PVL Line eliminated the bounce back trains from Perris – South and Riverside – Downtown and extended a morning train to Los Angeles providing four morning trains to Los Angeles, and a new afternoon was added from Los Angeles to Perris.
- Riverside Line - The first morning train was adjusted to depart 12 minutes earlier at 4:35 am to allow commuters to arrive at LAUS by 6:00 am while the second train was adjusted to depart seven minutes earlier at 5:35 am to allow for a 7:00 am arrival. These adjustments were made in response to a Metrolink survey to gauge customers' preferred arrival times.

For the Spring 2020 schedule change, a mid-day reverse train on the 91/PVL Line was proposed from Los Angeles to Perris; however, is postponed due to the COVID-19 pandemic. This train would have provided an option for Riverside County residents who work in Los Angeles to have a return trip in case they need

to return home early or have appointments. It also provides travelers who need to spend only half the day in Los Angeles to have a return trip. In the afternoon, a train that originated in Riverside would also be extended to depart from the Perris – South Station.

3.2.9 Metrolink Major Trip Generators

Feeder services to stations are vital to the success of commuter rail in Western Riverside County. Coordination and consultation with transit providers and local agencies is an ongoing process. RTA, RCTC, and Metrolink continue to work together to increase awareness of the RTA bus connections at Commission Metrolink stations. Ads regularly appear in the RTA Ride Guide promoting free RTA transfers from Metrolink stations. The RTA Ride Guide includes the Metrolink stations in its route directory listing. Additionally, Metrolink occasionally helps promote the RTA CommuterLink service in materials at the stations.

The Commission will be monitoring the Corona Cruiser COA study to identify opportunities in which bus and trains schedules can be more closely aligned to allow more transfer opportunities for commuters.

3.2.10 RCTC Proposed Metrolink Service Plan

The 5-year Metrolink Service Plan is based on recent ridership trends and Commission goals. These goals are consistent with the broad objectives of Metrolink SCORE program for increased regional train service to be implemented by the 2028 Olympics. Table 3.2 below outlines a service growth scenario over the next several years that will expand options for Riverside County residents. The specific implementation of this service will be subject to several factors including funding, availability of equipment, availability of train crews, and renegotiations of shared-use agreements with railroads.

Table 3.2: Proposed Riverside County Metrolink Service Improvements

Fiscal Year	2019/20		2020/21**		2021/22		2022/23		2023/24		2024/25	
	Oct	Apr**	Oct	Apr	Oct	Apr	Oct	Apr	Oct	Apr	Oct	Apr
Line	**Current**	**Planned**	**Proposed**									
91/PVL												
AM Peak[1]	4	4	5	5	5	6	6	7	7	8	8	8
Reverse Peak*	1	1	1	1	1	2	2	2	2	2	2	3
Off-Peak		2	2	2	2	2	2	2	2	2	2	2
Reverse Peak*	1	1	1	1	1	2	2	2	2	2	2	3
PM Peak[1]	5	5	6	6	6	7	7	8	8	9	9	9
Total	***11***	***13***	***15***	***15***	***15***	***19***	***19***	***21***	***21***	***23***	***23***	***25***
Total trains to Perris	***8***	***10***	****12***									
Weekends Total	*4*	*4*	*4*	*4*	*6*	*6*	*6*	*6*	*8*	*8*	*8*	*8*
IEOC Line												
AM Peak	5	5	5	5	6	6	6	7	7	7	8	8
Reverse Peak	1	1	1	2	2	2	2	2	2	2	2	2
Off-Peak	5	5	5	5	5	5	5	5	5	5	5	5
Reverse Peak				1	1	1	1	1	1	1	1	1
PM Peak	5	5	5	5	6	6	6	7	7	7	8	8
Total	***16***	***16***	***16***	***18***	***20***	***20***	***20***	***22***	***22***	***22***	***24***	***24***
Weekends Total	*4*	*4*	*4*	*4*	*6*	*6*	*6*	*6*	*8*	*8*	*8*	*8*
Riverside Line												
AM Peak	5	5	5	5	5	5	6	6	6	6	6	6
Reverse Peak											1	1
Off-Peak	2	2	2	2	2	2	2	2	2	2	2	2
Reverse Peak											1	1
PM Peak	5	5	5	5	5	5	6	6	6	6	6	6
Total	***12***	***12***	***12***	***12***	***12***	***12***	***14***	***14***	***14***	***14***	***16***	***16***
Total Trains Through Riverside *(weekdays)*	**39**	**41**	**43**	**45**	**47**	**51**	**53**	**57**	**57**	**59**	**63**	**65**
BNSF FUL-RIV Totals	**27**	**29**	**31**	**33**	**35**	**39**	**39**	**43**	**43**	**45**	**47**	**49**
Projected Subsidy (Millions)	$21		$24		$26		$28		$30		$32	

** FTA Minimum Requirement of 12 per SSGA in PVL*

***Planned and proposed service improvements for April 2020 and FY 2020/21 will be delayed due to COVID-19.*

[1] Current weekday AM peak is approximately 4:00 am to 8:30 am and weekday PM peak is 3:30 pm to 6:55 pm.

Immediate Strategies by FY:

- FY 2020/21 - Reinstate 12 train moves 91/PVL to Perris
- FY 2021/22 - Add new IEOC reverse commute trip
- FY 2021/22 - Add new weekend IEOC - currently only two roundtrips (4 trains) since 2006 (AVL has 12 weekend trains)
- FY 2021/22 - Add 91/PVL weekend roundtrip from LA-Riverside-Perris expand IE as a destination

Goals by Line:

- 91/PVL
  - FY 2021/22 - Add 91/PVL weekday peak and reverse peak trips to Perris
  - FY 2022/23 - Add 91/PVL weekday peak trip
  - FY 2023/24 - Add 91/PVL weekday peak trip
  - FY 2023/24 - Add 91/PVL weekend service
  - FY 2024/25 - Add 91/PVL weekday reverse peak trip
- IEOC
  - FY 2021/22 - Add IEOC weekday peak trip
  - FY 2022/23 - Add IEOC weekday peak trip
  - FY 2023/24 - Add IEOC weekend service
  - FY 2024/25 - Add IEOC weekday peak trip
- Riverside
  - FY 2022/23 - Add Riverside weekday peak trip

COVID-19 Impacts on Service Plan

As of March 26, 2020, Metrolink implemented a service adjustment to address the dramatic reduction in ridership due to COVID-19 impacts. The plan is for this to continue until demand increases such that reinstating pre-COVID-19 service levels are justified. The approach highlights are below.

Metrolink level of service with a 30% scheduled train service reduction, Monday- Friday

- 115 trains will operate Monday- Friday
- 52 trains will be removed from service Monday-Thursday
- 54 trains will be removed from service Fridays
- 48 trains on Saturday, no change
- 42 trains on Sunday, no change
- Total miles operated, 7,761 Monday- Friday

Key Strategies

- Maintain higher performing schedules
- Provides customers peak service during the morning and evening commutes
- Four train sets held out of the current 40 set rotation
- Reduces total daily mileage by about 2,235 miles for a fuel cost savings of about $14,591 daily

- Reduces crew utilization by 5 for crew cost savings of about $3,140 daily
- Reduces footprint on foreign railroads for cost savings of about $2,862 daily
- Ability to restore full service on short notice

Riverside County Impacts

- Riverside Line reduction of three trains: 402, 404, 411
- 91/PVL reduction of one train: 711
- IEOC reduction of two trains: 804, 81
- The two additional 91/PVL trains proposed to be added to the April 2020 schedule are currently planned to be added once full service is restored
- Future service additions will be reviewed and implemented based on needs and passenger demand

3.2.11 Metrolink and RCTC Marketing Plans and Outreach

Metrolink and RCTC work collaboratively to promote and market Metrolink services. Metrolink focuses on systemwide promotions and campaigns and RCTC supplements these efforts with more targeted outreach in the County. Following is a summary of these efforts.

Metrolink Initiated Promotions and Marketing Campaigns

Metrolink will continue line and destination-specific marketing to attract, retain, and recapture riders by developing customized marketing tactics.

Loyalty Program Campaign

Metrolink is continuing the development of a loyalty program for FY 2020/21 to reward riders for their continued engagement with Metrolink. The Loyalty Program will offer:

- Cashback rewards that are accumulated and paid at regular intervals
- Points that can be redeemed for services
- Tiered benefits at different levels of the program
- Points that can be redeemed for products and services from third parties

Other rewards for being a member, e.g. member-only sales, first notice of new products, extra discounts.

Corporate Partnerships Program (CPP)

Metrolink announced that it has incorporated the CPP into the Mobile App and will allow the new TVDs to redeem the QuickCards soon. Metrolink is also proposing a business-to-business marketing campaign to gain more corporate accounts.

Line Awareness Marketing Campaign

Metrolink conducts marketing campaigns to attract new ridership with various marketing strategies, such as billboards, bus shelter advertising, radio spots, social media advertising, digital and mobile app advertising, and print advertising. Creative direct mailers for the IEOC Line, internet ads for the 91/PVL Line, and social media ads for the Riverside Line have offered promotional codes for free or discounted rides.

In addition to the regular train services, the Commission has partnered with other agencies to provide access to sporting and holiday events with special services such as the Angels Express Train and Festival of Lights Train. These types of promotional services have been highly successful in increasing ridership and introducing new riders to commuter rail. The continuation of these services is contingent upon available grant funding and restrictions that may be in place due to COVID-19.

Angels Express Train

The Commission partners with OCTA to fund special trains to Los Angeles Angels of Anaheim baseball games. An "Angels Express" promotional service is offered for Friday night Angel baseball games for $7 roundtrip for adults, $6 for seniors and persons with disabilities, $4 for youths, and free for kids under 5 who are accompanied by a paying adult. Fans from Riverside County can take the train directly to the Anaheim Regional Transportation Intermodal Center and stay for the "Big Bang Fridays" fireworks show before departing.

Festival of Lights Train

Through the growing success and interest of the City of Riverside's month-long Festival of Lights (FOL), the Commission partnered with the City, Mission Inn Hotel & Spa, OCTA, Metro, RTA, and Metrolink to provide special train service on Friday and Saturday for four weekends of the FOL event. The special service helps to alleviate local traffic congestion and provides transportation to one of the most well know events in Riverside County. The service plan includes trains from Perris as well as Los Angeles and Orange County. The promotional fare for train riders is $7 roundtrip and includes a free transfer to RTA's FOL shuttle bus service that transports passengers from the Riverside – Downtown Station to the event center.

RCTC Outreach Program

The Commission has supplemented Metrolink's marketing efforts by developing a grassroots outreach program that focuses on reaching communities that may not be aware of how Metrolink can be incorporated in their lives. The goal is to increase ridership on all Metrolink lines that service Riverside County. The program key elements include:

- University and college campaign
- Train excursion programs for seniors and community groups
- Community events presence
- Digital marketing targeted to Riverside County
- Support for Special Events Trains such as Festival of Lights and Angels Express
- Try the Train Tuesday

The Commission has also continued to increase Rail Safety awareness. Key elements of rail safety program include:

- Comprehensive outreach to UCR community
- Ongoing Operation Lifesaver presentations to K-12 schools and community groups
- Community events information booths
- Initiate Suicide Prevention Lifeline messaging near rail right-of-way

3.2.12 Metrolink Projected Ridership Growth

Due to COVID-19 impacts, Metrolink ridership projections for FY 2020/21 will not be known until their annual budget is submitted in August 2020. Metrolink is also analyzing customer survey findings to develop strategies and priorities to regain riders. Public health orders will also be a determining factor on when services might begin to return to pre-COVID-19 levels.

3.2.13 Metrolink and RCTC Capital Improvement Plans

There are three main capital improvement planning efforts that are used to assess rail capital needs in the County: Metrolink's Capital Rehabilitation Plan; RCTC Station Rehabilitation Program; and RCTC Rail Capital Infrastructure Plan. The establishment of these capital plans provides the opportunity to more strategically program formula funds and seek competitive grants to delivery and prioritize projects. The 5-year strategies and priority projects for each capital improvement plan are described below.

Metrolink Capital Rehabilitation Plan

The 2017 Metrolink Infrastructure Rehabilitation Plan identified major capital improvements for the next ten years. The focus of the plan for the next five years, includes the following:

- Continual Improvements for Positive Train Control (PTC);
- LAUS Improvements and New Maintenance and Layover Facilities;
- Station Maintenance;
- Replacement of Ticket Vending Machines; and
- Rehab/Renovation of passenger cars.

Metrolink's Rehabilitation Plan is funded by member agencies through annual capital subsidies.

Continual Improvements of Positive Train Control

PTC has been a major technical undertaking and operating elements are currently available on multiple lines. PTC will continue to be a priority for Metrolink and the Commission to ensure the safety of the traveling public. The $215 million capital project was jointly funded by the member agencies and major components were in place prior to the initial federal deadline of 2015, this was later extended. Metrolink is making strides on this project and has implemented PTC into revenue service on lines it owns. Although full implementation has occurred, and continual improvements of the system will continue to be a high priority.

Ticket Vending Devices and Mobile Ticketing Application

Metrolink's aging ticketing infrastructure is being replaced with new ticket vending devices and provide its customers with enhancements with the addition of the Mobile Ticketing application available to users with smart phones. The replacement and upgrade to the ticketing infrastructure will provide passengers a greater efficiency and ease when using the system. The TVDs include a sleeker design, contactless payment options, and user-friendly compatibilities. Metrolink has implemented a Mobile Ticketing Application systemwide. Usage is robust on the IEOC Line at 63%. Transferring compatibilities to the Metro light rail and subway system is completed giving customers the effortlessness connectivity to other transit providers.

Locomotives and Passenger Cars

Metrolink's aging fleet is undergoing a revamp of its locomotive fleet to improve daily operation of the system. Tier 4 locomotives are compliant with the latest U.S. Environmental Protection Agency (EPA) emissions standards and will reduce particulate matter and nitrogen oxide emissions by up to 85%, resulting in cleaner air for the region. Performance concerns have delayed the delivery of the new locomotives. Metrolink ordered 40 Tier 4 locomotives. As of March 2020, SCRRA has 32 locomotives in operations while having received 35. Metrolink's existing fleet of Bombardier passenger rail cars need to be rebuilt to comply with current standards and regulations, as well as to improve their reliability and appearance. Metrolink has started shipping the rail cars to a vendor to start the overhauls. Metrolink investigated purchasing new cars as opposed to overhauling the existing fleet, but the estimated cost of replacement was more than double the cost of the overhauling the existing fleet. Metrolink is continuing its overhaul program with the intent to have all cars upgraded in the next several years.

RCTC Station Rehabilitation Program

The Commission fully funds and maintains all the commuter rail stations in Riverside County. Since Metrolink service began along the Riverside Line in 1993, the Commission has been maintaining the Riverside – Downtown and Jurupa Valley/Pedley stations. When the IEOC Line began in 1995, the Riverside – La Sierra and Corona – West stations were added. Due to increasing demand, the Corona – North Main Station was added in 2002. In 2016, four new stations were added along the Perris Valley Line including Hunter Park/UCR, Moreno Valley/March Field, Perris – Downtown and Perris South. Over the years, the stations show their age and require preventative maintenance. The Commission takes pride in the commuter rail stations and intends to continue to invest significant resources to maintain a state of good repair which is vital for rest of the public transportation network.

A 5-year Station Rehabilitation Program is updated annually to maintain and upgrade stations in a state of good repair and ultimately reduce costs for operations and maintenance (O&M) long term. Recently completed projects include:

- Construction of a covered passenger waiting and concession area at the Riverside – Downtown Metrolink Station
- Security and station surveillance expansion, including closed-circuit television (CCTV) infrastructure for all stations
- Parking lot and bus transfer expansion at the Riverside – La Sierra Metrolink station
- Elevator Rehabilitation at Corona – North Main and Riverside – Downtown Stations
- Pavement rehabilitation at Riverside-Downtown
- Upgraded ADA drop off/pick up and parking areas at Corona - West
- Comprehensive painting of Pedley, West Corona, La Sierra, and Riverside-Downtown

Planned station improvements for the next five years are categorized into the following areas:

- Comprehensive painting of station structures
- Pavement rehabilitation of station parking lots
- Bike and Pedestrian safety improvements, including signage
- LED Fixtures and Lights
- Station amenities (gates, fences, benches, shelters, bike storage, etc.)
- CCTV camera systems
- Drought tolerant landscaping upgrades
- Elevator rehabilitation or replacement
- Electrical Upgrades
- General building maintenance
- Study of Solar Photo-voltaic panels on parking canopies at two PVL stations.

The total five-year program cost for FY 2020/21 – 2024/25 is estimated at $12 million and will be funded with $8 million from FTA 5307 and $4 million from the SB 1 State of Good Repair program.

RCTC Rail Capital Infrastructure Projects

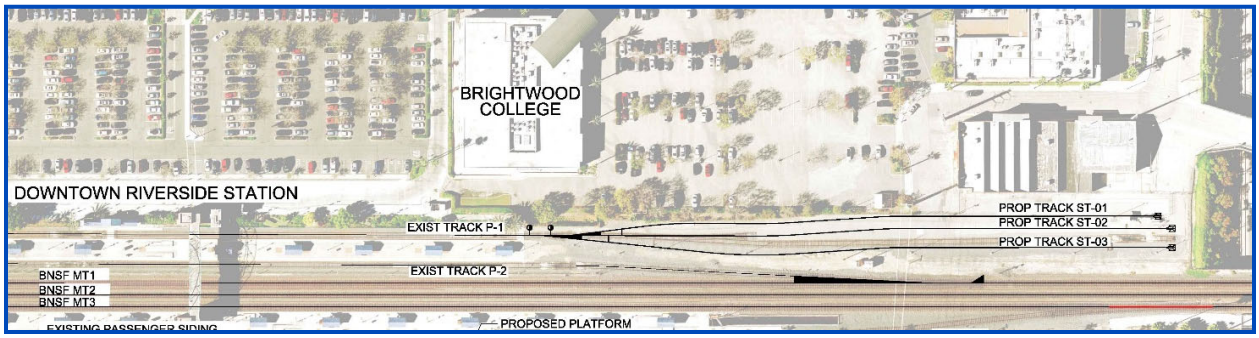
The Commission's focus for the next five years is to delivery projects that will improve Metrolink operational reliability and support service growth. The delivery of a capital project can include tasks such as feasibility studies, preliminary engineering, environmental clearance, final design, right of way acquisition, utility relocation, construction, construction management, and design-build in addition to the management of various types of agreements. This section provides a summary of each of the major rail capital projects where the Commission is identified as the lead agency and includes:

1. Riverside-Downtown Layover Facility North Expansion
2. Moreno Valley/March Field Station Upgrade Project
3. Metrolink Station Parking Expansion Analysis
4. Riverside-Downtown Station Track and Platform Project
5. Moreno Valley to Downtown Perris 2nd Track Project
6. Downtown Perris to Perris South 2nd Track and 4th Layover Track Project
7. Moreno Valley/March Field Station Pedestrian Bridge Project

Riverside-Downtown Layover Facility North Expansion

The Riverside-Downtown Layover Facility project expands the existing layover facility on the northside of SR-91 to accommodate three storage tracks with an overall capacity of three 6-train sets. The project also provides upgraded facilities with the addition of a water services station, sewer dump station, and additional power stations.

Project Status: Under Construction
Total Project Cost: $6.2 million
Project Funding: FTA 5307
Project Completion: November 2020



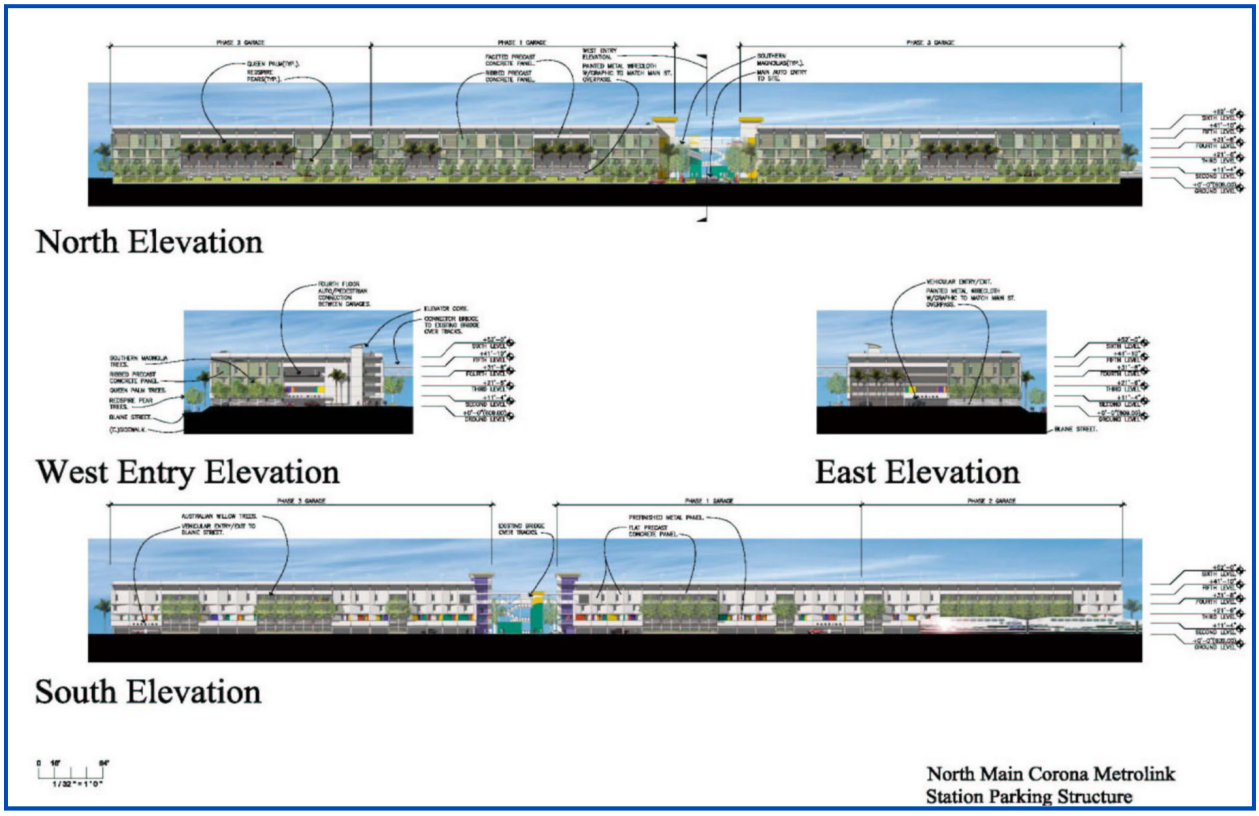
Moreno Valley/March Field Station Upgrade Project

The Moreno Valley/March Field Station Upgrade Project is necessary for improved operational reliability and passenger convenience for the 91/PVL Line. This project will upgrade the station with an additional platform and upgrade 2.7 miles of track to passenger rail standards so that trains can pass each other at the mid-point of the PVL line, providing the capacity necessary for additional connectivity from 91/PVL Line trains to other trains in the Metrolink system at the Riverside – Downtown Station.

Project Status: Environmental Review and Design
Estimated Start of Construction: 2021
Project Cost Estimate: $17 million
Project Funding: FTA 5307
Project Completion: Early 2022

Metrolink Station Parking Expansion Analysis

Based on trends in parking usage at Metrolink stations, and anticipated increases in future service levels, expansion of parking facilities will be needed in the near future. The Riverside Downtown station parking lot has the highest level of usage, and that parking lot will be expanded with the Riverside-Downtown Station Track and Platform Project (SCORE Project). The West Corona station is the next highest in usage. As the site is currently fully utilized for surface parking, a preliminary analysis will be performed to look at the feasibility of a parking structure at this station.



Metrolink SCORE Program

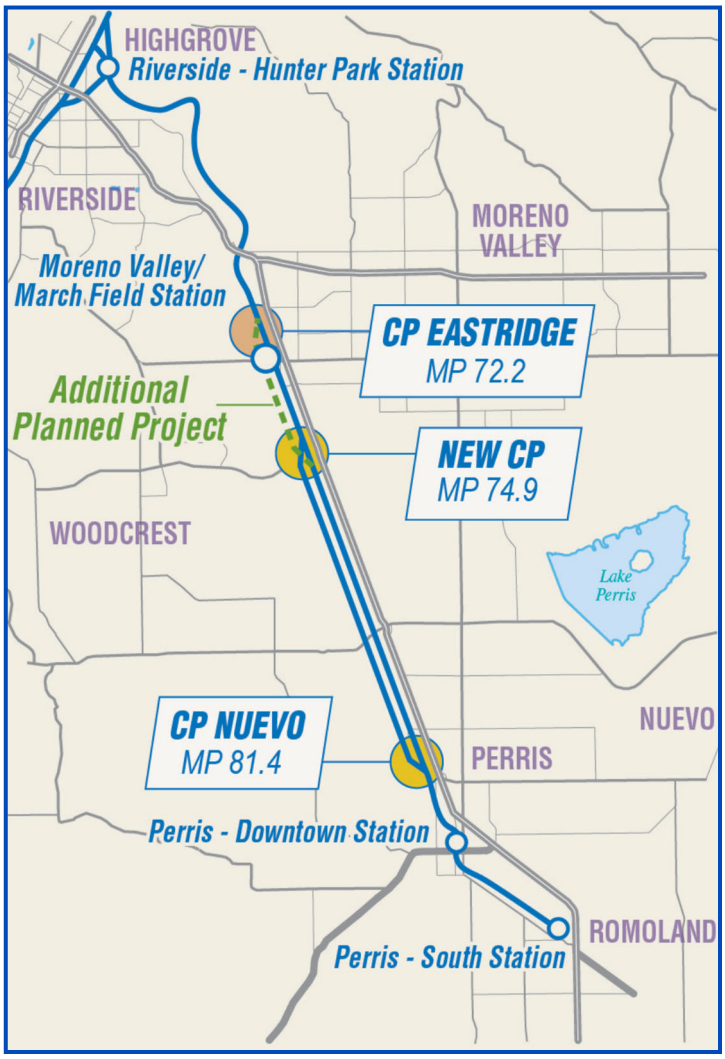
Metrolink's SCORE Program is a $10 billion initiative to upgrade the regional rail system to meet the current and future needs of the traveling public. The first phase was awarded $876 million from the State's Transit and Intercity Rail Capital Program (TIRCP) in April 2018, which the Riverside-Downtown Station Track and Platform Project was a recipient of. The first two phases of capital projects are envisioned to support expanded Metrolink service. The first phase focuses on capital projects to be completed by 2023. The second phase focuses on capital projects scheduled for completion by 2028.

Riverside-Downtown Station Track and Platform Project (SCORE Project)

The Riverside-Downtown Station Track and Platform Project increases connectivity and rail capacity and service reliability, especially for all trains using the southeast tracks on the BNSF mainline, which includes all 91/PVL trains. This project will add a center platform and associated tracks on the southeast side of the station and extend the existing pedestrian bridge with an elevator to the new platform, effectively doubling passenger train capacity of the station. The track and platform project has been funded as part of the first phase of the Metrolink SCORE Program. The environmental phase has begun and will assess the development of an expanded project that includes a large property acquisition and a surface parking lot with approximately 500 spaces. The costs and funding of these project elements are still being determined.

Project Status: Environmental Review and Design
Project Cost Estimate: $30 million (base without expanded parking lot)
Project Funding: FTA 5307 Grant, TIRCP, STA
Project Completion: December 2023

Moreno Valley to Downtown Perris 2nd Track Project (SCORE Project)



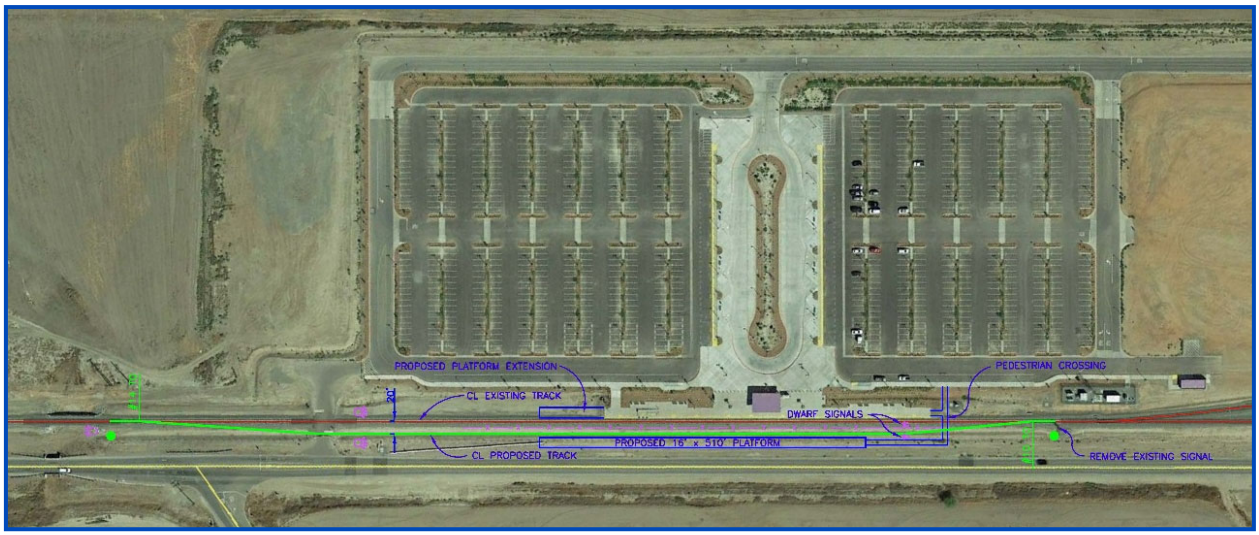
The PVL exists today as a single-track main line, which constrains rail operations and does not offer long-term growth. This project, as proposed, will provide approximately six miles of second main track. Partnered with the Moreno Valley/ March Field Station Project, this project will provide the PVL with a continuous double track corridor between Control Point (CP) Eastridge and CP Nuevo, a total of about nine miles. While there is currently a second track within the RCTC-owned right-of-way that runs parallel to the PVL within the project area, it is comprised of jointed rail, older wood ties, and poor ballast conditions. The track is also not currently signalized and is used only for limited freight operations of two to four freight trains per week providing service to the local industries. As proposed, the project will begin at a new CP at approximately Milepost (MP) 72.2, with a new higher speed universal turnout to be constructed as part of the Moreno Valley/ March Field Station Project. The project will then continue with the rehabilitation of the second track south to CP Nuevo (MP 81.4), with the replacement of the existing switch with a higher speed turnout. Track rehabilitation will include new concrete cross ties, other track material (OTM), ballast, and continuous welded rail (CWR). Existing turnouts will be removed and replaced as necessary to maintain freight operations. The track will receive a new signal system and be incorporated into the Metrolink PTC network. The double track could potentially continue to the Perris Downtown Station to allow for multiple boarding opportunities.

Project Status: Project Definition Report
Project Cost Estimate: $22 million
Project Funding: TBD
Project Completion: 6-7 years

Downtown Perris to Perris South 2nd Track and 4th Layover Track Project (SCORE Project)

The Perris-South Station is the end of the 91/PVL and serves the City of Perris and communities further south including Temecula, Murrieta, Menifee, Hemet, and San Jacinto. The Perris-South Station is currently along a single-track corridor. This project, as proposed, would add a second track through the station, starting east of the San Jacinto River, at MP 85.2, as well as an additional platform. An in-station pedestrian at-grade crossing would be included at the east end of the station platforms. The project would also include a fourth layover track at the South Perris layover facility at the existing layover facility between CP Mapes at MP 85.4 and MP 85.8. As currently designed, the existing layover facility retained the right-of-way to add an additional layover track to the facility in the future as more capacity was needed. As a result, no additional right-of-way is required to construct the additional layover track at the existing facility.

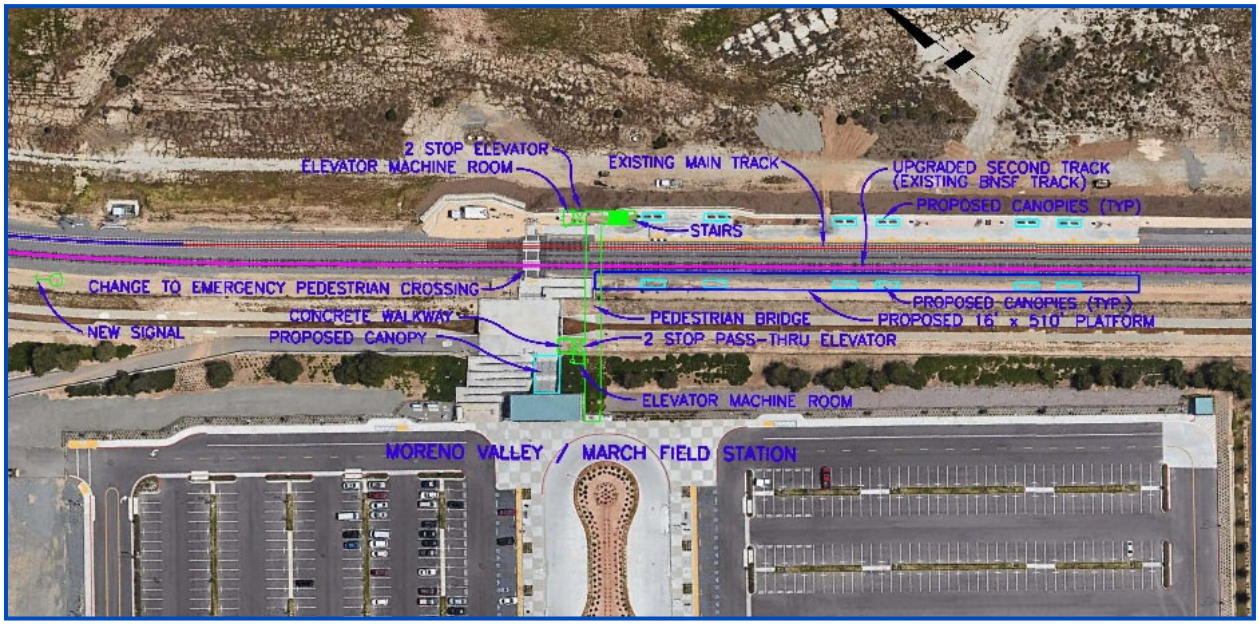
Project Status: Project Definition Report
Project Cost Estimate: $19 million
Project Funding: TBD
Project Completion: 6-7 years



Moreno Valley/March Field Station Pedestrian Bridge Project (SCORE Project)

The Moreno Valley/March Field Station is one of the new stations along the PVL and exists today as a single-track station with an at-grade pedestrian crossing and a single platform. This project will upgrade the station with an additional platform and a pedestrian overpass. The overpass will use the same circulation, platform amenities, and architectural elements currently in place at the Riverside-Downtown Station. The current station layout requires all passengers to use a staircase or extended ramp to access the platforms which are at a lower elevation than the parking lot. The proposed structure would create easier pedestrian access to the platforms and improve the passenger experience.

Project Status: Project Definition Report
Project Cost Estimate: $25 million
Project Funding: TBD
Project Completion: 7-8 years



3.2.14 Overview of Long-Term Rail Capital Investments

The Commission adopted TRP is inclusive of aspirational projects needed to expand rail capacity to relieve traffic congestion and is consistent with the SCAG RTP/SCS. Table 3.3 below is a summary of these projects with estimated implementation timeframes. A Strategic Rail Plan is being developed and will provide further details on the planning, prioritization, and project delivery for the next 10 years and beyond.

Table 3.3: Long-Term Rail Capital Investments

Project	Type	Implementation
Metrolink Rail Service: new Riverside-Downtown station parking structure	Parking	Mid 5-10 yr
Metrolink Rail Service: new Corona-North Main station parking structure	Parking	Mid 5-10 yr
Metrolink Rail Service: new Corona-West station parking structure	Parking	Mid 5-10 yr
Metrolink Rail Service: new Riverside-La Sierra station parking structure	Parking	Mid 5-10 yr
Metrolink Rail Service: new 3rd main track from Highgrove to Colton	Additional Track	Long > 10 yr
Metrolink Rail Service: new 3rd track from Riverside to Fullerton	Additional Track	Long > 10 yr
Metrolink Rail Service: new 3rd track from Riverside to Fullerton	Additional Track	Long > 10 yr
Metrolink Rail Service: new 4th main track: and West Corona/ Corona/La Sierra station improvements	Additional Track	Long > 10 yr
Metrolink Rail Service: new train station, Ramona Expressway	Station Improvements	Long > 10 yr
Metrolink Rail Service: new low/ zero-emission technology trains	Zero Emission	Long > 10 yr
Coachella Valley-San Gorgonio rail service: new San Gorgonio Pass station	CV Rail Station	Long > 10 yr
Perris-San Jacinto rail service: full development and implementation of track and facilities	San Jacinto Extension	Long > 10 yr
Railroad crossing safety improvements	Safety Improvements	On-going

4.0 FINANCIAL PLANNING

Transit services and capital projects are funded with a variety of federal, state, and local revenue sources. A summary of the formulaic and discretionary funding sources that the vanpool and rail programs are likely to be supported by are as follows:

Federal Programs

- FTA Section 5307 – Provides formula funding to public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.
- FTA Section 5337 – Provides formula funding for capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair.
- Congestion Mitigation Air Quality (CMAQ) Program – Funds are distributed to states based on a formula that considers an area's population by county and the severity of its air quality, and may be used for transit capital expenditures that have an air quality benefit. CMAQ funds are administered by FHWA and when awarded for use on transit projects are flexed to the FTA.
- Other Federal Programs may include funds from the FRA or other FTA discretionary grants for planning activities, pilot programs, and major capital investments.

State Programs

- Local Transportation Fund – LTF funds are formula based for operating and capital purposes and are generated from a ¼ cent of the state retail sales tax collected in each county.
- State Transit Assistance Fund – STA funds are generated from the statewide sales tax on motor vehicle fuel on diesel. The STA funds are appropriated to the State Controller for allocation by formula to each RTPA. The formula allocates 50 percent of the funds on the basis of the County's population compared to the state's population (STA 99313 Funds). The remaining 50 percent is allocated according to the prior year proportion of the County's transit operator passenger fare and local support revenues (STA 99314 Funds).
- State of Good Repair (SGR) – SGR provides formula funding for transit maintenance, rehabilitation, and capital projects.
- Low Carbon Transit Operational Program (LCTOP) – LCTOP funds provides transit agencies with operating and capital assistance to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. LCTOP projects support new or expanded bus or rail services, expanded intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities. LCTOP derives from the Greenhouse Gas Reduction Fund (GGRF) that receives proceeds from cap-and-trade auctions.
- Transit and Intercity Rail Capital Program (TIRCP) – TIRCP is intended to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. TIRCP is also a cap-and-trade program that is funded through the GGRF.
- Other State Programs may include funding from discretionary programs such as the State Rail Assistance, Local Partnership Program, or Solutions for Congested Corridors Program.

Local Programs

- Measure A – Administered by RCTC, Measure A is a ½ cent sales tax for transportation approved by the voters in 2009 for a 30-year period .
- Mobile Source Air Pollution Reduction Review Committee (MSRC) – MSRC has provided discretionary funding first mile/last mile bicycle and pedestrian improvements and for transportation demand management projects such as rideshare and special events to mitigate the impacts caused by mobile source emissions.
- Other local sources may include passenger fares, leases, or, local agency or private partnerships.

4.1 Operating and Capital Budget – FY 2020/21

Table 4.0 at the end of this chapter provides a summary of the total operating and capital funding requests by revenue source and project for FY 2020/21.

Total operating expenses for FY 2020/21 is estimated at $50.9 million, combined for the vanpool and rail programs, which represents an increase of 18% from FY 2019/20 primarily due to:

- *Metrolink Subsidy* – The total Metrolink subsidy assumes a full year of service with an allocation of $21.6 million of CARES funding and an advance of $4.5 million for the first quarter. Metrolink's FY 2020/21 budget will be provided in August 2020 and the total annual subsidy will be adjusted accordingly.
- *Station O&M* – Increased safety and sanitization costs for Commission-owned Metrolink stations and nearly doubled due to COVID-19 and includes social distancing platform placards for waiting areas, signage, hand sanitization stations, and enhanced daily and monthly deep cleaning routines for high traffic surfaces such as handrails, ticket vending machines, and elevators.
- *VanClub* – The transition of a new application and database system, subsidies and incentives to help promote growth post-pandemic which will result in an overall increase in program performance and participation.

Total capital programming for FY 2020/21 is $9.5 million, $8.0 million of which is for a multi-year station rehabilitation program funded by FTA Section 5307. Project descriptions and justifications for each capital project are found in Table 4.0A at the end of this chapter. Total capital programming for FY 2020/21 represents a decrease of 45% from FY 2019/20. This is attributable to FY 2019/20 programming higher than normal capital funds to reflect a $14.2 million TIRCP grant award for the Riverside-Downtown Platform and Track Project.

The FY 2020/21 operating and capital plans are fully funded. State and local revenues typically comprise the largest revenue sources; however, due to the adverse economic impacts that COVID-19 has had on state and local revenues, primarily LTF and Measure A, the Commission prioritized federal Coronavirus Aid, Relief, and Economic Security (CARES) Act funds to preserve local funding and supplement loss revenues. Should revenue projections change significantly throughout the year, service and capital plans will be modified, as needed.

4.2 Funding to Support Future Operating and Capital Plans

Tables 4.1 – 4.4 at the end of this chapter identifies the available funding revenues that can support operating and capital plans for the subsequent four years, FY 2021/22 – 2024/25. These plans include operating costs based on a nominal growth rate and are used for planning purposes only. Table 4.5 summarizes the projected total operating costs for the vanpool and commuter rail programs.

Table 4.5: Projected Total Operating Costs (Vanpool and Commuter Rail), FY 2020/21 – 2024/25

Fiscal Year					
Total Operating	2020/21	2021/22	2022/23	2023/24	2024/25
	$ 50,864,341*	$ 50,871,473	$ 52,734,534	$ 54,364,890	$ 56,282,645
% Change		2.5%	3.7%	3.1%	3.5%

**To be revised, pending Metrolink FY 2020/21 annual budget approval.*

Capital projects with committed funding will continue to move forward and staff will continue to seek discretionary funds for new capital projects. The Commission will also prioritize projects based on safety and maintenance to keep stations operating at optimal efficiency levels.

4.3 Regulatory and Compliance Requirements

The Commission is responsible for complying with state and federal regulatory provisions, in addition to undergoing performance reviews and audits. Following is a summary and status of major regulatory and compliance requirements.

Americans with Disabilities Act (ADA)

To prohibit discrimination on the basis of disability, the U.S. Congress passed the Rehabilitation Act of 1973 and the ADA of 1990. Title II of the ADA pertains to state and local governments and prohibits discrimination or segregation on the basis of race, color, religion or national origin in access to public accommodations. Title II requires that persons with disabilities be provided with an equal opportunity to benefit from government programs, services and activities. In October 2012, the Commission appointed the Deputy Executive Director to serve as the ADA Coordinator and adopted grievance procedures and a discrimination complaint form.

Title VI

Title VI of the Civil Rights Act of 1964 protects persons in the United States from being excluded from participation in, denied the benefits of, or subjected to discrimination on the basis of race, color, or national origin in any program or activity receiving federal financial assistance. As required by FTA, a Title VI Program is updated every three years. The Commission's current Title VI program was updated in June 2019 and approved by the FTA in December 2019 and is valid until July 2022.

Disadvantaged Business Enterprise (DBE)

The DBE Program seeks to ensure nondiscrimination in the award and administration of federally assisted contracts and to create a level playing field on which DBEs can compete fairly for federally assisted contracts. The FTA Office of Civil Rights is responsible for monitoring FTA recipients' DBE programs and ensuring their compliance with DBE regulations. The Commission's DBE Program was last submitted and approved by FTA in 2019.

Equal Employment Opportunity (EEO)

The EEO Program ensures that no person in the United States shall on the grounds of race, color, religion, national origin, sex, age, or disability be excluded from participating in, or denied the benefits of, or be subject to discrimination in employment under any project, program, or activity receiving Federal financial assistance under federal transit laws. FTA recipients are required to develop an abbreviated or full EEO program if the number of employees working on FTA-funded programs is over 50 or 100, respectively. Although the Commission is an equal opportunity employer, it is not required to fulfill this requirement.

FTA Triennial Review

Pursuant to Chapter 53 of Title 49, United States Code Section 5307, the FTA is required to conduct a review at least every three years for recipients of Urbanized Area Formula Grant funds. The Triennial Review examines grantee performance and adherence to current FTA requirements and policies such as financial management, technical capacity award and program management, DBE, procurement, and facility and safety programs. The last triennial was completed in June 2018 and resulted in no findings.

TDA Triennial Audit

In accordance with California Public Utilities Code Section 99246, the Commission in its role as the RTPA is required every three years to arrange for performance audits of its activities as well as the activities of the transit operators to which it allocates TDA funds. The Commission's Rail Program is not included in the audit as it is part of Metrolink's Triennial Performance Audit review. The Commission's 2019 TDA Triennial Audit found that it is in compliance with all TDA requirements and in some cases exceeds those requirements. Five recommendations were provided to improve the Commission's administration and management of TDA and its organization:

1. A carryover from the prior two performance audits, the Commission should revisit the TDA formula for Western Riverside County bus and commuter rail service;
2. A carryover from the prior performance audit, one requirement for the transit operators Financial Transactions Report is that the transit operator prepares separate reports for general public transit and for specialized services;
3. Update the Commission's policy on the use of STA funds for operating assistance, which was approved in June 2019, be updated to reflect Senate Bill (SB) 508;
4. Review and update the Commission's SRTP process to serve more as a planning document that forecasts and provides direction on operating and capital projects and service delivery for the next three to five-year period rather than an annual budgeting document; and
5. Develop a local guidance manual that contains the procedures and protocol for TDA claims and the Commission's transit policies.

4.4 Status of Current Capital Projects

Table 4.6 below is a summary of the current capital projects that have received funding allocations from prior years to highlight the estimated timeline for completion, and the remaining unfunded balance.

Table 4.6: List of Current Capital Projects and Funding Status

Project Name	SRTP Capital Project No.	Project Type	Funding Category	Timeline Begin - End	Total Project Cost	Unfunded Balance
Moreno Valley/March Field Rail Upgrade	17-6	Facilities/ Capital Upgrades	Fully Funded	12/2019 – 12/2022	$16,956,682	$0
Riverside Downtown Station Track & Platform	20-3	Facilities/ Capital Upgrades	Partially Funded	11/2020 – 12/2023	$30,000,000 (excludes ROW and parking lot)	$15,000,000 (for ROW and parking lot)
Riverside Downtown Layover Facility	15-2	Facilities/ Capital Upgrades	Fully Funded	08/2019 – 11/2020	$6,332,444	$0
Coachella Valley Rail Tier 1 Environmental Study	20-1	Facilities/ Capital Upgrades	Fully Funded	05/2016 – 06/2021	$5,000,000	$0
Coachella Valley Special Event Train Platform	20-2	Facilities/ Capital Upgrades	Fully Funded	03/2019 – 04/2021	$8,688,241	$0

Table 4.0 - Summary of Funding Request - FY2020/21

RCTC Western County Rail, Coachella Valley Rail, and Vanpool Programs

Operating

Project	Total Amount of Funds	5307 RS	5307 RS CARES	5337 OB	CMAQ OB [3]	LCTOP PUC99313 [4]	LTF	MA CR	OTHR LCL [5]	SGR PUC99313	SGR PUC99314	STA PUC99313 [6]	Farebox
Western County Rail													
Metrolink Operating Subsidy & Preventative Maintenance[1]	$35,133,841		$21,618,973	$4,000,000	$3,900,000	$1,081,302	$4,533,566						
Next Generation Rail Study Phase II	$400,000						$400,000						
Program Management and Support[2]	$4,323,500						$2,237,200	$2,086,300					
San Jacinto Line Right of Way Maintenance	$2,374,100							$2,074,100	$300,000				
Station Operations and Security	$6,556,100		$4,732,900		$251,000			$1,399,300	$172,900				
Transfer Agreements	$150,000						$150,000						
Vanpool													
RCTC VanClub Operating Expenses	$1,926,800		$950,000										$976,800
Sub-total Operating	$50,864,341	$0	$27,301,873	$4,000,000	$4,151,000	$1,081,302	$7,320,766	$5,559,700	$472,900	$0	$0	$0	$976,800

Capital

Project	Total Amount of Funds	5307 RS	5307 RS CARES	5337 OB	CMAQ OB [3]	LCTOP PUC99313 [4]	LTF	MA CR	OTHR LCL [5]	SGR PUC99313	SGR PUC99314	STA PUC99313 [6]	Farebox
Western County Rail													
Rail Stations - Capital Rehabilitation - WC 21-1	$8,837,037	$8,000,000								$586,060	$250,977		
Coachella Valley Rail													
CV Rail Environmental/Service Development Plan - CV 21-1	$672,000											$672,000	
Sub-total Capital	$9,509,037	$8,000,000	$0	$0	$0	$0	$0	$0	$0	$586,060	$250,977	$672,000	$0
Total Operating & Capital	$60,373,378	$8,000,000	$27,301,873	$4,000,000	$4,151,000	$1,081,302	$7,320,766	$5,559,700	$472,900	$586,060	$250,977	$672,000	$976,800

[1] Total reflects an estimated full year subsidy and first quarter disbursement of LTF based on the Metrolink-approved continuing resolution. Due to projected decrease in ridership, the subsidy amount covers loss of passenger revenues. An SRTP amendment is anticipated upon approval of the Metrolink FY 2020/21 budget in August 2020.

[2] Includes Rail program administration, capital support, marketing, rail safety education, professional services, and special trains. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.

FY 2020/21 Projected Funding Details		
5307 RS CARES	$27,301,873	
5337 OB	$4,000,000	
CMAQ OB	$4,151,000	[3] PVL CMAQ Funding for Security and Operations
LCTOP PUC99313	$1,081,302	[4] LCTOP FY19/20 Expanded Perris Valley Line Operations FY 21 Grant
LTF	$7,320,766	
MA CR	$5,559,700	
OTHR LCL	$472,900	[5] Revenue generated by licenses and agreements
Farebox	$976,800	
Total Estimated Operating Funding Request	$50,864,341	
5307 RS	$8,000,000	
SGR PUC99313	$586,060	
SGR PUC99314	$250,977	
STA PUC99313	$672,000	[6] CV Bus/Rail Split - STA amount matches transfer amount in FY21 Budget
Total Estimated Capital Funding Request	$9,509,037	
Total Funding Request	$60,373,378	

FY 2020/21 SRTP

RCTC WRC Rail

Table 4.0 A - Capital Project Justification

Project Number: 21-1

FTIP No: RIV200501

Project Name: Rail Stations - Capital Rehabilitation

Category: Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Capital rehabilitation and maintenance including CCTV, electric upgrades, solar canopies, painting, pavement preservation, upgraded concrete sidewalks and ADA improvements, elevator replacements, lighting, landscaping, and fencing.

Project Justification: Rehabilitation is needed to improve station operational efficiencies and maintain state of good repair .

Project Schedule:

Start Date	Completion Date
July 2020	June 2025

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5307 RS	FY 2020/21	$8,000,000
SGR PUC99313	FY 2020/21	$586,060
SGR PUC99314	FY 2020/21	$250,977
Total		$8,837,037

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2020/21 SRTP

RCTC CV Rail

Table 4.0 A - Capital Project Justification

Project Number: 21-1

FTIP No: RIV151002

Project Name: CV Rail Environmental/Service Development Plan

Category: Planning/Feasibility

Sub-Category: Study

Project Description: In eastern Riverside County for Caltrans/RCTC/CVAG feasibility study of an intercity passenger rail service between Indio and Los Angeles (Phase I), and project Service Development Plan and environmental document (PH II) - PA&ED only (FRA funded project).

Project Justification: This project is funded by local funds subject to the Coachella Valley Rail split and an FRA grant .

Project Schedule:

Start Date	Completion Date
May 2016	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2020/21	$672,000
Total		$672,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

Table 4.1 - Summary of Funding Request - FY2021/22

RCTC Western County Rail, Coachella Valley Rail, and Vanpool Programs

Operating

Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail											
Metrolink Operating Subsidy & Preventative Maintenance	$34,908,803		$4,000,000	$1,000,000	$12,000,000					7,785,250	10,123,553
Next Generation Rail Study Phase II	$0										
Program Management and Support	$4,453,205				$2,304,316	$2,148,889					
San Jacinto Line Right of Way Maintenance	$2,445,323					$2,136,323	$309,000				
Station Operations and Security	$6,752,783					$6,574,696	$178,087				
Transfer Agreements	$150,000				$150,000						
Vanpool											
RCTC VanClub Operating Expenses	$2,161,359					$347,456	$503,407				$1,310,496
Sub-total Operating	$50,871,473	$0	$4,000,000	$1,000,000	$14,454,316	$10,859,908	$487,087	$0	$0	$0	$11,434,049

Capital

Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail											
Rail Stations - Capital Rehabilitation	$900,000							$600,000	$300,000		
Moreno Valley/March Field Station Ped Bridge	$0										
Riverside Downtown Station Track and Platform	$15,000,000									$15,000,000	
Perris 2nd Track Moreno Valley to Downtown Perris Perris	$0										
Perris South 2nd Track and 4th Layover Track	$0										
Station Parking Expansion Analysis	$0										
RCTC Metrolink Capital Obligation	$8,000,000		$8,000,000								
Coachella Valley Rail											
CV Rail Environmental/Service Development Plan - CV 21-1	$370,000									$370,000	
Sub-total Capital	$24,270,000	$0	$8,000,000	$0	$0	$0	$0	$600,000	$300,000	$15,370,000	$0
Total Operating & Capital	$75,141,473	$0	$12,000,000	$1,000,000	$14,454,316	$10,859,908	$487,087	$600,000	$300,000	$15,370,000	$11,434,049

Table 4.2 - Summary of Funding Request - FY2022/23

RCTC Western County Rail, Coachella Valley Rail, and Vanpool Programs

Operating

Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail											
Metrolink Operating Subsidy & Preventative Maintenance	$35,956,067		$4,000,000	$1,000,000	$12,000,000					8,528,808	10,427,260
Next Generation Rail Study Phase II	$0										
Program Management and Support	$4,586,801				$2,373,445	$2,213,356					
San Jacinto Line Right of Way Maintenance	$2,518,683					$2,200,413	$318,270				
Station Operations and Security	$6,955,366					$6,771,937	$183,430				
Transfer Agreements	$150,000				$150,000						
Vanpool											
RCTC VanClub Operating Expenses	$2,567,616					$635,604	$327,948				$1,604,064
Sub-total Operating	$52,734,534	$0	$4,000,000	$1,000,000	$14,523,445	$11,185,705	$501,700	$0	$0	$0	$12,031,324

Capital

Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail											
Rail Stations - Capital Rehabilitation	$900,000							$600,000	$300,000		
Moreno Valley/March Field Station Ped Bridge	$5,000,000	$5,000,000									
Riverside Downtown Station Track and Platform	$0										
Perris 2nd Track Moreno Valley to Downtown Perris Perris	$0										
Perris South 2nd Track and 4th Layover Track	$0										
Station Parking Expansion Analysis	$0										
RCTC Metrolink Capital Obligation	$8,000,000		$8,000,000								
Coachella Valley Rail											
CV Rail Environmental/Service Development Plan - CV 21-1	$380,000									$380,000	
Sub-total Capital	$14,280,000	$5,000,000	$8,000,000	$0	$0	$0	$0	$600,000	$300,000	$380,000	$0
Total Operating & Capital	$67,014,534	$5,000,000	$12,000,000	$1,000,000	$14,523,445	$11,185,705	$501,700	$600,000	$300,000	$380,000	$12,031,324

Table 4.3 - Summary of Funding Request - FY2023/24

RCTC Western County Rail, Coachella Valley Rail, and Vanpool Programs

Operating

Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail											
Metrolink Operating Subsidy & Preventative Maintenance	$37,034,749		$4,000,000	$1,000,000	$12,000,000					9,294,672	10,740,077
Next Generation Rail Study Phase II	$0										
Program Management and Support	$4,724,405				$2,444,649	$2,279,756					
San Jacinto Line Right of Way Maintenance	$2,594,243					$2,266,425	$327,818				
Station Operations and Security	$7,164,027					$6,975,095	$188,932				
Transfer Agreements	$170,000				$170,000						
Vanpool											
RCTC VanClub Operating Expenses	$2,677,465					$1,073,401					$1,604,064
Sub-total Operating	$54,364,890	$0	$4,000,000	$1,000,000	$14,614,649	$11,521,276	$516,751	$0	$0	$0	$12,344,141

Capital

Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail											
Rail Stations - Capital Rehabilitation	$900,000							$600,000	$300,000		
Moreno Valley/March Field Station Ped Bridge	$0										
Riverside Downtown Station Track and Platform	$0										
Perris 2nd Track Moreno Valley to Downtown Perris Perris	$5,000,000	$5,000,000									
Perris South 2nd Track and 4th Layover Track	$5,000,000	$5,000,000									
Station Parking Expansion Analysis	$0										
RCTC Metrolink Capital Obligation	$8,000,000		$8,000,000								
Coachella Valley Rail											
CV Rail Environmental/Service Development Plan - CV 21-1	$390,000									$390,000	
Sub-total Capital	$19,290,000	$10,000,000	$8,000,000	$0	$0	$0	$0	$600,000	$300,000	$390,000	$0
Total Operating & Capital	$73,654,890	$10,000,000	$12,000,000	$1,000,000	$14,614,649	$11,521,276	$516,751	$600,000	$300,000	$390,000	$12,344,141

Table 4.4 - Summary of Funding Request - FY2024/25

RCTC Western County Rail, Coachella Valley Rail, and Vanpool Programs

Operating

Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail											
Metrolink Operating Subsidy & Preventative Maintenance	$38,145,792		$4,000,000	$1,000,000	$12,000,000					10,083,512	11,062,280
Next Generation Rail Study Phase II	$0										
Program Management and Support	$4,866,137				$2,517,988	$2,348,149					
San Jacinto Line Right of Way Maintenance	$2,672,070					$2,334,418	$337,653				
Station Operations and Security	$7,378,948					$7,184,348	$194,600				
Transfer Agreements	$170,000				$170,000						
Vanpool											
RCTC VanClub Operating Expenses	$3,049,697					$1,161,569					$1,888,128
Sub-total Operating	$56,282,645	$0	$4,000,000	$1,000,000	$14,687,988	$11,866,915	$532,253	$0	$0	$0	$12,950,408

Capital

Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail											
Rail Stations - Capital Rehabilitation	$900,000							$600,000	$300,000		
Moreno Valley/March Field Station Ped Bridge	$0										
Riverside Downtown Station Track and Platform	$0										
Perris 2nd Track Moreno Valley to Downtown Perris Perris	$0										
Perris South 2nd Track and 4th Layover Track	$0										
Station Parking Expansion Analysis	$1,000,000									$1,000,000	
RCTC Metrolink Capital Obligation	$8,000,000		$8,000,000								
Coachella Valley Rail											
CV Rail Environmental/Service Development Plan - CV 21-1	$400,000									$400,000	
Sub-total Capital	$10,300,000	$0	$8,000,000	$0	$0	$0	$0	$600,000	$300,000	$1,400,000	$0
Total Operating & Capital	$66,582,645	$0	$12,000,000	$1,000,000	$14,687,988	$11,866,915	$532,253	$600,000	$300,000	$1,400,000	$12,950,408

RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

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RIVERSIDE COUNTY TRANSPORTATION COMMISSION

FY 2020/21 Transit Operator Funding Allocations

Operating & Capital Projects

Funding Source [1]	Fund Total	City of Banning	City of Beaumont	City of Corona	City of Riverside	Palo Verde Valley Transit Agency	RCTC CV Rail	RCTC VanClub	RCTC WRC Rail	Riverside Transit Agency	SunLine Transit Agency
5307 HS [2, 3]	**$1,986,292**									$1,986,292	
5307 HS CARES [2, 3, 4]	**$9,841,873**									$9,841,873	
5307 IC [2, 6]	**$5,575,907**										$5,575,907
5307 IC CARES OB [2, 5, 6]	**$13,208,971**										$13,208,971
5307 LALB CARES [2, 4, 7]	**$312,970**									$312,970	
5307 MTM [2, 8]	**$1,889,417**									$1,889,417	
5307 MTM CARES [2, 4, 8]	**$9,423,497**									$9,423,497	
5307 RS [2, 9]	**$21,075,894**			$0					$8,000,000	$13,075,894	
5307 RS CARES [2, 4, 9]	**$61,756,778**			$2,843,298	$5,040,000			$950,000	$26,351,873	$26,571,607	
5307 RS OB [2, 5, 9]	**$368,000**			$48,000	$320,000						
5310 OB [2, 5]	**$418,947**					$56,000				$150,000	$212,947
5311 [2]	**$1,010,730**					$202,146				$505,365	$303,219
5311 (f) CARES [2, 4]	**$53,889**										$53,889
5311 CARES [2, 4]	**$1,332,190**					$130,461				$901,729	$300,000
5311 FOB [2, 5]	**$161,666**										$161,666
5312 OB [2, 5]	**$37,320**										$37,320
5337 OB [2, 5]	**$4,000,000**								$4,000,000		
5339 RS [2, 9]	**$384,700**			$64,700	$320,000						
AB 2766 [10]	**$20,000**			$0		$20,000					
CMAQ OB [2, 5, 12]	**$5,279,357**								$4,151,000		$1,128,357
FARE [10]	**$3,916,275**	$182,996	$213,942	$0		$90,635		$976,800		$1,052,078	$1,399,824
INT [10]	**$471,000**		$1,000							$470,000	
LCTOP OB [5, 11, 13]	**$1,113,185**									$776,185	$337,000
LCTOP PUC99313 [11, 13]	**$4,463,104**		$90,000			$77,756			$1,081,302	$2,349,969	$864,077
LCTOP PUC99314 [11, 13]	**$418,346**		$3,346			$1,675				$239,301	$174,024
LTF [11, 14]	**$36,000,783**	$1,683,061	$2,776,096	$0		$1,085,189			$7,320,766	$12,135,671	$11,000,000

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

FY 2020/21 Transit Operator Funding Allocations

Operating & Capital Projects

Funding Source [1]	Fund Total	City of Banning	City of Beaumont	City of Corona	City of Riverside	Palo Verde Valley Transit Agency	RCTC CV Rail	RCTC VanClub	RCTC WRC Rail	Riverside Transit Agency	SunLine Transit Agency
MA CR [10, 15]	**$5,559,700**								$5,559,700		
MA SPT [10, 15]	**$5,955,883**										$5,955,883
OTHR FED [2]	**$255,000**										$255,000
OTHR LCL [10, 16]	**$4,237,507**	$1,100		$0		$43,665			$472,900	$1,297,964	$2,421,878
SGR PUC99313 [11, 17]	**$3,359,242**	$38,436	$51,000	$143,348	$95,957				$586,060	$1,778,722	$665,719
SGR PUC99314 [11, 17]	**$552,382**	$2,286	$2,537	$7,298	$4,695				$250,977	$170,512	$114,077
SGR-OB [5, 11, 17]	**$228,717**	$39,878	$101,884	$50,000		$36,955					
STA - OB [5, 11, 18]	**$0**		$0							$0	$0
STA PUC99313 [11, 18]	**$5,140,173**	$494,987	$1,150,603	$255,624	$110,380	$228,363	$672,000			$84,403	$2,143,813
STA PUC99314 [11, 18]	**$916,897**	$14,291	$15,860	$24,676	$29,348	$7,937					$824,785
Grand Total	**$210,726,592**	**$2,457,035**	**$4,406,268**	**$3,436,944**	**$5,920,380**	**$1,980,782**	**$672,000**	**$1,926,800**	**$57,774,578**	**$85,013,449**	**$47,138,356**

[1] As proposed in each transit operator's FY 2020/21 SRTP Table 4

[2] All funding sources are federal funds, administered by the Federal Transit Administration

[3] HS is for Hemet-San Jacinto UZA

[4] CARES is Coronavirus Aid, Relief, and Economic Security Act

[5] OB is for Obligated Balance, funds that have been awarded in a prior year with a remaining balance

[6] IC is for Indio-Cathedral City UZA

[7] LALB is for Los Angeles-Long Beach-Anaheim UZA

[8] MTM is for Murrieta-Temecula-Menifee UZA

[9] RS is for Riverside-San Bernardino-Ontario UZA

[10] All funding sources are local funds

[11] All funding sources are state funding sources

[12] CMAQ is for Congestion Mitigation Air Quality Funds from the Federal Highway Administration flexed to FTA.

[13] LCTOP is for Low Carbon Transit Operations Funds

[14] LTF is for Local Transportation Funds

[15] MA CR is Measure A Commuter Rail, MA SPT is Measure A Specialized Transit, MA CA is Measure A Commuter Assistance, MA IB is Measure A Intercity Bus, MA CTSA is Measure A Consolidated Transportation Services Agency.

[16] Other local revenues include but are not limited to advertising fees, compressed natural gas sales, low carbon fuel standard credits, and taxi voucher sales.

[17] SGR is for State of Good Repair

[18] STA is for State Transit Assistance

RESOLUTION NO. 20-010
A RESOLUTION OF THE
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
TO ALLOCATE LOCAL TRANSPORTATION FUNDS AND STATE TRANSIT ASSISTANCE FUNDS FOR THE FISCAL YEAR 2020/2021

WHEREAS, the Riverside County Transportation Commission is designated the regional entity responsible for the allocation of Local Transportation Funds and State Transit Assistance Funds within Riverside County; and

WHEREAS, the Riverside County Transportation Commission has examined the Short Range Transit Plans submitted by the public transit operators and Transportation Improvement Program; and

WHEREAS, all proposed expenditures in Riverside County are in conformity with the Regional Transportation Plan; and

WHEREAS, the level of passenger fares is sufficient for public transit operator claimants to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as applicable; and

WHEREAS, the public transit operator claimants are making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act; and

WHEREAS, the public transit operator claimants are making full use of federal funds available under the Coronavirus Aid, Relief, and Economic Security (CARES) Act; and

WHEREAS, the sum of the public transit operator claimant allocations from the Local Transportation Fund and State Transit Assistance Fund do not exceed the amount the public transit operator claimants are eligible to receive during the fiscal year; and

WHEREAS, priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area-wide public transportation needs; and

WHEREAS, the public transit operators have made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code Section 99244; and

WHEREAS, the public transit operator claimants are not precluded by any contract entered into on or after June 28, 1979, from employing part-time drivers or contracting with common carriers or persons operating under a franchise or license; and

WHEREAS, public transit operators are in full compliance with Section 18081.1 of the Vehicle Code, as required in Public Utilities Code Section 99251.

NOW, THEREFORE BE IT RESOLVED by the Riverside County Transportation Commission to allocate Local Transportation Funds and State Transit Assistance Funds for FY 2020/21 as detailed in Attachment 9.

This resolution shall take effect immediately upon its passage.

APPROVED AND ADOPTED this 10th day of June, 2020.

Ben J. Benoit, Chair
Riverside County Transportation Commission

ATTEST:

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

AGENDA ITEM 7N

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 10, 2020
TO:	Riverside County Transportation Commission
FROM:	Michelle McCamish, Management Analyst Brian Cunanan, Commuter and Motorist Assistance Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Amendment for Construction Freeway Service Patrol Towing Services Supporting the I-10 Tune-Up Project and First One-Year Term Extension

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Approve Agreement No. 17-45-061-02 , Amendment No. 2 to Agreement No. 17-45-061-00 with Pepe's Towing (Pepe's) to include Construction Freeway Service Patrol (CFSP) service for the I-10 Tune-Up Project (Project) for an additional amount of $741,360, and a total amount not to exceed $4,449,313; and
2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission.

BACKGROUND INFORMATION:

The Commission, acting in its capacity as the Service Authority for Freeway Emergencies (SAFE), is the principal agency in Riverside County, in partnership with Caltrans and the California Highway Patrol (CHP), managing the Freeway Service Patrol (FSP) program. The purpose of the FSP program is to provide a continuously roving tow services patrol along designated freeway segments (referred to as beats) to relieve freeway congestion and facilitate the rapid removal of disabled vehicles and those involved in minor accidents on local freeways. Currently, the Commission contracts with three tow truck operators to provide service on a total of twelve general purpose lane beats Monday through Friday during the peak commute hours, 5:30 a.m. to 8:30 a.m. and 2:30 p.m. (12:30 p.m. on Fridays) to 6:30 p.m. In addition to regular FSP service, CFSP provides support for construction projects as a transportation mitigation strategy. CFSP is currently providing such support for the I-15 Express Lanes Project.

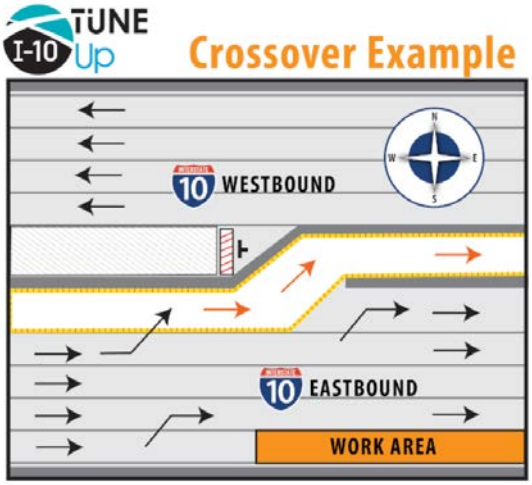
DISCUSSION:

I-10 Pavement Rehabilitation (I-10 Tune-Up) Project

Caltrans is restoring the structural integrity and ride quality of I-10 from Pennsylvania Avenue in Beaumont to SR-111 in Cabazon. The Project will replace concrete slabs on lanes #1 and #2,

rehabilitate asphalt concrete on lanes #3 and #4, rehabilitate asphalt on the on- and off-ramps, and upgrade four Americans with Disabilities Act sidewalk ramps where the freeway ramps connect with streets. The Project will be completed in three segments; the first is Beaumont to Banning, the second is Banning to Cabazon, and the final segment is Cabazon to SR-111.

Construction preparation began in February 2020 and is anticipated to continue for 28 months, ending September 2022. In order to complete the concrete rehabilitation without reducing freeway capacity, crews will build a temporary "crossover lane" in the construction area. A crossover lane creates workspace by shifting one lane of traffic to the other side of the freeway using a temporary K-Rail lane that crosses the center median. Caltrans anticipates that the K-Rail and crossover lane will be ready at the end of June 2020. At that time, the Project team has requested the Commission deploy the CFSP to help maintain optimal travel conditions through the Project limits.



Construction FSP Coverage

The crossover lane will change the traffic pattern, along with narrowing the lanes to 11-foot-wide. The preliminary CFSP service schedule for the Project is Monday through Friday, 7:30am – 11:30am and 2:30pm – 7:00pm; Saturday, 10:00am – 6:00pm; and Sunday, 9:00am – 5:00pm.

The CFSP coverage approach and service schedule will be monitored regularly and may be adjusted by the CHP and Project team.

CFSP can only be operated by the Commission's tow operators that have been specifically trained and certified to work FSP in Riverside County. Therefore, when CFSP is needed to support construction projects, amendments with existing operators are executed to add CFSP service. However, incremental work has become more challenging for the Commission's tow operators to staff. Rising costs to operate the program (vehicles, employee wages, insurance) and higher employee turnover have made it more challenging for tow companies to maintain regular FSP operations. For these same reasons, coverage of incremental FSP service (e.g. CFSP or grant-funded weekend service) has been more difficult for the Commission's current rotation of certified FSP tow operators to staff.

Additionally, the Project presents some unique challenges for the certified tow operators in the Commission's FSP program. The Project is in an area that is not currently served by FSP; therefore, it is essentially an entirely new beat for a tow operator to cover on top of its existing beat(s).

Given the aforementioned challenges and distance to the construction zone, additional provisions are recommended to ensure CFSP coverage for the Project. Staff recommends that the following temporary provision be applied to the contract amendment for the tow operator within the Commission's FSP program that has agreed to provide CFSP services for the Project:

- **Drive Time Allowance.** Drive time will be an allowable expense invoiced to the Commission at the applied contractor's rate; maximum of two hours per truck shift.

Staff has confirmed Pepe's as the Commission's tow operator that runs the beats closest to the Project area. Therefore, staff recommends an amendment to Pepe's agreement to include the CFSP Project costs and the temporary provision. The total projected cost, based on the preliminary CFSP service schedule, is estimated at $741,360. As this is a Caltrans project, RCTC will be reimbursed by Caltrans for the CFSP actual towing costs and travel allowance, plus an 8 percent administration fee (applicable to tow hours only). The Commission approved a Cooperative Agreement with Caltrans for $2.5 million at the January 2020 meeting for CFSP services. Funding from Caltrans is from the State Highway Account.

Financial Information							
In Fiscal Year Budget:	Yes N/A	Year:	FY 2019/20 FY 2020/21+	Amount:	26,477 $ 714,883		
Source of Funds:	Caltrans			Budget Adjustment:		No N/A	
GL/Project Accounting No.:	002173 81014 00000 0126 201 45 81002						
Fiscal Procedures Approved:	Theresia Trevino			Date:	05/21/2020		

Attachment: Draft Pepe's Amendment for I-10 Tune-Up CFSP Services

**AMENDMENT NO. 2 TO AGREEMENT
BETWEEN RIVERSIDE COUNTY TRANSPORTATION COMMISSION,
ACTING AS THE
RIVERSIDE COUNTY SERVICE AUTHORITY FOR FREEWAY EMERGENCIES,
FOR FREEWAY SERVICE PATROL FOR BEAT# 18 and#19
WITHIN RIVERSIDE COUNTY WITH PEPE'S TOWING SERVICES**

1. PARTIES AND DATE

1.1 This Amendment No. 2 is made and entered into as of June 10, 2020, by and between the Riverside County Transportation Commission, a public entity ("COMMISSION"), acting as the Riverside County Service Authority for Freeway Emergencies (referred to herein as "SAFE"), and Pepe's Inc., a California corporation doing business as Pepe's Towing Services (referred to herein as "CONTRACTOR"). SAFE and CONTRACTOR are sometimes individually referred to herein as "Party" and collectively as "Parties".

2. RECITALS

2.1 SAFE and CONTRACTOR have entered into an agreement dated October 1, 2017, for the purpose of providing Freeway Service Patrol ("FSP") services on Beat No. 18 and 19 within Riverside County (the "Master Agreement").

2.2 SAFE and CONTRACTOR amended the Master Agreement on July 9, 2019, in order to add construction FSP services required for the State Route 60 truck lane construction project (the "60 TL Project") which includes: (i) construction of an eastbound truck-climbing lane and westbound truck- descending lane on State Route 60 in a portion of unincorporated Riverside County between Gilman Springs Road and 1.37 miles west of Jack Rabbit Trail, and (ii) upgrade existing inside and outside shoulders to standard widths (10-foot inside shoulder and 12-foot outside shoulder).

2.3 SAFE and CONTRACTOR now desire to amend the Master Agreement in order to exercise the first one-year option extending the term to September 30, 2021 and add construction FSP services required for the Caltrans I-10 Tune-Up construction project ("I-10 Tune-Up Project") between Pennsylvania Avenue in Beaumont to SR-111 in Cabazon, which includes: replacing concrete slabs, rehabilitating asphalt concrete, rehabilitating asphalt on the on and off-ramps and upgrading four ADA sidewalk ramps where the freeway ramps connect with streets.

3. TERMS

3.1 The Services, as that term is defined in the Master Agreement, shall be amended to include construction FSP services for the Caltrans I-10 Tune-Up Project ("I-10 Tune-Up Construction FSP Services").

3.2 I-10 Tune-Up Construction FSP Services will be provided by one truck. SAFE may use other FSP contractors, in addition to CONTRACTOR, to perform the I-10 Tune-

Up Construction FSP Services.

3.3 The term "truck shift" as used in this Amendment means the I-10 Tune-Up Construction FSP Services provided by one truck, for the required service period.

3.4 Notwithstanding any other provision of the Master Agreement, I-10 Tune-Up Construction FSP Services shall be performed under this Amendment at the following hourly rate: Sixty-Seven Dollars and Seventy-Five Cents ($67.75).

3.5 The maximum compensation for the I-10 Tune-Up Construction FSP Services to be provided under this Amendment shall not exceed Seven Hundred Forty-One Thousand and Three Hundred Sixty Dollars ($741,360.00).

3.6 The total not-to-exceed amount of the Master Agreement shall be increased from Three Million Five Hundred Forty-Two Thousand Eight Hundred Twelve Dollars ($3,542,812.00) to Four Million Two Hundred Eighty-Four Thousand One Hundred Seventy-Two Dollars ($4,284,172.00).

3.7 For the I-10 Tune-Up Construction FSP Services, CONTRACTOR shall be permitted to invoice SAFE for a maximum of one hour of driver travel time, at the hourly rate set forth above, to and from the beat ("Drive Time Allowance"). The Drive Time Allowance shall apply to a maximum of one driver per each I-10 Tune-Up Construction FSP Services truck shift.

3.8 Except as amended by this Amendment, all provisions of the Master Agreement, as previously amended, including without limitation the indemnity and insurance provisions, shall remain in full force and effect and shall govern the actions of the Parties under this Amendment.

3.9 This Amendment shall be governed by the laws of the State of California. Venue shall be in Riverside County.

3.10 This Amendment may be signed in counterparts, each of which shall constitute an original.

3.11 A manually signed copy of this Amendment which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this Amendment for all purposes. This Amendment may be signed using an electronic signature.

[Signatures on following page]

DRAFT

SIGNATURE PAGE
TO
AGREEMENT NO. 17-45-061-02

IN WITNESS WHEREOF, the Parties hereto have executed this Amendment as of the date first herein above written.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION ACTING IN ITS CAPACITY AS THE RIVERSIDE COUNTY SERVICE AUTHORITY FOR FREEWAY EMERGENCIES	**CONTRACTOR PEPE'S, INC**
By: _____	By: _____
Anne Mayer, Executive Director	Signature
	_____
	Name
	_____
	Title
APPROVED AS TO FORM:	ATTEST:
By: _____	By: _____
Best Best & Krieger LLP Counsel to the Riverside County Transportation Commission	Its: _____

* A corporation requires the signatures of two corporate officers.

One signature shall be that of the chairman of board, the president or any vice president and the second signature (on the attest line) shall be that of the secretary, any assistant secretary, the chief financial officer or any assistant treasurer of such corporation.

If the above persons are not the intended signators, evidence of signature authority shall be provided to RCTC.

AGENDA ITEM 7O

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 10, 2020
TO:	Riverside County Transportation Commission
FROM:	Brian Cunanan, Commuter and Motorist Assistance Manager Aaron Hake, External Affairs Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	San Bernardino County Transportation Authority Agreement for Bi-County Rideshare Program Services

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Approve Agreement No. 20-41-090-00 with the San Bernardino County Transportation Authority (SBCTA) for a two-year term to reimburse the Commission in an amount not to exceed $2.4 million for commuter/employer rideshare (IE Commuter) programs administered by the Commission, on behalf of both agencies, and for the Commission to reimburse SBCTA an amount not to exceed $200,000, for SBCTA's provision of rideshare and vanpool program web-based software, as part of an ongoing bi-county partnership; and
2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission.

BACKGROUND INFORMATION:

While much of the Commission's work focuses on enhancing transportation infrastructure, there is significant value in ensuring the transportation systems are used efficiently. To foster more efficient use of the transportation network, the Commission's Commuter Assistance Program (CAP) works to increase the awareness and consideration of all commute options and incentives available to commuter constituents and to increase consideration for alternative modes of transportation such as riding a bus or train, carpooling, vanpooling, walking, bicycling, and telework. As such, the Commission implemented the CAP as a specific requirement under the original and 2009 Measure A Western County Public Transit program to address congestion mitigation. In addition to improving mobility overall, commuter assistance or ridesharing helps improve the quality of life on the commuter front, helps to lower costs and increase productivity on the employer front, and has a positive impact on the environment.

Since 1993, SBCTA has contracted with the Commission to develop, implement, and manage a CAP for San Bernardino County commuters. The program consists of several projects:

- *Program Outreach* – Outreach targeting employers to establish rideshare programs at worksites throughout western Riverside and San Bernardino counties. Marketing campaigns are provided to employer partners and distributed to their respective employee base. Online advertising, social media, events, and regional promotions such as Rideshare Week engage commuters directly.
- *Employer Services* – Various services to employers in the bi-county area including the provision of marketing promotions, rideshare survey processing, employer network meetings, and event support. The program administrator also assists employers with average vehicle ridership calculations related to the South Coast Air Quality Management District Rule 2202 requirements for employers with 250 or more employees.
- *Rideshare Incentives* – Incentives focused on increasing consideration for alternative commute modes and include: (a) $2/Day Rideshare Incentive for new rideshare participants that try ridesharing to work for a three-month trial period; (b) Rideshare Plus rewards for consistent rideshare behavior with access to discounts to local and national merchants, powered by Entertainment©; and (c) Rideshare Rewards Spotlight monthly rewards random drawing to encourage commuters to continue ridesharing and logging their rideshare miles.
- *Guaranteed Ride Home* –A guaranteed ride home at no cost to employees who rideshare to work in the event of an emergency or unexpected overtime by them or the driver of their rideshare arrangement (max two per year).
- *Ridematching* and *Information Services* – Commuter and employer access to online tools and resources and a call center (866-RIDESHARE) during business hours for those interested in assistance with ridematching or transit options and to address general rideshare questions.
- *IE Commuter* – The online system and brand launched in FY 2014/15 under which employer and commuter rideshare services are provided.

With Commission approval last year, this annual agreement included a new provision whereby SBCTA provides rideshare and vanpool program web-based software in support of a bi-county rideshare program and the Commission's VanClub vanpool program, respectively. Both deployments are scheduled to go live July 1. The Commission and SBCTA will share the costs to transition to and maintain the regional rideshare platform, while the Commission is solely responsible for the costs to transition and maintain its vanpool system.

Staff recommends approval of a two-year (FYs 2020/21 – 2021/22) agreement with SBCTA in the amounts of $2.4 million to be reimbursed by SBCTA to the Commission for the provision of a rideshare program in San Bernardino County and $200,000 to be reimbursed by the Commission to SBCTA for the provision of regional rideshare and vanpool program web-based software. The proposed agreement between SBCTA and the Commission was approved by SBCTA's Board of Directors at its May 6 meeting.

Financial Information					
In Fiscal Year Budget:	Yes Yes N/A N/A	Year:	FY 2020/21 FY 2020/21 FY 2021/22 FY 2021/22	Amount:	$ 1,200,000 revenues $100,000 expenditures $ 1,200,000 revenues $100,000 expenditures
Source of Funds:	SBCTA reimbursements and 2009 Measure A Western County Public Transit-CAP funds			Budget Adjustment:	No No N/A N/A
GL/Project Accounting No.:	**Revenues** 002111/002112/632113/002127/002139/002182/ and 002191 416 41605 0000 263 41 41203 452124 416 41605 0000 202 45 41203 **Expenditures** 002108 65520 00000 0000 263 41 65520 002187 65520 00000 0000 263 41 65520				
Fiscal Procedures Approved:	Theresia Trevino			Date:	05/22/2020

Attachment: Draft FY 2020/21 – FY2021/22 SBCTA Funding Agreement

Agreement No. _____

COOPERATIVE AGREEMENT NO. 20-1002371

BY AND BETWEEN

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY AND RIVERSIDE COUNTY TRANSPORTATION COMMISSION

FOR

THE PROVISION OF RIDESHARE AND VANPOOL PROGRAM IMPLEMENTATION AND SOFTWARE

This Cooperative Agreement ("Agreement") is made and entered into as of July 1, 2020 by and between the San Bernardino County Transportation Authority ("SBCTA"), whose address is 1170 W. 3rd Street, 2nd Floor, San Bernardino, California 92410-1715, and Riverside County Transportation Commission ("RCTC"), located at 4080 Lemon St, Riverside, California 92501. SBCTA and RCTC are each a "Party" and collectively the "Parties".

RECITALS:

1. **WHEREAS,** the Parties operate a bi-county Rideshare program, and similar Vanpool programs; and

2. **WHEREAS**, RCTC has engaged and has the necessary resources to manage a Professional Services Consultant ("SERVICES CONTRACTOR") as set forth in Exhibit A, RCTC Services Contractor, to render services for the administration of the Parties' Rideshare program ("RIDESHARE PROGRAM"); and

3. **WHEREAS,** SBCTA has engaged and has the necessary resources to manage a Software Consultant ("SOFTWARE CONTRACTOR") as set forth in Exhibit B, SBCTA Software Contractor, to provide a Rideshare web-based software platform ("RIDESHARE SOFTWARE") and Vanpool web-based software platform ("VANPOOL SOFTWARE") for the Parties' Rideshare program and RCTC's Vanpool program; and

4. WHEREAS, Exhibit A includes certain SERVICES CONTRACTOR tasks related to coordination, hosting, management and other responsibilities related to RCTC's existing Program software identified in Exhibit A as "IE Commuter".

5. WHEREAS, RCTC and the SERVICES CONTRACTOR shall continue assisting in the transition of IE Commuter to the RIDESHARE SOFTWARE and VANPOOL SOFTWARE, which is anticipated to be complete in fiscal year 2021 (the "Transition").

6. WHEREAS, prior to the Transition, the SERVICES CONTRACTOR shall be responsible for the obligations identified in Exhibit A related to IE Commuter.

7. WHEREAS, following the Transition, the SERVICES CONTRACTOR shall have no obligations related to IE Commuter or any other software program or application for the RIDESHARE PROGRAM.

8. **WHEREAS,** the Parties will share costs equally for the RIDESHARE SOFTWARE, while RCTC will be fully responsible for the costs to implement the VANPOOL SOFTWARE; and

9. **WHEREAS,** the Parties will share costs equally for common services rendered through the RIDESHARE PROGRAM, while SBCTA will be solely responsible for services performed on behalf of or within San Bernardino County, and RCTC will be solely responsible for services performed on behalf of or within Riverside County; and

10. **WHEREAS,** SBCTA uses Congestion Mitigation and Air Quality ("CMAQ") funds for the RIDESHARE PROGRAM and may use these funds to reimburse RCTC; and

11. **WHEREAS**, RCTC will comply with the applicable federal requirements as set forth in Exhibit C, Federal Flow Down Provisions; and

12. **WHEREAS**, the Code of Federal Regulations encourages grantees and subgrantees of federal funds, such as CMAQ funds, to enter into local intergovernmental agreements for procurement or use of common goods or services; and

13. **WHEREAS**, for the avoidance of doubt, the Parties to this Agreement acknowledge and agree that RCTC is not a subrecipient of federal funds from SBCTA, but is entering into a local intergovernmental agreement with SBCTA for procurement or use of common goods or services; and

14. **WHEREAS,** this Agreement defines the specific terms and conditions between the Parties only as they may relate to the subject matters and no other purpose; and

15. **WHEREAS**, the Parties will protect the Confidential Information received or accessible through the RIDESHARE SOFTWARE, VANPOOL SOFTWARE and RIDESHARE PROGRAM ("PROJECT") and will therefore have their designated key personnel execute Non-Disclosure and Confidentiality Agreements, as described in Article 7 of this Agreement.

NOW THEREFORE, the Parties agree as follows:

ARTICLE 1. CONTRACT SERVICES

1.1 RCTC will manage work performed by the SERVICES CONTRACTOR for the Parties' RIDESHARE PROGRAM.

1.2 SBCTA will manage work performed by the SOFTWARE CONTRACTOR for the Parties' RIDESHARE SOFTWARE and RCTC's VANPOOL SOFTWARE.

1.3 The Parties shall provide program administration and oversight. SBCTA shall assure that the SOFTWARE CONTRACTOR and/or staff performs their required work within the Parties' budgets set forth in Article 2 of this Agreement and Exhibit B, SBCTA Software Contractor. RCTC shall assure that the SERVICES CONTRACTOR and/or staff performs their required work within the Parties' budgets set forth in Article 2 of this Agreement and Exhibit A, RCTC Services Contractor.

1.4 As detailed in the above recitals, upon completion of the Transition, the SERVICES CONTRACTOR shall no longer be responsible for any work related to IE Commuter.

1.5 The Parties will work collaboratively and notify the other Party of any changes to the RIDESHARE SOFTWARE, VANPOOL SOFTWARE or RIDESHARE PROGRAM.

1.6 Each Party shall timely respond to the other Party on matters requiring coordination as set forth in this Agreement, or in the exhibits hereto. All references in exhibits to "SANBAG" or "San Bernardino Associated Governments" shall mean SBCTA.

ARTICLE 2. COMPENSATION

2.1 RCTC shall pay SBCTA on a cost-reimbursement basis, based upon invoices which delineate charges based on tasks identified in the scope of work for the SOFTWARE CONTRACTOR, as set forth in Exhibit B, SBCTA Software Contractor. All invoices shall be provided to RCTC on a quarterly basis. All invoices will be delivered to and received by RCTC no later than 60 days after the end of the calendar year quarter. RCTC shall, within 30 days of receiving an invoice from SBCTA, review the invoice and pay all approved charges thereon.

2.2 SBCTA shall pay RCTC on a cost-reimbursement basis, based upon invoices which delineate charges based on tasks identified in the scope of work for the SERVICES CONTRACTOR, as set forth in Exhibit A, RCTC Services Contractor. All invoices shall be provided to SBCTA on a quarterly basis. All invoices will be delivered to and received by SBCTA no later than 60 days after the end of the calendar year quarter. SBCTA shall, within 30 days of receiving an invoice from RCTC, review the invoice and pay all approved charges thereon.

2.3 The Parties mutually agree:

2.3.1 That SBCTA's total obligation to RCTC shall not exceed Two Million Four Hundred Thousand Dollars ($2,400,000), for the services rendered through the SERVICES CONTRACTOR.

2.3.2 That RCTC's total obligation to SBCTA shall not exceed Two Hundred Thousand Dollars ($200,000), for the services rendered through the SOFTWARE CONTRACTOR.

2.4 It is agreed that in the event that either Party does not have sufficient funds to implement the PROJECT, either Party may terminate this Agreement as provided in Section 3.2 below. The terminating Party shall be responsible for any amounts required to cover its share of the cost to the date of Agreement termination.

2.5 SBCTA shall be fully responsible for obtaining cost reimbursements of CMAQ funds. SBCTA shall ensure that the CMAQ funds are used for authorized purposes in compliance with laws, regulations, and the provision of the terms in this agreement, and that performance goals are achieved.

2.6 RCTC shall maintain during the term of this Agreement and for three years thereafter accounting records which cover the receipt and disbursement of all funds provided for the programs administered and implemented under this Agreement by RCTC. Such records shall be made available for inspection during normal business hours by duly authorized representatives of SBCTA, SBCTA's auditors, Caltrans, Federal Highway Administration, and the United States Department of Transportation, so that SBCTA can comply with the Single Audit Act and OMB Circular No. A-133. In addition, the federal provisions set forth in Exhibit C, Federal Provisions, shall apply to this Agreement.

2.7 SBCTA shall maintain during the term of this Agreement and for three years thereafter accounting records which cover the receipt and disbursement of all funds provided for the programs administered and implemented under this Agreement by SBCTA. Such records shall be made available for inspection during normal business hours by duly authorized representatives of RCTC.

ARTICLE 3. TERM

3.1 This Agreement shall commence on July 1, 2020, and terminate on June 30, 2022, unless it is extended by a written amendment approved by the Parties.

3.2 Either Party may terminate this Agreement by giving thirty (30) days written notice to the other for no or any reason, including, but not limited to, changes in legislation, or rules and regulations impacting the services provided by the SOFTWARE CONTRACTOR and/or SERVICES CONTRACTOR. The Parties shall compensate the other party for work performed up to the effective date of the termination.

3.3. The Executive Directors of both SBCTA and RCTC shall have the authority in their sole discretion to give notice of termination on behalf of their respective agencies.

ARTICLE 4. INDEMNIFICATION AND INSURANCE

4.1 It is understood and agreed that neither SBCTA nor any officer, official, employee, director, consultant, agent, member or volunteer thereof is responsible for any damage or liability occurring by reasons of anything done or omitted to be done by RCTC under or in connection with any work authority or jurisdiction delegated to RCTC under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, RCTC shall fully defend, indemnify and save harmless SBCTA, and all its officers, officials, employees, directors, consultants, agents or volunteers from all claims, suits or actions of every name, kind, and description brought for or on account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by RCTC or its consultants under or in connection with any work, authority or jurisdiction delegated to RCTC under this Agreement.

It is understood and agreed that neither RCTC nor any officer, official, employee, director, consultant, agent, or volunteer thereof is responsible for any damage or liability occurring by reasons of anything done or omitted to be done by SBCTA under or in connection with any work authority or jurisdiction delegated to SBCTA under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, SBCTA shall fully defend, indemnify and save harmless RCTC, and all its officers, officials, employees, directors, consultants, agents and volunteers from all claims, suits or actions of every name, kind, and description brought for or on account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by SBCTA or its consultants under or in connection with any work, authority or jurisdiction delegated to SBCTA under this Agreement.

4.2 Without in any way affecting the indemnity provisions identified in this Agreement, the Parties shall, at their own sole expense, and prior to the commencement of any work, procure and maintain in full force, insurance through the entire term of this Agreement and shall be written with at least the following limits of liability:

4.2.1 Professional Liability - Shall be provided in an amount not less than $1,000,000, per claim and $2,000,000 in the aggregate. The Parties shall secure and maintain this insurance or "tail" coverage provided throughout the term of this Agreement and for a minimum of three (3) years after Agreement completion.

4.2.2 Workers' Compensation - Worker's Compensation insurance shall be provided in an amount and form to meet all applicable requirements of the Labor Code of the State of California, including Employers Liability with $1,000,000 limits, covering all persons providing services on behalf of the respective Party and all risks to such persons under this Agreement.

4.2.3 Commercial General Liability - To include coverage for Premises and Operations, Contractual Liability, Personal Injury Liability, Products/Completed Operations Liability, Broad-Form Property Damage and Independent Contractors' Liability, in an amount of not less than $1,000,000 per occurrence, combined single limit, and $2,000,000 in the aggregate written on an occurrence form. For products and completed operations a $2,000,000 aggregate shall be provided.

4.2.4 Automobile Liability - To include owned, non-owned and hired automobiles, in an amount of not less than $1,000,000 per occurrence, combined single limit, and in the aggregate written on an occurrence form.

4.2.5 Network and Privacy Insurance – Each Party shall carry, or shall cause its contractors to carry, Network and Privacy (Errors and Omissions) insurance in an amount of not less than $1,000,000 per claim and $1,000,000 in the annual aggregate, protecting itself and the other Party from the following exposures relating to the insuring Party or any of its contractors performance under the Agreement:

(i) the theft, dissemination and/or unauthorized disclosure or use of Confidential Information and personally identifiable information (not to be limited to bank information, social security numbers, health information, credit card account information, and confidential corporate information). Such insurance shall also include coverage for credit monitoring, notification expenses and other related costs associated with mitigating a data security or privacy breach; and

(ii) the introduction of a computer virus into, or otherwise causing damage to, a computer, computer system, network or similar computer-related property and the data, software, and programs used herein.

If such insurance is maintained on an occurrence basis, the Parties or their contractors shall maintain such insurance for an additional period of one year following the end of the applicable Term. If such insurance is maintained on a claims-made basis, the Parties or their contractors shall maintain such insurance for an additional period of three years following the end of the applicable Term.

4.2.6 Proof of Coverage – The Parties shall furnish certificates of insurance to each other evidencing the insurance coverage required above, prior to the commencement of performance of services hereunder, and such certificates shall include the other Party as an additional insured on all insurances except Workers' Compensation and Professional Liability. Prior to commencing any work, each Party shall furnish the other Party with a certificate(s) of insurance,

executed by a duly authorized representative of each insurer, showing compliance with the insurance requirements set forth in this Article. If the insurance company elects to cancel or non-renew coverage for any reason, the responsible Party will provide 30 days' notice of such cancellation or nonrenewal to the other Party. If a Party's policy is cancelled for nonpayment of premium, the applicable Party shall provide the other Party ten (10) days' notice. The Parties shall maintain such insurance from the time each Party commences performance of services hereunder until the completion of such Services. All certificates of insurance are to include the contract number and Project Manager's name.

4.2.7 Additional Insured - All policies of each Party, except for Workers Compensation and Professional Liability policies, shall contain endorsements naming the other Party and its officers, employees, agents, and volunteers as additional insureds with respect to liabilities arising out to the performance of Services hereunder. The additional insured endorsements shall not limit the scope of coverage for a Party to vicarious liability but shall allow coverage for the Party to the full extent provided by the policy.

4.2.8 Waiver of Subrogation Rights – Each Party shall require the carriers of the above required coverages to waive all rights of subrogation against the other Party, its officers, employees, agents, volunteers, contractors, and subcontractors. All general auto liability insurance coverage provided shall not prohibit a Party or its contractors, employees or agents from waiving the right of subrogation prior to a loss or claim. Each Party hereby waives all rights of subrogation against the other Party.

4.2.9 All policies required to be carried by a Party herein are to be primary and non-contributory with any insurance carried or administered by the other Party.

4.2.10 Certificates/Insurer Rating/Cancellation Notice -

(i) The Parties shall maintain and shall require their contractors to maintain such insurance from the time the Project commences until the Project is completed, except as may be otherwise required by this Section.

(ii) The Parties may legally self-insure, but shall require their contractors to place insurance with insurers having an A.M. Best Company rating of no less than A:VIII and licensed to do business in California.

(iii) The Parties and their consultants shall replace certificates, policies and endorsements for any insurance expiring prior to completion of the Project.

ARTICLE 5. RIGHTS OF SBCTA AND RCTC

The Executive Directors of both SBCTA and RCTC shall have full authority to exercise their respective entities' rights under this Agreement.

ARTICLE 6. OWNERSHIP OF MATERIALS/CONFIDENTIALITY/USE OF DATA

6.1 Ownership - All documents and data prepared by the Parties or their contractors pursuant to this Agreement shall become the common property of SBCTA and RCTC in both electronic and hard copy formats. SBCTA and RCTC shall comply with all applicable state and federal law with regard to use of such data, but shall not otherwise be limited in any way in their use of such data at any time, provided

that any such use not within the purposes intended by this Agreement shall be at the respective Party's sole risk and provided that the other Party shall be indemnified against any damages resulting from such use, including the release of this material to third parties for a use not intended by this Agreement. Neither Party to this Agreement shall sell the data or other materials prepared under this Agreement without the written permission of both Parties.

6.2 Confidentiality - All ideas, memoranda, specifications, plans, procedures, drawings, descriptions, computer program data, input record data, written information, and other materials developed, either created by or provided to the Parties in connection with the performance of this Agreement, other than advertisements and collateral material, or Documents and Data developed for the purpose of or otherwise subject to public disclosure, shall be held confidential by the Parties. Such materials shall not, without the prior written consent of the Parties, be used by either Party for any purposes other than the performance or operation of the PROJECT. Nor shall such materials be disclosed to any person or entity not connected with the performance or operation of the PROJECT. Nothing furnished to the Parties that is otherwise known to the Parties or is generally known, or has become known, to other rideshare agencies, organizations or businesses shall be deemed confidential. The Parties shall not use the other Party's name or insignia, photographs of the project, or any publicity pertaining to the Services in any magazine, trade paper, newspaper, television or radio production or other similar medium without the prior written consent of the other Party, except as otherwise part of the regular operation and advertisement of the PROJECT.

6.3 Use of Data - All Documents and Data, as defined above, shall be provided to the other Party in electronic media. Documents and Data in electronic media shall be provided in a form that will allow each Party to use, access, and manipulate the data to prepare reports and perform other PROJECT activities contemplated by this Agreement. All Documents and Data shall be provided to each Party within 30 days upon written notice.

ARTICLE 7. CONFIDENTIAL INFORMATION/NON-DISCLOSURE.

7.1 Confidential Information. "Confidential Information" shall include: all user names, passwords, or other log-in credentials used, provided, or accessible in connection with the PROJECT; all data or information accessible in connection with the PROJECT; all source code, work product, proprietary information, server logs, technical information, trade secrets, and proprietary systems related to the PROJECT; all personal information of PROJECT participants, including but not limited to a participant's residence address, employment address or hours of employment used for the purpose of assisting private entities in the establishment or implementation of carpooling or ridesharing programs and subject to California Penal Code Section 637.6, as well as names, biographical information, demographic information, use data, contact information, or similar personal information of participants; and any and all data, content, materials, documents and/or other information related to the PROJECT designated, from time to time, in writing by the Parties as Confidential Information.

7.2 Non-Disclosure. Except as required by law, both Parties shall hold the Confidential Information in confidence, shall take reasonable precaution to protect and keep the Confidential Information confidential, shall not disclose the Confidential Information to any person or party not specifically authorized in writing by the affected Party to receive the Confidential Information, and shall not use the Confidential Information for any purpose other than as necessary to operate the PROJECT. Further, neither Party shall disclose a participant's personal information, including but not limited to a participant's residence address, employment address or hours of employment, used for the purpose of assisting private entities in the establishment or implementation of ridesharing programs, to any other person or use such information for purposes other than as necessary to operate the PROJECT, without

the prior written consent of the participant, as required by California Penal Code section 637.6. Parties shall limit access to the Confidential Information only to individuals who are directly involved in operation of the PROJECT, and shall further ensure that such individuals are legally bound to maintain the confidentiality of the Confidential Information on substantially the same terms as set forth herein. The foregoing restrictions on disclosure shall not apply to Confidential Information which is (a) already known by the recipient, (b) becomes, through no act or fault of the recipient, publicly known, (c) received by recipient from a third party without a restriction on disclosure or use, (d) independently developed by recipient without reference to the Confidential Information, or (e) is required by law, or process of law, to be disclosed. This provision shall not be interpreted to limit, in any way, RCTC's ability to use the source code, work product, proprietary information, server logs, technical information, trade secrets, and proprietary systems related to software used for operations of the RIDESHARE PROGRAM~~S~~, and the Parties acknowledge that the foregoing is the sole property of RCTC.

7.3 Expiration. Immediately upon (a) the expiration or termination of this Agreement, or (b) a request by a Party, the other Party shall turn over to requesting Party all Confidential Information of or directly pertaining to the requesting Party, as identified in Article 6.1, and all documents or media containing any such Confidential Information, and any and all copies or extracts thereof, except that each Party's legal counsel may retain one copy of all Confidential Information in its office solely for archival legal purposes. The foregoing shall not be interpreted to require the Parties to remove Confidential Information stemming from PROJECT databases to which each Party may be entitled a copy, nor to cease use of such information on termination of this Agreement, provided that such use is for operation of the Rideshare and/or Vanpool Programs.

The Parties recognize that, pursuant to this provision, a Party may request copies of or export files from PROJECT databases containing Confidential Information of commuters and employers participating in the PROJECT. The requesting Party shall be solely responsible for maintaining the confidentiality and security of such data, and shall indemnify the other Party, pursuant to Article 6.1 of this Agreement, for any claims arising out of use or retention of such data.

7.4 Key Personnel. The Parties shall designate key personnel ("Key Personnel") requiring web based access to the RIDESHARE SOFTWARE, VANPOOL SOFTWARE and/or RIDESHARE PROGRAMS. Key Personnel shall use the log-in information provided by SBCTA and/or RCTC and all Confidential Information only and strictly for the operation of the PROJECT, and shall not disclose or share such log-in information, or any other Confidential Information, whether or not employed or in any way associated with either Party, who has not been specifically approved in writing to receive such log-in information or other Confidential Information.

7.5 Non-Disclosure and Confidentiality Agreement. To protect Confidential Information, each Party shall require each of its Key Personnel to execute a Non-Disclosure and Confidentiality Agreement substantially in the form of Exhibit D, attached hereto and incorporated by this reference. Each Party shall provide the other Party a signed Non-Disclosure and Confidentiality Agreement for each Key Personnel designated below or designated from time-to-time by SBCTA's or RCTC's Executive Director or designee, respectively, prior to the Parties' disclosure of any log-in information or other Confidential Information to such Key Personnel. SBCTA and RCTC, respectively, designate the following individuals as Key Personnel requiring access to the PROJECT:

SBCTA	RCTC
Nicole Soto, Management Analyst II	Brian Cunanan, Program Manager
Nancy Strickert, Transit Manager	Michelle McCamish, Management Analyst

7.6 This Article 7 and all of its subparagraphs shall survive expiration or termination of the Agreement.

ARTICLE 8 INDEPENDENT CONTRACTOR

SBCTA retains RCTC on an independent contractor basis and RCTC and its subconsultants shall not be employees of SBCTA. The subconsultants and other personnel performing the PROJECT under this Agreement on behalf of RCTC shall at all times be under RCTC's exclusive direction and control. RCTC shall pay all wages, salaries, and other amounts due its employees in connection with their performance of the PROJECT under this Agreement and as required by law. RCTC shall be responsible for all reports and obligations respecting such employees, including, but not limited to, social security taxes, income tax withholding, unemployment insurance, and workers' compensation insurance.

RCTC retains SBCTA on an independent contractor basis and SBCTA and its subconsultants shall not be employees of RCTC. The subconsultants and other personnel performing the PROJECT under this Agreement on behalf of SBCTA shall at all times be under SBCTA's exclusive direction and control. SBCTA shall pay all wages, salaries, and other amounts due its employees in connection with their performance of the PROJECT under this Agreement and as required by law. SBCTA shall be responsible for all reports and obligations respecting such employees, including, but not limited to, social security taxes, income tax withholding, unemployment insurance, and workers' compensation insurance.

ARTICLE 9 ATTORNEYS' FEES AND COSTS

If any legal action is instituted to enforce or declare any Party's rights hereunder, each Party, including the prevailing Party, must bear its own costs and attorneys' fees. This Article shall not apply to those costs and attorneys' fees directly arising from any third party legal action against a Party hereto and payable under Article 4, Indemnification and Insurance.

ARTICLE 10 CONSENT

Whenever consent or approval of any Party is required under this Agreement, that Party shall not unreasonably withhold nor delay such consent or approval.

ARTICLE 11 INCORPORATION OF RECITALS

The recitals set forth above are true and correct and are incorporated by reference as though fully set forth herein.

----------SIGNATURES ARE ON THE FOLLOWING PAGE----------

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement below.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	**RIVERSIDE COUNTY TRANSPORTATION COMMISSION**
By: _____	By: _____
Darcy McNaboe President, Board of Directors	Anne Mayer, Executive Officer
Date: _____	Date: _____
APPROVED AS TO FORM	**APPROVED AS TO FORM**
By: _____	By: _____
Julianna K. Tillquist General Counsel	Best, Best & Krieger, LLP, General Counsel
Date: _____	Date: _____

CONCURRENCE

By:

Jeffery Hill
Procurement Manager

Date: _____

EXHIBIT "A"
Commuter Assistance Program Administration Services
Scope of Services

Executive Summary

- Background
- Program Goals and Objectives
- Funding
- Office Location/ Set-up
- Team Structure and Organization
- Period of Performance

Programs and Services

A. Employer Services
    - Employer Outreach/Program Enrollment
    - Employer Development
    - Employer Transportation Survey/ RideGuide/ AVR Services
    - Employer Information Services and Support
    - Employer Events
B. Commuter Programs
    - Rideshare Incentives
    - Rideshare Plus
    - Vanpool Incentive
    - Guaranteed Ride Home
    - Commuter Information Services
C. Park and Ride Development

Marketing and Communications

A. Communications
    - Marketing Plan Development
    - IE Commuter
    - Collateral Development and Sales Support
    - Graphic Design and Content Development
B. Media Planning and Buying
C. Rideshare Events
    - Rideshare Week

CAP Program Management

A. Administration
B. Project Transition Planning
C. Program Reporting and Refinement

Executive Summary

The Riverside County Transportation Commission (RCTC) is Riverside County's transportation planning and programming agency and consists of 34 Board members and an employee administrative staff dedicated to administering and carrying out its programs and projects. Every city in the county holds a vote on the Commission along with the five members of the Riverside County Board of Supervisors. The Governor also appoints a non-voting member to the board who is the Director of Caltrans from the local District office.

RCTC, through Assembly Bill 1246, was created in 1976 to: a) Coordinate state highway planning; b) Adopt Short Range Transit Plans; c) Coordinate transit service; d) Allocate Transportation Development Act funds; and e) Coordinate county highway and transit plans with regional and state agencies. Over time, RCTC was charged with several expanded roles including: a) Service authority for freeway emergencies; b) Congestion Management Program; and c) Measure A 1/2 cent sales tax for transportation. The administration of Measure A, one of RCTC's primary responsibilities was first approved by voters in 1988.

Measure A serves as the primary funding source for the western county Commuter Assistance Program (CAP), and envisions Transportation Demand Management (TDM) as a viable option in its suite of tools for extracting efficient operation out of the county's transportation system. That vision has been acknowledged and further recognized as successful with the passage and implementation of the renewed measure, which began July 1, 2009. The renewed measure again includes a TDM strategy as a funded element of the plan through 2039. While elements of the CAP provide services countywide (Ridematching, Rideshare Plus), commuter incentives (Rideshare incentive, vanpool incentives, buspool subsidies, etc.) are limited to western Riverside County residents because they are funded solely out of Measure A.

RCTC has long been considered to be a leader in the implementation of successful TDM programs and has had a contractor-operated program in place since 1991. Building on past performance and with an eye towards future growth, RCTC has developed a Scope of Services (SOS) which identifies required work tasks to be undertaken by the Contractor for the implementation and operation of the CAP.

For clarity, the program has been subdivided into three groups which are referred to as Program Elements. These Program Elements are as follows: 1. Programs and Services; 2. Marketing and Communications; and 3. Program Management. All program elements are required to be continuously performed throughout the duration of the contract term without exception.

Generally speaking, the entirety of the Program includes incentive management, employer and employee account management, end user account management, marketing to employer partners, marketing to end user commuters, development of marketing materials including graphic design and message development, and messaging via advertising campaigns to be hosted on IECommuter.org as well as banner graphic design and production for web based advertising. The contractor will be responsible for the production of all marketing collateral deemed necessary by RCTC as well as that dictated by the Contractors' need for meeting the program performance goals.

It should be noted that RCTC has developed its own Program software (IE Commuter) which will be maintained by RCTC and administered by the CAP contractor. IE Commuter, is the repository for all database activities pertaining to program administration including: employer management, employee accounts, individual (non-employer related) accounts, ridematching, Average Vehicle Ridership (AVR) calculation, the production of RideGuides, incentive program management, output reports, marketing logs, commuter diary, and vanpool administration. IE Commuter is managed and hosted by a third party consultant who is responsible for software development, web site administration, hosting and technical support for the software package. The Contractor shall be responsible for coordinating its efforts in the use of IE Commuter with the Commissions third party contractor to ensure a seamless environment for employers, end user/or individual commuters and Contractors in-house staff. The contractor will be responsible for hosting IE Commuter and will be responsible for having staff with the appropriate technical skill available to manage the database on behalf of employers and commuters and to successfully implement and manage the Program. RCTC anticipates that the life cycle of the current IE Commuter system is 3-5 years and as such, does not anticipate that the current system will need to be replaced in its entirety during the initial term of the new contract. However, RCTC expects that the Contractor will need to incorporate the administration of approved enhancements (as developed by RCTC) including new functionality, e.g., new incentive types, enhanced real-time matching capabilities, a guaranteed ride home module, mobile device interface, and enhanced social networking.

Additional Program services include Guaranteed Ride Home, Vanpool Subsidization, and AQMD Rule 2202 assistance.

Program Goals and Objectives

The goal of the CAP is twofold, first to mitigate traffic congestion and secondly to reduce auto emissions region-wide by initiating and sustaining quantifiable modal shifts from single occupant vehicle (SOV) trips to alternative modes of transportation and by initiating and sustaining quantifiable employer TOM programs.

The CAP objectives are to:

- Reduce vehicle trips, vehicle miles traveled (VMT), and auto emissions
- Increase awareness and consideration of TOM strategies to employers and alternative modes of transportation to commuters
- Provide traveler information, support services, and incentives to commuters
- Maintain and administer the bicounty rideshare database and services
- Maintain and increase system park and ride capacity

RCTC manages the program through the use of Key Performance Indicators (KPIs) which will become the responsibility of the contractor to manage and report on quarterly as well as a year-end *annual* compiled report. The KPIs are as follows:

Total program vehicle trips reduced
Total program vehicle miles traveled (VMT) reduced
Pounds of pollutants reduced
Total incentive participants

It is RCTC's intention to manage the Commuter Assistance Program in a manner consistent with year over year population growth (or decline) in Riverside and San Bernardino counties. The Contractor's performance in managing and implementing the Program will be judged purely against these key performance indicators.

Funding

Measure A serves as the primary funding source for the western county Commuter Assistance Program throughout the entire contract period. Grants will supplement Measure A and provide funding for adhoc rideshare projects. SANBAG projects will be funded primarily with Congestion Mitigation and Air Quality (CMAQ) funds and matched with San Bernardino County local Measure I funds passed through SANBAG to RCTC. RCTC occasionally receives grants for CAP project implementation; The Contractor agrees that such work will be incorporated at RCTC direction at rates specified in cost proposal or established labor rates.

Office Location/ Set-up

The Contractor shall establish an office location in the Inland Empire within close proximity (30 minutes) to either RCTC or SANBAG offices for the duration of the contract. This office shall be staffed and furnished by the Contractor and have standard business hours of operation. The office must be publicly accessible and be equipped with a conference room, phone lines/service, computers, photocopier, fax machine, storage room for marketing collateral, and a safe for storage of merchant gift cards. The Contractor will set-up, operate, and maintain the following office elements:

Call Centers/ Communications	Toll-free commuter based phone line (866-RIDESHARE) • Minimum of two Helpdesk phone lines into and out of the office • Voice Mail Toll-free employer based phone line (866-IECS4HELP) and Local area based phone line (951-343-2663) • Minimum of three Helpdesk phone lines into and out of the office • Voice Mail Contractor is responsible for set-up, operation and maintenance of the call center/communication lines.
Photocopier	To support client outreach and enrollment.
Safe	The Contractor will provide secure (and fireproof) storage for the incentive gift cards referenced in the Rideshare Incentives section of the SOW and to secure Rideshare Week prize donations.
Storage Room	To house various CAP related marketing collateral, stationery and promotional items.

Team Structure & Organization

Given that RCTC manages not only its own CAP but a mirror CAP on behalf of SANBAG, the Contractor must allocate resources according to both function and geography to support separate efforts in both Riverside and San Bernardino Counties. In order to start program operations with the agreed-upon understanding and expectations of all parties, Contractor will host RCTC and SANBAG leadership and CAP program managers, within the first 60 days of the contract execution, for the first of up to four half-day strategic planning and partnering sessions, culminating in a consolidated strategic, business, and action plan for the CAP.

Period of Performance

The initial period of performance for this contract will be two years, from June 1, 2015 to June 30, 2017 with an additional two one-year option periods.

Programs and Services

Employer partnerships are at the core of the Program and provide an efficient and effective channel for RCTC's TDM products to be delivered to its constituents. Additionally, RCTC has partnered with its sister agency, the San Bernardino Associated Governments (SANBAG) in order to implement its Commuter Assistance Program. While some minor implementation differences are in place, for all intents and purposes and when responding to the RFP, Proposers should recognize that the two programs generally mirror each other and will be operated concurrently by the Contractor.

To support these partnerships and efforts by local employers in implementing and maintaining rideshare activities at their work sites, the Programs and Services element provides turnkey services and tools to Riverside and San Bernardino County employers and commuters, including:

- Employer outreach
- Employer rideshare planning
- Commuter transportation survey services
- Production and distribution of personalized RideGuides
- Ridematching for carpools and vanpools
- AQMD Rule 2202/ Average Vehicle Ridership (AVR) support and technical assistance
- Commuter incentives
- Marketing materials
- Staff support for employer events
- Continuing education through transportation forums and newsletters
- Rideshare week and the ETC kick-off event
- Other specialized efforts as determined by changing conditions

Employers are retained through the use of an Employer Partnership Agreement (EPA) which is renewed every three years. Outreach to potential new employer clients, renewals of existing employers and management of the employer database will be the responsibility of the Contractor. Additionally, with the use of individual accounts in IE Commuter, Programs and Services also includes outreach to individuals or clusters of individuals, individual end user marketing, account management and technical support.

A. Employer Services

Employer Outreach/ Program Enrollment
Contractor will initiate outreach and facilitate enrollment with new and existing employers in Riverside and San Bernardino County. Employer clients acknowledge their enrollment and level of participation in the CAP program by signing an EPA. Employers may be enrolled in one or all of the employer services, therefore, Contractor will tailor consultation to employer leads specific conditions; company size, demographics, accessibility to transportation facilities, internal policies, ETC availability, etc. Currently, there are over 300 Inland Empire employers enrolled via EPAs that all expires on June 30, 2016. Contractor will update customized RCTC and SANBAG EPA forms (as needed), keep signed EPAs on file and mail fully executed EPAs to clients.

Alternative approach to EPAs: Contractor will investigate eliminating the Employer Participation Agreement forms and process to increase participation among employers. Contractor shall observe and evaluate the current EPA process and research whether an equal or increasing number of employers (and employee reach) could be served without the signed EPA document while achieving the same goals. See #3 in Exhibit "C" - CAP Proposal Refinements.

Contractor will provide outreach to Riverside and San Bernardino County employers outside of the installed base of employer clients to enroll incremental employer partners. Contractor will generate leads through referrals, events, Dun and Bradstreet list (employers with more than 250 employees), and coordination with business organizations, etc. and follow up with new leads generated from IE Commuter. Company name, contact person, address, telephone and fax numbers are available to the Contractor to use for outreach/enrollment purposes.

Contractor will enter data into the IE Commuter administration portal, track, and report: 1) Employer Name 2) Number of Employees 3) Industry 4) City 5) County 6) Status (existing/new) 7) Number of Worksites 8) AQMD Status 9) Plan Due Date (if applicable) 10) Last Survey Date (if applicable). RCTC will be provided continuous online access to the employer data as well as provide reports as requested.

Deliverables:

- Territory plans for both Riverside and San Bernardino counties. Plans to include, but are not limited to County overview, commuter patterns, employer profile, industry representation, employer clusters, transportation infrastructure, transit/rail/bike information, goals/challenges/opportunities.

FY 15/16 Targets

	RCTC	*SANBAG*	*TOTAL*
Total Signed Employer Partnership Agreements (Renewals *and New)*	160	175	335

Employer Development

Contractor will develop and implement with RCTC approval, incentives and/or strategies to maximize an employer client's participation in the CAP program. Through regular contact with employers, education and information exchange, Contractor will tailor participation goals for each employer. More often than not, the rideshare component is a very small fraction of an ETCs job function. Understanding employers' needs and challenges, and customizing the services rendered is critical to building and maintaining positive working relationships to effectively increase worksite participation. Contractor will be responsible for prioritizing resources and efforts accordingly to achieve program goals. Among the tools the contractor will use to understand ETCs' motivations and maximize their participation in the CAP program are SWOT analysis, online research to determine the commuting needs of employees and the most important triggers to choosing ridesharing, and strategic selling, active listening and problem solving with stakeholders and employer clients to better understand their issues, challenges, and opportunities.

Deliverables:

- Employers successfully reaching or exceeding established program participation goals year over year, ultimately resulting in a net increase in program performance elements: surveys, Rideshare Incentive participation, Rideshare Plus participation.
- Generate and distribute Annual Employer Reports to ETCs which translate an employer's participation in the CAP program into trips and emissions reduced.

KPIs:

- Number of employers with registered ETCs.
- New employers added.
- Net increase in program performance elements: surveys, Rideshare. Incentive participation, Rideshare Plus participation.
- Number of Annual Employer Reports distributed to ETCs.
- % increase in employers meeting or exceeding established program participation goals.

Employer Transportation Survey/ RideGuide/ AVR Services

Contractor will provide transportation survey, RideGuide/ridematching, Average Vehicle Ridership (AVR) report, and post survey analysis services to employer clients. Briefing meetings will be scheduled and conducted with the ETC to provide an overview of the AVR/ transportation survey process and assist employers with implementation of surveys (printed or electronic) at one or multiple employer worksite(s). An employer survey processing calendar should be managed in order to ensure equal distribution of workload and to ensure survey fulfillment targets (below) are achieved.

Survey Fulfillment Targets

- Process paper employer surveys with less than a 10% error rate. Surveys with an error rate in excess of 10% will be returned to employer for correction.
- Produce employer Average Vehicle Ridership (AVR) report from employee survey data and provide to employer within five business days.
- Ten (10) working day turnaround time for the production of RideGuides and employer survey analysis.

Using IE Commuter, Contractor will process all surveys (paper and electronic) to generate RideGuides (paper and electronic), AVR reports, and post survey analysis reports for employer clients. Additional steps are involved with processing paper surveys and RideGuides. Paper surveys are imported into the IE Commuter after they have been scanned for errors and data has been captured (optical or keypunch services at the Contractors discretion) and transferred into an electronic file conforming to the IE Commuter data import format. Following the survey process, employees that have expressed interest in ridematching but do not provide an email address during the survey process will receive a paper RideGuide. Paper RideGuides are printed from IE Commuter and prepared (folded and stuffed) for delivery to clients. For quality control purposes, samples of RideGuides will be reviewed. To conclude the survey process, Contractor will schedule and conduct a meeting with the ETC to present AVR and post survey analysis reports generated by IE Commuter.

Contractor will keep abreast of *Rule* 2202 guidelines and provide liaison with SCAQIVID staff to identify and resolve AVR issues and clarification of program processes, as needed. Contractor will troubleshoot IE Commuter to assess issues for clarification to staff or to interface with RCTC technical consultant for interpretation or repair. Contractor will track and report on client production of 1) Surveys processed 2) RideGuides generated for reporting purposes in IE Commuter.

Deliverables:

- Standard operating procedure (SOP) for processing paper, online, and combo surveys, generating RideGuides and survey analysis reports, including quality control review. The SOP will include the procedures for staying up to date on Rule 2202 and coordinating with South Coast AQMD staff.
- Employer survey processing calendar.
- FY 15/16 Targets

	RCTC		*SANBAG*
Survey/Rideguide Services	385	260	630
Commuter Surveys	67,000	58,700	125,700
RideGuides	23,900	16,500	40,400

KPIs:

- Decreased error rate on paper employer surveys.
- Produce employer Average Vehicle Ridership (AVR) report from employee survey data and provide to employer within five business days.
- Ten (10) working day turnaround time for the production of RideGuides and employer survey analysis.

% reduction in costs to process paper surveys.

In FY 13/14, 66% of all surveys processed were paper surveys and 34% were electronic. Some industries in the Inland Empire, such as those with employees with limited to no web access, are not conducive to the electronic Survey process. Migrating the other industries from paper to electronic processing is an ongoing initiative.

Employer Information Services and Support
Contractor will maintain and staff a toll-free help line, 1-866-IECS4HELP, to provide customer assistance to employer representatives using the CAP suite of services. Contractor will support employer leads and clients via this employer help line and via e-mail.

Deliverables:

- Contractor will serve as a rideshare resource and provide the following services:
    - Provide general assistance to employer clients using the Electronic Survey or requiring a higher level of clarification of the AVR Program.
    - Provide technical assistance (Contacts/ Rule Interpretation/ Commute Reduction Strategies/ Marketing/ Information Referral/ Other Services) to ETCs.
    - Provide information to ETC and/or referral to another source regarding programs and services which are beyond IE Commuter's funding or scope of service.
    - Fulfill employer client requests for marketing collateral (flyers, paycheck stuffers, posters, etc.) to supplement their internal marketing efforts/campaigns.
    - Provide staff resources (Commuter Exchange and/or Staff) for employer promotions, rideshare or benefits fairs, employer presentations, lunchtime promotions and worksite mode formation meetings.
- Contractor will develop for RCTC's consideration, a contact center scope, schedule and budget center to support the Inland Empire's transportation agencies and serve as a one-stop portal for the public.
- Contractor will develop a proposal for customer satisfaction survey tools for RCTC review and approval.

Employer Events (Kick-Off Meeting/ Marketing Workshops)
Contractor will plan, organize, and implement three Inland Empire employer events network meetings to provide continuing education (marketing certificate) for employer representatives. One of the three network meetings includes the Rideshare Week Kick-Off Event. The Contractor will be responsible for activities including, but not limited to, researching, recommending, and securing dates, speakers (if applicable), and locations, coordinating meeting logistics to include room set up, materials preparation, ensuring event content meets marketing criteria set forth by AQMD, providing staffing assistance, and assisting with other event activities including site coordination, vendor participation, and tracking event participation. As part of these services, Contractor will also conduct post-event evaluations and incorporate changes from feedback into future *events.*

Deliverable:

- FY 15/16 Targets

	RCTC	*SANBAG*	*TOTA*
Network Meetings			
ETC Kick-Off Meeting	Shared	Shared	
Marketing Workshop	Shared	Shared	

KPI:

Number of attendees qualifying for course completion.

Commuter Programs

Rideshare Commuter Incentive

To reduce single occupant vehicle trips, this short term incentive offers $2/day for each day a new rideshare participant uses an alternate mode of transportation in a three month period. Incentive payments are provided in the form of Vons, Stater Bros, or Amazon gift cards. The incentive is available to western Riverside County residents and San Bernardino County who currently drive alone to participating employers and start any of the rideshare alternatives. Enrollment in this incentive is available to employees of employer clients online at IECommuter.org or via paper forms.

Contractor will market and administer the Rideshare Incentive Program to employers located in Los Angeles, Orange, Riverside, San Bernardino and San Diego counties. In addition to receipt of the incentive and payment letter, participants will receive a follow up notice (Employee Report Card) detailing how much money they saved and how many trips and emissions were reduced as a result of their ridesharing efforts. Contractor will approve online enrollment forms, generate payment letters, and employee report cards using the incentive module of IE Commuter and will process incentive gift cards according to established policy.

The Contractor will manage procurement, accounting, handling and delivery of incentive scrip payments in a manner that best protects RCTC against fraudulent practices. Contractor management practices will be audited one time per year by RCTC or RCTC's agent or additionally as deemed necessary.

It should also be noted that RCTC expects to implement a new financial incentive program at some point during the course of this contract. Contractor shall build a framework for a multimodal rideshare rewards program and for new incentives program focused on rail and transit. Contractor will also develop a strategy *and* implementation plan to transition the application, approval, and administration of incentives to an entirely electronic (no paper) process. RCTC envisions the new incentive programs to promote the use of bus and rail transit as well as the carpool element of its SR91 toll facility via the use of transponders.

Contractor will enter into IE Commuter, track, and report on 1) Rideshare Incentive Participants by County 2) Translated trip reductions, miles reduced, and emissions reduced 3) Participant submission broken down by paper or online submission.

Deliverables:

- Regular reports to RCTC on Rideshare Incentive participants, translated trip reductions, miles reduced and emissions reduced, participant submissions and pertinent campaign results such as impressions, reach, click-through rates and conversions.
- FY 15/16 Targets

	RCTC	*SANBAG*	*TOTAL*
Participants	1,185	1,545	2,730

KPI:

% increase in new IE Commuter participants.

Rideshare Plus Program

To recognize the contribution of commuters who have been ridesharing three months or longer, this incentive offers discounts at restaurants, entertainment and service facilities to participants who live in western Riverside and San Bernardino County, and rideshare at least five days per month. Members are provided with an Entertainment membership that includes a Rideshare Plus Rewards Book containing premium coupons (over $1,000 in value) from Entertainment, Inc. and online access to www.rideshareplus.info, powered by Entertainment's Online Savers Guide for additional online and mobile-app discounts at over 200,000 merchants nationwide. Enrollment in this incentive is available online at IECommuter.org or via paper forms.

Contractor will administer and market Rideshare Plus Rewards Program to employers located in Los Angeles, Orange, Riverside, San Bernardino and San Diego Counties. Contractor will sub-contract with Entertainment Inc., or vendor equivalent, to provide a similar incentive package. Contractors will a) select offers/promotions for the Rideshare Plus Rewards Book based on locations that serve Rideshare Plus membership b) mail out correspondence/announcements to Rideshare Plus employer clients and members informing them of annual update process, c) deliver Rideshare Plus Rewards Book to members, d) resolve member complaints with Entertainment, or vendor equivalent, regarding merchants who do not honor the discount as outlined in the Rideshare Plus Rewards Book.

To foster continued engagement with IE Commuter and reduce overall costs administering this incentive, Contractor will continue to research and implement new strategies to leverage digital processes all while enhancing the customer experience.

Enter into the administration portal of IE Commuter, track, and report on 1) Rideshare Plus Participants by County 2) Translated trip reductions, miles reduced, and emissions reduced 2) Participants broken down by new or renewal 3) Participant submission by paper or online submission 4) Participation in RidesharePlus promotions.

Deliverable:

- FY 15/16 Targets

	RCTC	*SANBAG*	*TOTAL*
Participants	5,500	7,800	13,300
Rideshare Plus Rewards Offers	Shared	Shared	Minimum 100,000 offers

Vanpool Incentive Program
This incentive provides $1,800 over nine months for the formation of new vanpools by Riverside and San Bernardino County residents. The program is operated in coordination with subsidized programs offered by Los Angeles County Transportation Authority (Metro), Orange County Transportation Agency (OCTA), and San Bernardino Associated Governments (SANDAG) to ensure new vanpools do not secure incentives from more than one agency.

Contractor will market and administer the RCTC/SANBAG Vanpool Incentive Programs. At the time of contract award, it is anticipated that SANBAG will have implemented a countywide NTD vanpool program expansion providing $400/month for each vanpool in perpetuity. A determination whether RCTC adopts the same NTD incentive will be made during the first year of the contract. Contractor will be responsible for administering or supporting two separate vanpool incentives programs. RCTC's vanpool incentive provides $1,800 over nine months for the formation of new vanpools. Contractor will coordinate with Metro, OCTA, and SANDAG to ensure new vanpools do not secure incentives from more than one agency. Contractor will register and maintain vanpool commute and contact data in IE Commuter. Contractor will enter into the administration portal of IE Commuter, track, and report on 1) Number of vanpools receiving RCTC/SANBAG incentive 2) Translated trip reductions, miles reduced, and emissions reduced.

Deliverables:

- Establish a new standard operating procedure (SOP) document for the vanpool program.
- Qualify potential vanpool groups in accordance with their eligibility, RCTC's Program Resolution, and SANBAG's NTD vanpool guidelines.
    - Verify with Metro, OCTA or SANDAG that the vanpool is not receiving any other subsidy.
- Establish and document a protocol for exchanging NTD data with designated partners, including Pll compliance as appropriate.
- Prepare quarterly report of incentives issues, vanpool participation, and vehicle trips.
- Coordinate the potential transition of RCTC vanpool subsidy.
- Maintain the integrity and accuracy of IE Commuter's vanpool database and provide reports on incentives distributed and the resulting trip, mileage and emission reductions.

KPIs:

- % of accurately issued vanpool incentives.

Guaranteed Ride Home Program

This project offers employees who share the ride to work a free rental car or taxi ride home (twice per year) in case of an emergency or unexpected overtime. This program is available to all ridesharing employees of an employer client with a signed EPA, regardless of home county origin.

Leveraging existing GRH policy and guidelines, Contractor will administer and market the regional Guaranteed Ride Home (GRH) Program to employers located in Riverside and San Bernardino counties. The GRH Program is available to all ridesharing employees of an enrolled employer, regardless of home county origin. Additionally, Contractor will:

a. Enroll GRH employer clients in GRH module/database and maintain spreadsheet of current client listing. Run a monthly report of new clients and enroll in the GRH database.
b. Monitor any employer changes and send to the regional GRH Program Manager.
c. Troubleshoot client issues and document the resolution.
d. Enter, track, and report on GRH participation by county.

Deliverables:

- Contractor will create a standard operating procedure to document step-by-step processing, validation and payment of GRH trips, including strategies for detecting potential fraudulent or disallowed use.
- Monthly GRH reports provided to the regional GRH program manager: new employers enrolling in the GRH program, changes in employers, client issues, troubleshooting and resolution; and GRH participation by county.

Commuter Information Services

RCTC requires that a toll-free commuter based customer service information number, 1-866-RIDESHARE, is maintained and staffed. This line is also a direct transfer from 511 for Inland Empire rideshare calls. Live operators answer the phones from 8:00am to 6:00pm weekdays, except holidays. An after-hours voice mail service is provided and phone calls are returned the next business day. Operators answer a wide variety of questions on topics such as the Commuter Assistance Programs, park and ride lots, GRH, ridematching, traffic information, etc. The number provides a one stop shop for rideshare information.

Contractor will respond to and provide rideshare assistance to Riverside and San Bernardino County residents who call 1-866-RIDESHARE and 511 or submit inquiries through 1E511 or IE Commuter. Assistance will be provided either by phone, e-mail, or fax and includes, but is not limited to, 1E Commuter account set up, ridematching, RideGuide requests, and other rideshare related topics. Telephone call activity will be tracked and reported by Contractor to help assess various marketing campaign efforts and 511 phone activity. Contractor will establish outbound follow up call

protocols to offer additional assistance, promote incentive programs, and update commuter account information as needed. The Contractor will provide office phone equipment capable of accommodating call volume growth up to 15,000 calls per year.

Deliverables:

- Provide office phone equipment capable of accommodating call volume growth up to 15,000 calls per year.
- Track and report telephone call activity to help assess various marketing campaign efforts and 511 rideshare phone activity.
- Establish outbound follow-up call protocols to offer additional assistance, promote incentive programs, and update commuter account information as needed.
- FY 15/16 Targets

	RCTC	*SANBAG*	*TOTAL*
866-RIDESHARE	Shared	Shared	4,000

KPIs:

- % uptime of telephone equipment.
- % of calls answered ranked by 10-second increments.
- % increase in the number of outbound phone calls and their associated metrics.

C. Park and Ride Development

To support formation of carpool and vanpool arrangements, this project leases existing parking spaces from schools, shopping centers, churches, and various other businesses, to establish park and ride lots. The lease, a three party agreement between the property owner, Caltrans and RCTC or SANBAG, allows flexibility in meeting the changing needs of ridesharing commuters as location and number of spaces can be adjusted under the annual lease process. The Contractor will provide outreach services related to establishing park and ride leases for both RCTC and SANBAG.

Deliverables:

- A scope, schedule and budget for outreach services to establish an agreed-upon number of new park and ride lot leases will be developed and presented to RCTC for review and approval.

KPIs:

- Number of new park and ride lots.
- Number of new parking spaces.

Marketing and Communications

The Contractor will work in coordination with RCTC to develop messaging, advertising, marketing pieces, and other collateral materials to support the CAP program. Programs and services will be marketed and promoted through media advertising and with collateral materials under the IE Commuter umbrella that align with and leverage the 1E511 brand. The Contractor will develop a marketing plan (Plan) within the first three months of the project that serves as the blueprint for the communications effort. Contractor acknowledges that it represents RCTC and is acting on behalf of RCTC. Contractor shall not market or promote its own brand as part of this effort.

A. Communications

Marketing Plan Development

The marketing plan (Plan) will reiterate CAP objectives and target audiences and will include key messages to be used in all communications to commuter and employer markets and submarket segments along with the strategies and tactics to reach each audience. Contractor will identify outreach strategies to be deployed and the channels through which target audiences can reached most cost-effectively. An evaluation mechanism for each strategy will be developed so that results can be tracked throughout implementation and changed as needed to be more effective. The marketing plan will be completed within three months of permission to start from RCTC. The Plan and all resultant products will be reviewed and approved by RCTC.

Deliverables:

A marketing plan that includes the following:

- IE Commuter Style and Branding Guidelines
- Online and mobile strategy, including online marketing, search optimization, and social media/networking
- Media plan/spend
- Recognition event (optional)
  Public relations strategy
- Collateral needs
- Identify marketing needs, including but not limited to telemarketing, direct mail, video media, events (the plan will include strategies and types of tactics to be undertaken; specific schedules will be developed once the contract is signed).

KPI:

% increase in IE Commuter registrations and mode shift.

IE Commuter

Commuters and travelers looking for rideshare assistance (carpool, vanpool, or transit) will be directed to www.IECommuter.org, a robust, secure, and mobile-friendly website. Additionally, worksites will find general information about employer services under the same IE Commuter website. Once on the IE Commuter site, visitors can set up an account and get transit information or rideshare information personalized to their schedule and route. The Contractor will update/maintain CAP program content, including but not

limited to employer services content, commuter incentives content, park and ride information, employer event schedule, etc. Contractor will be provided with a login/password to access the IECommuter.org website content editing tool.

Deliverables:

- Contractor will make recommendations to RCTC as opportunities for IE Commuter to support other RCTC and SANBAG projects arise.

Collateral Development and Sales Support

Collateral materials — brochures, fact sheets, promotional items, sales presentations, success stories, maps, and other materials that support IE Commuter messages — are an important part of the IE Commuter account executive's toolbox. These materials explain IE Commuter services value proposition to target audiences, increase IE Commuter awareness and consideration, persuade and prompt actions to be taken, and give them a resource for moving forward with changing driving behavior. As part of the transition, the Contractor will assess the current suite of collateral materials and make recommendations to cost effectively support the marketing plan.

Key elements of the Contractor's approach to developing collateral materials and other sales support efforts:

Materials will increase awareness and consideration of CAP programs and services, and drive target audience traffic to IECommuter.org.
Sales support items (including presentations, fact sheets, brochures, success stories, giveaways, and event displays) and lead generation activities (direct mail and telemarketing) will be developed and coordinated as determined by the marketing plan, to ensure consistency of message, quality, and usage.

Collateral and sales support materials will include, at a minimum, the following items:

Sales Toolkit Development

Account managers need materials to take with them to employer presentations. The Contractor will develop a customizable sales kit (RC or SB). This kit will be IE Commuter branded and will cite IE Commuter staff as the contact for detailed information for carpooling, vanpooling and other IE Commuter programs. Typically, a sales kit will include:

- A branded folder with a place for the account executive's business card
- A brochure for employers on commuter services offered by the Contractor
- A standalone card for each program
- Fact sheets relevant to the specific services available in the account manager's geographic region, including vanpooling, guaranteed ride home, etc.
  Local transit and bike maps (if available)
- A brochure and/or promotional items about IE Commuter
- Relevant enrollment forms
- An accompanying PowerPoint presentation aimed at company decision-makers

- Electronic Newsletter
  Existing newsletter efforts (Rideshare Connection) will be combined into two e-newsletters that cover the entire Inland. Empire area but which feature individual regional features as applicable. One e-newsletter will focus on the commuter; the other will focus on employers. The Contractor will distribute the e-newsletter via e-mail to commuters registered in IE Commuter, key local stakeholders, employers, and others who opt in to receive information. In addition, the Contractor will make the newsletter available on the IE Commuter website in PDF format and potentially through social networking tools.

  IE Commuter Brochure
  The Contractor will develop a single brochure (or other collateral piece) describing services offered by IE Commuter for commuters. This will cover at a minimum ridematching services and incentives, vanpooling options, transit planning, and guaranteed ride home. IE Commuter will be referenced as the go-to source for travel and transit information, including online ridematching.

  IE Commuter Promotional Items
  Additionally, small promotional items such as pens, magnets, mugs and USB chargers will be purchased by Contractor in a higher volume in order to maximize economies of scale. These items can be handed out at events as well as included with the account executive's Sales Toolkit as a leave-behind item. Promotional items can be more versatile than the collateral pieces focused only on new employers, since these items can be equally effective with existing employer clients.

Deliverables:

- Customizable Sales Toolkit for Riverside and San Bernardino counties.
- Distribute e-newsletters and post e-newsletters on IE Commuter website.
- Develop an IE Commuter brochure.
- IE Commuter Promotional items.

KPIs:

- Number of sales toolkits used for employer consultations.
- Number of days to newsletter.
- Number of stakeholder requests for IE Commuter brochures.

Graphic Design and Content Development

The Contractor will work in coordination with RCTC to develop one or more of the following:

Graphic design and production of print advertising, marketing, and other collateral materials to support CAP projects and programs. These materials may include brochures, newsletters, graphics, fact sheets, print and/or online advertisements, promotional items, and other collateral. Specific examples include: RidesharePlus Rewards Book designs, GRH posters and flyers, paper RideGuide maps and design, employer event invitations).

- Signage including the design and fabrication of construction project and highway Signage, custom exhibit/trade show exhibits, and/or procurement of promotional items such as mugs, pens, and other promotional items, as necessary.
- Video productiorito develop both cost-effective videos, as well as high-end, multi-media.
- Presentations for use on a variety of platforms including the Web and PowerPoint presentations. The ability to produce animated PowerPoint presentations is also desired. These efforts will require production, editing, casting, scriptwriting, digital animation, and other expertise.
- Photographic services in support of targeted marketing campaigns and public outreach campaigns.
  New media efforts for various projects such as social media, blogs, and other Web- or electronic-based outreach.

Deliverables:

- Design and fabrication of Construction project and highway signage.
- Custom exhibit/trade show exhibits that maintain a professional and modern design yet are collapsible for easy transport.
- Video production for both cost-effective and high-end multimedia.
  Presentations production for a variety of platforms including website, video, and PowerPoint.
- Photographic services in support of targeted marketing campaigns and public outreach campaigns.
- New media efforts for various projects such as social media, blogs, and other Web or electronic-based outreach.

KPIs:

- % increase in CAP program participation.
- % decrease in costs in marketing material production.

B. Media Planning, Purchasing, and Advertising Services

The Contractor will provide media recommendations and buying services for print, broadcast, online and other advertising services in step with the marketing plan. As traffic to IECommuter.org increases, RCTC may require expertise in advertising sales, sponsorship, and account management services to develop and execute sponsorship programs for IE Commuter online properties, and identify and contact potential sponsors or partners on behalf of RCTC, possibly on an annual basis.

Deliverables:

- Media recommendations and buying services for print, broadcast, online and other advertising services.
  Monthly reporting on new users joining IE Commuter and the relevant advertising campaigns they can be attributed to.
- Media/Communications/Events Calendar.

KPI:

KPIs to be determined by the goals of a particular media buy.

C. Events/Rideshare Week

Rideshare Week

The biggest industry related promotional event of the year is the annual statewide Rideshare Week campaign. Contractor will plan, organize, and implement Rideshare Week (RW) in the Inland Empire. Contractor will develop RW promotional themes for RCTC review/development. Once a RW theme has been decided, Contractor will:

a. Coordinate RW material review with the preparation of the timeline, list of materials, promotional items and quantities for RCTC review.
b. Coordinate the production and delivery of RW promotional materials
c. Research new RW Sponsors and solicit for prize donations.
d. Develop and write RW Sponsor letters for RCTC review.
e. Mail solicitation letter to approximately 500 potential RW Sponsors.
f. Solicit area newspapers for free advertising space for RW.
g. Secure donated RW prizes and sponsor logos.
h. Prepare RW sponsor and prize list.
i. Prepare thank you letters and arrange for gift baskets (or similar recognition item) for all RW Sponsors; Send or deliver letters, gift baskets and copies of marketing materials to RW Sponsors.
   Develop in coordination with RCTC the RW ETC contest, rules and the securing of prizes.
k. Track, and report on 1) Rideshare Week Participation Results 2) Participation broken down by County. 3) Comparison reports to prior years.

Deliverables:

- FY 15/16 Targets

Rideshare Week Sponsors	Shared	Shared	20 —30 Sponsors
Rideshare Week Prizes	Shared	Shared	Minimum $30,000 Total Value of Donated Prizes per Year
	RCTC	*SANBAG*	*TOTAL*

KPIs:

- Rideshare Week participation results.
- Participation broken down by county.
- Comparison reports to prior years.

CAP Program Management/ Administration

Provide overall program coordination between Contractor staff and RCTC, with regard to the development and implementation of the Commuter Assistance Program (CAP), data tracking, program reporting, event management, documentation retention, graphic design services and the delivery and/or distribution of the products necessary for their support. Prepare and submit progress reports in the format and frequency prescribed by RCTC.

A. Administration

Contractual, financial, and documentation management:

a. Contractor oversees assignment and completion of all work by Contractor staff. Work productivity and timeline for completion will be those established by RCTC and Contractor Program Manager.
Contractor Program Manager will ensure the timely delivery of goals, products and deliverables through ongoing oversight of staff. Coordination and issue resolution will occur with RCTC Program Manager.

d. Contractor will monitor and manage the number of labor hours expended to ensure that the number of hours/budget utilized do not exceed the hours/budget allocated.

e. Monitor special projects labor hours/budget and to ensure proper billing.

f. Contractor will invoice RCTC on a monthly basis.

g. Contractor will provide annual budget projections for incentive programs.

h. Participate in annual programmatic and financial reviews and audits.
Maintain employer client filing system according to established policy.

Deliverables:

- Monthly invoicing
- Quarterly progress reports
- Annual budget projections for incentive programs
- Year End Program Report

B. Project Transition Planning

As previously stated, RCTC has used and is currently using a contractor to implement the Commuter Assistance Program. The current contract expires at midnight on June 30, 2022. As such, the Contractor will be responsible for participation and coordination with the team from the current contractor in order to ensure an orderly transition of ridematching software, phone lines, 866 numbers, office set-up, client outreach and support and program marketing. The contractor is responsible for the provision of office space as required, all telecommunications equipment, all computer equipment required for access to the IE Commuter system, office clerical and staff support, account managers/program administrators, graphic supplies and ancillary office equipment as needed to implement and operate the Commuter Assistance Program.

Deliverables

- A fully functioning and staffed Commuter Assistance Program will be operational in Parsons Brinckerhoff 's San Bernardino office on or before July 1, 2015.

KPIs:

- Fully functioning phone, Internet and IE Commuter software.
  Staffing resources identified, in place and trained.
  Accounting, filing and project documentation systems opened and operational.
  Marketing materials available and needed updates identified.

C. Program Reporting and Refinement

Program performance reporting is key to validating the success of the program and establishing which TDM strategies and outreach methods are most effective. Program performance measures to be tracked and reported on by the Contractor include, but are not limited to:

- Employer Clients (Signed EPA)
  - Number of employees by worksite and percentage that are participating in commute alternatives
  - Total ETCs on File
- Commuter Surveys Processed (Total/Paper/Electronic)
- RideGuides Issued (Total/Paper/Electronic)
  - Electronic (Open Rate/Bounce)
- Total Commuters on File (IE Commuter System)
  - Total Active IE Commuter Accounts
  - Survey Vs. Public Web Registration
- IECommuter.com Web Visits
  - Sources of visits (survey, search, online advertising, email, etc)
- Calls to IE Commuter Phone Lines
  - Sources (511, AQMD, etc)

Initial program targets will be established by RCTC; however, the contractor will help refine and build on existing goals, performance measures, and desired outcomes, and then establish appropriate output and activity measures that contribute to these outcomes. The Contractor shall use agreed upon performance evaluation to continuously adjust or improve program operations and administration to meet program goals tied to the Key Performance Indicators (KPI) below.

A strong emphasis shall be placed on the KPIs which directly translate the results of the contractor's administration of the program. The Consultant shall establish specific targets for desired achievements as directed by RCTC. In this way, the program and its various elements have a set of clear, measurable objectives that focus on results. These targets shall be realistic, but also challenge staff to advance beyond current levels and continually enhance market reach, customer service, and overall program effectiveness. The Consultant shall perform annual assessments and recommend refinement to RCTC to continually improve and enhance program effectiveness.

Deliverables:

- Quarterly progress reports
- Quarterly recommendations for performance improvement

KPIs:

- Total program vehicle trips reduced
- Total program vehicle miles traveled (VMT) reduced
- Pounds of pollutants reduced
- Total incentive participants

APPENDIX ACRONYMS/GLOSSARY OF TERMS

AQMD	Air Quality Management District
AVR	Average Vehicle Ridership
CAP	Commuter Assistance Program
CE	Commuter Exchange
CTC	County Transportation Commission
ETC	Employer Transportation Coordinator
GRH	Guaranteed Ride Home
IECS	Inland Empire Commuter Services
ISP	Internet Service Provider
MDC	Merchant Discount Catalogue
Metro	Los Angeles County Transportation Authority
OCTA	Orange County Transportation Agency
PA	Partnership Agreement
RC	Riverside County
RCTC	Riverside County Transportation Commission
RFP	Request For Proposal
RW	Rideshare Week
SAN BAG	San Bernardino Associated Governments
SANDAG	San Diego Associated Governments
SCAQMD	South Coast Air Quality Management District
SB	San Bernardino County
TDM	Transportation Demand Management
TMA	Transportation Management Area

EXHIBIT "B"

SCHEDULE OF SERVICES

All Services shall be provided in accordance with the following specific Schedule O Services:

	EMPLOYER SERVICES	RCTC	SANBAG	Total
1	Employer Partnership Agreement	160	175	335
2	Survey/Rideguide Services	385	260	645
3	Commuter Surveys	67,000	58,700	125,700
4	RideGuides	23,900	16,500	40,400
5	ETC Rideshare Week Kick Off Meet's	Shared	Shared	
6	ETC Marketing Workshops	Shared	Shared	
	COMMUTER PROGRAMS	RCTC	SANBAG	Total
7	Rideshare Incentivesi$2/day) Participants	1,185	1,545	2,730
8	Rideshare Plus Participants	5,500	7,800	13,300
9	Rideshare Plus Rewards Offers	Shared	Shared	100,000
10	Incoming Commuter Calls	Shared	Shared	4,000
11	Rideshare Week sponsors	Shared	Shared	20-30
12	Value of Donated Prizes for Rideshare Week (Annual)	Shared	Shared	30,000

AGENDA ITEM 7P

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	June 10, 2020
TO:	Riverside County Transportation Commission
FROM:	Michelle McCamish, Management Analyst Brian Cunanan, Commuter and Motorist Assistance Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Fiscal Year 2020/21 Measure A Commuter Assistance Buspool Subsidy Funding Continuation Request

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Authorize payment of the $2,350/month maximum subsidy per buspool for the period July 1, 2020 to June 30, 2021, to the existing Riverside I buspool; and
2) Require subsidy recipients to meet monthly buspool reporting requirements as supporting documentation to receive payments.

BACKGROUND INFORMATION:

As part of the Measure A Western County Commuter Assistance Program, the Commission provides funding support to buspools used by Riverside County residents for their commutes along the State Route 91 corridor. The Commission adopted the Measure A buspool subsidy in October 1990, and established a monthly subsidy rate of $1,175 or $25/seat/month in support of commuter buspool operations. To provide additional guidance, the Commission also established a minimum buspool ridership policy in June 1995. In July 2004, the Commission set the monthly subsidy rate at $1,645 ($35/seat/month) to help offset increases to operational costs during the previous 14 years. In June 2018, the Commission approved an increase in the monthly subsidy rate to $2,350 ($50/seat/month) to offset the buspool's continuing rising costs.

DISCUSSION:

As all commuter assistance incentives provided by the Commission to encourage use of alternative modes of transportation, the $50/seat/month subsidy is administered as a user-end subsidy. The Commission's subsidy is an important factor that makes buspools an attractive alternative for these commuters with roundtrip commutes in excess of 100 miles.

While the monthly cost of each existing buspool varies according to the number of route miles and the resulting negotiated service price, the Commission's monthly subsidy reflects a subsidy

rate of 15 percent. This subsidy rate remains cost-effective compared to the typical public transit subsidy rate of 80 percent.

Maximum Monthly Buspool Fare Per Rider	RCTC Subsidy Per Seat	Subsidy Rate
$330	**$50**	**15%**

Unlike some of the other Commission-approved ridesharing incentives that have a limited term, the buspool subsidy is ongoing. To renew its annual subsidy, an existing buspool is required to:

- Request, in writing, continuation of funding from the Commission for the new fiscal year;
- Consistently meet minimum ridership requirements; and
- Submit monthly ridership reports throughout the year.

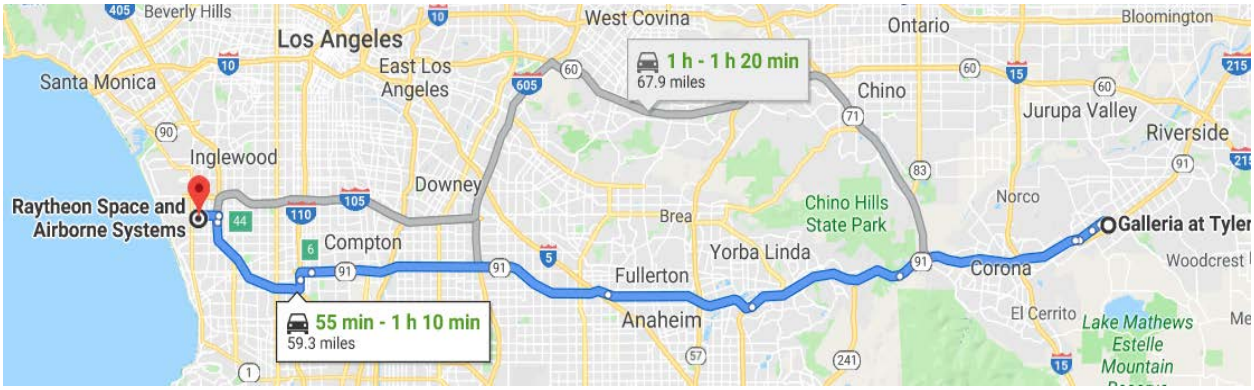


Figure 1: Riverside I Route

In reducing the number of vehicles on SR-91 during peak periods, the buspool program is projected to save more than 20,000 commuter trips and over 1.2 million miles of travel in Fiscal Year 2019/20. The benefits projected for FY 2019/20 by offering this subsidy are illustrated below:

Buspools	Average Riders/Month	Roundtrip Distance	Annual Miles Saved	Annual One-Way Trips Reduced
Riverside I	**39**	**~121 mi**	1,223,125	**20,284**

The Riverside I buspool has completed all the requirements for funding as set forth by the Commission, including the submittal of monthly ridership reports and annual funding continuation requests. It has consistently met the minimum ridership level of 25 riders per month and averages 39 riders/month.

At this time, the continuation of the buspool subsidy is even more crucial due to the COVID-19 pandemic. While a few of the riders have been placed on telework, the majority of the riders work for aerospace/defense companies located in El Segundo that are considered Essential Critical Infrastructure Workers. The riders and driver are taking many precautions to safeguard

their health. The bus, which is driving them every day, is used solely for their route. The riders are able to socially distance themselves on the 54-passenger bus, the driver wipes the bus down daily and the riders also have their own disinfectant wipes. This buspool ensures the riders still have a reliable means to continue traveling safely back and forth to their jobs.

Figure 2: Example of Riverside I Bus

The buspool subsidy is funded by 2009 Measure A Western County Public Transit-Commuter Assistance funds, and $80,000 is included in the FY 2020/21 budget for this program. Based on the established $2,350/month per buspool subsidy policy, the funds will support the continuation of the one existing buspool plus up to two new buspools through FY 2020/21.

Financial Information							
In Fiscal Year Budget:		Yes	Year:	FY 2020/21	Amount:	$80,000	
Source of Funds:	2009 Measure A Western County Public Transit-Commuter Assistance funds				Budget Adjustment:		No
GL/Project Accounting No.:		002109 81030 00000 0000 263 41 81002					
Fiscal Procedures Approved:		Theresia Trevino			Date:	05/21/2020	

Attachment: Riverside I Renewal Request

Send correspondences to:
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Raytheon Technologies
2000 E. El Segundo Blvd.
Bldg. R1 Rm. 9Z07G MS. B500
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May 20, 2020

Attn.: Michelle McCamish, Management Analyst
Commuter & Motorist Assistance
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208

Dear Ms. McCamish,

In compliance with the requirements of the Riverside County Transportation Commission (RCTC), I am requesting an extension of funding for the period of July 1, 2020 to June 30, 2021 for the "Riverside" to El Segundo Commuter Buspool. I am the buspool coordinator and I coordinate this buspool independently from any employer. In my absence, my assist Kim Albini takes on the responsibility for the coordination.
The monthly cost to operate this bus pool from Cee People Tours, LLC is $315. RCTC provides a $2350.00 monthly bus subsidy, Raytheon & Boeing provides a $75 monthly subsidy and the remaining $205 is paid for by the riders. All non-Raytheon & Non-Boeing employees pay $280.
The following is the Riverside to El Segundo Bus pool schedule:

AM Departure	Galleria at Tyler, Riverside	4:10 a.m.
AM Departure	Corona Park & Ride- 20 E. Grand Blvd.	4:22 a.m.
AM Arrival	Raytheon, El Segundo	5:13 a.m.
PM Departure	Raytheon, El Segundo	3:00 p.m.
PM Arrival	Corona Park & Ride Lot	4:45 p.m.
PM Arrival	Galleria at Tyler, Riverside	5:00 p.m.

Information on this buspool is available with rideshare programs at Raytheon Aerospace Corporation, Boeing and the Los Angeles Air Force base. Employees receive this information through direct mailings, newsletter articles, and electronic messaging from these employers. These employer rideshare programs also share this information with other local employee transportation coordinators.
Thank you for your continued support of this successful buspool program.
Sincerely,
Catalina E. Fuentes
Catalina Fuentes
Riverside Bus pool Coordinator

This document does not contain technology or technical data controlled under either the U.S. International Traffic in Arms Regulations or the U.S. Export Administration Regulations.

AGENDA ITEM 7Q

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 10, 2020
TO:	Riverside County Transportation Commission
FROM:	Brian Cunanan, Commuter and Motorist Assistance Manager Aaron Hake, External Affairs Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Inland Empire Telework Initiative

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Authorize staff to develop and implement a comprehensive telework assistance program for Riverside County employers and residents, with outreach activities beginning as early as July 1, 2020, in partnership with the San Bernardino County Transportation Authority (SBCTA) through the IE Commuter program;
2) Authorize staff to work with local and regional government partners, Riverside County businesses, and other stakeholders to identify and encourage additional options for virtual travel and other cost-effective transportation demand management (TDM) strategies; and
3) Authorize staff to quantify vehicle miles traveled (VMT) reductions resulting from the telework assistance program and additional TDM strategies subsequently developed for the purposes of creating potential mitigation credits for transportation projects subject to SB 743.

BACKGROUND INFORMATION:

An outcome of the coronavirus pandemic is the rapid and mass adoption of teleworking. Teleworking is one of the several factors that contributed to the sudden drop in traffic congestion, VMT, and transportation-associated air quality emissions.

While traditionally thought of as a business operational matter, teleworking is also a TDM strategy. RCTC has managed a TDM program since 1991. The TDM program has established partnerships with employers and government agencies throughout southern California to provide support and incentives to encourage employees to use alternatives (transit, carpool/vanpool, bike, walk) to single occupant vehicle (SOV) travel and or eliminating trips all together (telework). In the Inland Empire, the public face of these efforts is known as IE Commuter (www.iecommuter.org). RCTC manages IE Commuter in conjunction with the SBCTA, creating economies of scale and leveraging the resources of both counties to create a more effective program.

Despite the advent of technology that makes teleworking more feasible and a growing body of academic research that finds worker productivity can increase, teleworking continued to face stigma and resistance in many corners of the corporate world. Prior to the pandemic, telework activity had been growing but overall adoption, relative to other commute alternatives, remained low. According to the U.S. Census' American Community Survey, work-at-home has grown by 173 percent since 2005. However, of the 320 employer clients of IE Commuter, less than 7% indicated that telework was offered as an option for their employees. Among 92,422 employees surveyed by IE Commuter across 154 worksites in FY2019, only 1.2% (1,100) had teleworked at least one day during a given worksite's survey week.

The Governor's stay-at-home order created an instant pilot program that has demonstrated teleworking may have staying power.

New Telework Initiative

Recent outreach to Inland Empire employers by IE Commuter has indicated substantial new interest in telework programs, given how adaptable technologies for enabling telework have become, and in light of stay-at-home orders and health risks, how necessary they have become.

RCTC and SBCTA staff believe that establishing a formal telework assistance program for local employers is a cost-effective strategy that will benefit:

- Public health
- Economic recovery
- Traffic flow
- Cleaner air

IE Commuter is an existing platform through which RCTC assist employers with organizing and developing new telework programs during this time of peak interest and need.

Commission and SBCTA staff are proactively working with the IE Commuter consultant, WSP, through the months of May and June to structure a new employer Telework Program that can begin implementation in early July 2020. Attached is an initial draft of a proposed Telework Guidebook for employers that will be one of the tools IE Commuter can employ for outreach and assistance. In addition to providing an overview of the process for incorporating telework as an employee option, the Guidebook will provide sample telework guidelines, a sample employee telework agreement, and sample surveys for teleworkers and supervisors of teleworkers. The materials will all be web-based and downloadable at no cost and will also be useful for county residents wanting to explore options for their employment sites within and outside the Inland Empire. The intent is to finalize these components and launch the program by July 1. Additional TDM strategies can then be added over time or increased in emphasis. The purpose of this agenda item is to secure the Commission's approval to implement such an initiative.

Bringing Jobs Home and Reducing VMT

A new emphasis by RCTC on teleworking and TDM strategies will advance a long-held goal of the Commission to keep more Riverside County residents in our local communities during the day rather than on the highway. Doing so would help address the county's jobs/housing imbalance, stimulate local businesses and civic organizations, while also improving quality of life for residents.

Fewer long-distance commutes also translate into fewer VMT, an environmental metric that will become increasingly important for the approval of new development and infrastructure projects pursuant to State regulations. Participants in IE Commuter log their trips (or in the case of telework, days they worked from home), creating quantitative data on how many VMT and emissions are negated. By adopting a new telework program, RCTC may be able to generate VMT "credits" that could be used in the future to mitigate increased VMT identified via the California Environmental Quality Act analysis on transportation projects such as highway capacity projects. To the extent that RCTC brings forward mitigatory programs that reduce VMT, it may help to streamline RCTC's future analysis of VMT-impacts associated with voter-approved projects in the Measure A expenditure plan. Depending on the details of the new telework program, these telework-related VMT credits could potentially be pooled with other VMT-reducing activities by RCTC or other local and regional governments in the future.

In summary, implementing a robust telework initiative creates the potential for a breakthrough opportunity to achieve multiple public policy objectives.

Attachment: IE Commuter Telework Employer Guidebook

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Telework Employer Guidebook

IE Commuter
Drive Less. Smile More.

About IE Commuter

IE Commuter is a program of the Riverside County Transportation Commission and San Bernardino County Transportation Authority whose mission is to reduce traffic and improve air quality throughout the region by increasing the awareness and adoption of ridesharing. The program and its services are provided at no-cost to eligible Riverside County and San Bernardino County employers and commuters.

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What is Telework?

Telework is a flexible working arrangement where, instead of commuting to work, employees work from home or a location nearer to their home. Although some organizations succeed with all-virtual staffs, the majority adopt a mix of days in the office and days at home. The most common arrangement is half-time; two or three days a week in the office, the balance at home.

Telework is becoming an increasingly attractive and viable option for companies. Laptop computers, cloud-based document storage and software, effective collaboration and communication tools, and high-speed internet make it easy for employees to be just as effective at home as they are in the office. In addition, telework drastically reduces or even eliminates the daily work commute. This helps employers contribute to improved air quality and traffic reduction as required by air quality regulations such as the Southern California Air Quality Management District (South Coast AQMD) Rule 2202

The word 'telework' is often referred to by other names including telecommute, remote work, mobile work, and work-from-home, but unless the practice reduces commuter travel, it is not considered part of a Telework Program.

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Why Start a Telework Program?

Telework is a proven work option that can result in greater productivity, higher employee engagement, improved well-being, increased attraction and retention of talent, reduced cost for both employers and employees, greater organizational agility, and increased sustainability.

Companies that adopt telework programs not only help their bottom line, but also demonstrate that they care about their staff and the environment. Research shows doing both is not only good for employees, it's good for business.

A well designed and implemented Telework Program:

- Increases employee productivity and efficiency (by 10%–20% on average)
- Improves employee morale and reduces stress
- Reduces employee absenteeism (two to four days per year on average)
- Reduces tardiness
- Lowers healthcare-related costs and long-term disability costs
- Expands the talent pool
- Helps attract and retain talent
- Lowers real estate costs, office overhead, and parking needs
- Enhances scalability—both up and down—and organizational agility
- Offers increased hours of service to clients and customers
- Increases flexibility of staff to handle peak workloads
- Maintains business continuity during an emergency or major disaster
- Reduces greenhouse gases and traffic congestion due to fewer vehicle miles traveled
- Helps comply with air quality regulations such as the South Coast AQMD Rule 2202

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How to Start a Telework Program

Planning and implementing a Telework Program requires senior management support, changes in supervisory methods, and trust and flexibility in participating employees. In addition, companies must ensure that employees have the tools and access to information they will need to perform their jobs remotely.

Although many companies offer informal teleworking to select individuals, there are compelling reasons to consider implementing a formal program. Telework may soon become the “new normal” and it is essential to have a formal Telework Program to ensure your business can respond effectively to changes in commuter needs.

A formal Telework Program:

- Establishes executive support and gives clear direction to managers and employees
- Establishes written policies and practices
- Ensures compliance with labor laws, insurance regulations, and tax laws
- Reduces the threat of discriminatory practices
- Mitigates data security risks
- Documents criteria for job and employee suitability
- Establishes a budget for training and technology
- Establishes employer/employee rights relative to privacy
- Establishes rules regarding use of company-owned equipment and technology
- Establishes program goals and a method for measuring results

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Assign a Telework Program Manager

Ideally, the launch of a Telework Program involves leadership from human resources, information technology, real estate and facilities management, risk management, sustainability, legal, and labor organizations. While the program manager can come from any functional area, ideally it is the Employee Transportation Coordinator. They must be empowered by executive management to oversee and drive the initiative.

The Telework Program Manager should:

- Serve as a point person for the Telework Program
- Interface with senior management and offer guidance when issues arise
- Ensure that program requirements are met
- Help analyze and manage costs and benefits
- Help coordinate program funding

Secure Executive Management Support

Support from executive and middle management is ***critical*** to the success of a Telework Program. A well-designed business case, which addresses how a Telework Program will benefit employers, employees, and the environment can help gain the support of leadership and other constituents.

A business case for a Telework Program should include:

- Why the program is important
- Why it is important now
- The advantages and disadvantages for employers, employees, and the environment
- Likely obstacles or barriers to success and recommendations for overcoming them
- Any pilot programs or research that supports the initiative
- Program goals and methods for measuring success
- High level review of anticipated budgetary impacts/cost savings

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Assess Technology Needs

In order to develop and support a Telework Program, it is essential to understand your organization's equipment, network connectivity and security requirements. If possible, include your IT department in the assessment as they are a major component of the program.

To implement the technical aspects of a Telework Program:

- Evaluate technological readiness
- Identify what information is needed and by whom
- Establish security protocols for various user groups
- Establish platform and technology requirements for teleworkers
- Establish technology provisioning, reimbursement, stipend policies
- Establish a method for providing technical support to teleworkers
- Establish a budget for hardware, software, and services needed to provision and support a Telework Program

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Establish Eligible Positions for Telework

Conduct a jobs assessment to determine which jobs are compatible with telework. Since it is not possible for every employee to work outside the office, you should first look at the tasks which make up each job and decide which ones can be done outside the office.

Begin your evaluation process by asking:

- Can the work, or part of the work, be sent to and from the employee's home with ease, speed and confidentiality?
- How much face-to-face contact is required with managers, colleagues, clients, or subordinates?
- Is the job subject to unscheduled in-office meetings that cannot be accommodated with remote collaboration technology?
- How important is it for the employee to access equipment, materials, and files located only at the workplace?
- Does the job require the use of specialized equipment?

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Draft Telework Program Guidelines

The Telework Program Manager, in conjunction with the Human Resources Department, should draft guidelines that will support, encourage and guide individuals, departments or the entire company throughout the process of implementing and managing a Telework Program. This document should outline responsibilities and expectations for all parties.

Your company's guidelines may include:

- A program definition and policy statement that outlines your organization's commitment to telework and how a Telework Program will benefit your business
- Statements addressing the following topics:
  - The basic terms and conditions of employment
  - Terms of the telework agreement
  - Frequency of telework
  - Work week and overtime policy
  - Employee availability on telework days
  - Restrictions around where and when teleworkers can work
  - Workspace requirements
  - Equipment provisioning
  - Security procedures
  - Workers' Compensation and insurance issues
  - Safety requirements
  - Tax and licensing issues
  - Impact of telework on medical/family leave
  - Telework as a reasonable Americans with Diabilities (ADA) accommodation
- Telework Program agreement
- Teleworker and manager/supervisor training
- Telework Program performance measurements and evaluation procedures

Click to download a program guidelines template, sample program agreement form, and sample surveys,

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Develop An Implementation Plan

The implementation plan should include:

- Assignment of tasks and deliverables
- A timeline for pilot programs, implementation or phasing
- Communication guidelines
- A budget
- Training requirements and delivery plan
- Evaluation procedures and measurement plan

Establish communication guidelines

Clear communications between managers and teleworkers are critical to success. Managers should be trained to manage by results rather than employee presence or hours, but regular check-ins and status updates ensure managers and employees are on the same page. Micromanagement should be avoided as it is unproductive and runs counter to managing by results. In general, teleworkers and their managers should communicate more, rather than less than they did as office workers. Individual managers and employees may have their own communication preferences, but communications guidelines should include:

- How often teleworkers and managers should communicate
- Preferred methods for communicating
- Etiquette and best practices around the use of email, chat, videoconferencing, the phone, cloud platforms, face-to-face or other means of communication
- Expectations for response time
- Communications outside of normal working hours
- Getting in touch in the event of an emergency

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Implement a Pilot Program

Before rolling out a formal Telework Program, companies generally start out with a pilot program. Implementing a pilot allows companies to assess the program and identify what is and is not working, and then make modifications and improvements based upon the experience. A pilot program runs for a specific period of time (usually six months). The trial period is designed to test the effectiveness of your policies and procedures, guidelines, training, communication methods, and other program components. Program improvements or modifications can be added at any time.

Key items for your pilot program

- Include a varied cross-section of jobs, staff and departments for a greater assessment of program needs, or start within one department where managers support the idea of telework. Once the pilot program begins, managers and participating employees should communicate regularly to provide program feedback, address any issues that arise, and fine-tune wherever possible
- As the pilot program concludes, and objectives are met, the organization should prepare to rollout the program on a larger scale
- If objectives are not met on schedule, conclude the pilot, document the lessons learned, and determine whether or not the issues can be resolved. If so, consider extending the pilot for an additional six-month period
- The Telework Program Manager should review established criteria and measurements, obstacles, concerns, unexpected results and then revise the implementation plan

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Develop a financial plan

Expenses associated with Telework Programs include both start-up expenses such as training programs and equipment purchases, as well as continuing expenses such as data security and costs attributed to equipment maintenance and ongoing communication. To keep expenses at start-up minimal, companies may initially build their telework programs around existing remote access and employees who have access to laptop computers.

- Use the Telework Benefit/Cost Worksheet to help determine potential costs and savings to your company
- Work with the appropriate departments within your company to draft a budget and determine who will oversee it

Click to download the Telework Benefit/Cost Worksheet

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Improving Your Telework Program

Get The Word Out

Get the word out about the telework program to management and appropriate staff. This can be done in a number of ways, including meetings, memos, e-mails and information briefings. Make sure the information comes from the CEO or upper management to demonstrate management's support of the program.

If your company is limiting its telework program to certain departments, the communication may be sent to eligible departments, and an abbreviated version may be sent to the remaining departments. Both versions should explain why some jobs are being included and others excluded.

The communication may include:

- A description of the telework program
- Program goals
- Eligibility criteria
- Telework Program Manager contact information

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Train Your Staff

No matter how well designed your telework program is, it won't work unless staff know how to use it. Most companies include training for both the telework employees and their managers. Training for all participants should focus on program goals and objectives.

Topics for teleworker training may include:

- Telework policies and guidelines
- Time management
- Communications protocols
- Technology training and security procedures
- Workers' Compensation and injury reporting procedures
- Strategies for working effectively at home
- How to communicate effectively with co-workers and managers
- How to deal with family, friends and others
- Setting up an ergonomic home office
- Contacts and process for answering questions and resolving problems

Topics for manager training may include:

- Telework policies and guidelines
- Work planning and scheduling
- Effective communication
- Goal setting
- Managing by results
- Monitoring performance
- Providing feedback and coaching
- Data security and privacy policies and practices

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Measuring Success

Develop Evaluation Procedures

An ongoing monitoring program is key to establishing the success of your company's telework program and determining whether or not goals and objectives are being met. Surveys, interviews and/or focus group meetings are recommended to obtain this information.

If goals and objectives have not been met, an evaluation will help direct needed changes which may be important in determining program continuation. The program should continue to evolve and grow over time as the company becomes more experienced with telework, and as business needs and information technology change.

Some questions to include through the evaluation process:

- Are goals and objectives being met? (Be very specific)
- Are managers satisfied with teleworker performance?
- Has there been an impact on productivity? If so, what?
- Has there been an impact on operating costs?
- Has there been an impact on absenteeism rates?
- Has there been an change to employee morale?
- Has there been an impact on recruitment and retention?
- Is technology adequate and available?
- Are communications being maintained at an acceptable level?
- What do teleworkers and their managers like most (and least) about the telework program?
- Has there been an impact on customer/client satisfaction?

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Resources

For more information and assistance in setting up your Telework Program, email **Telework@IECommuter.org** or contact your IE Commuter Employer Services Representative.

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Sample Documents

To help you develop your Telework Program we've included sample files that you can use as reference. Feel free to use them as starting point in creating your program documentation.

Included in this guidebook:

- Telework Program guidelines template
- Telework Benefit/Cost worksheet
- Telework Program agreement
- Teleworker survey
- Teleworker supervisor survey
- Telework job performance survey

Visit **IECommuter.org/employertelework** to download the individual sample documents.

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sample telework guidelines

Purpose
_____(Company) has developed Telework Guidelines to make working at a remote workplace an effective way to meet company and employee needs. All departments will follow these guidelines to promote consistency in implementing and measuring the success of the telework program.

Note: Telework is a management option, not an employee right; therefore, telework is not an option that an employee can demand or has a right to expect. It is, instead, an option that management uses whenever it decides that it is most appropriate for the situation and circumstances. This is a voluntary program and the arrangement can be terminated at any time for any individual employee(s) or as a program, if it is determined that the Company's needs are not being met.

To Obtain Telework Forms
Contact Human Resources.

Objectives of these Guidelines
These guidelines are intended to encourage and structure telework and to provide a general framework for departments to adapt telework as a work option in their area, thus helping to achieve the Company's strategic objectives. These objectives include:

- Increase employee productivity and improve overall productivity of the Company
- Make optimal use of Company office facilities and equipment
- Reduce traffic congestion and improve air quality by demonstrating that the Company is a leader in using telework as a transportation demand management strategy
- Encourage employee retention

Definition
Telework is working from a remote workplace, such as home, instead of commuting to the employee's usual Company work address. Telework normally occurs on a regular schedule (one or more days each week or month). Intermittent telework is also permitted based on these guidelines.

Telework Agreement
The Telework Agreement clearly establishes the roles and responsibilities between a teleworking employee and that employee's supervisor. This agreement must be signed by both parties prior to beginning telework, and must be reviewed at least semi-annually to ensure that the telework guidelines are well understood. A copy of the signed agreement will be forwarded to the Telework Program Manager.

Responsibilities
The Telework Program Manager, with the help of the Telework Steering Committee, will:

- Brief all applicable departments on the purpose, process, goals, and benefits of telework
- Survey supervisors and teleworkers after six months of program implementation for evaluation purposes
- Provide a telework training session for teleworkers, supervisors, and involved staff
- Be responsible for implementing the Company's employee telework program and act as the point of contact for the telework program
- Answer employees' questions regarding telework and process any complaints or appeals which may arise between the teleworker and the supervisor
- Verify compliance with telework policy and procedures
- Report and make recommendations to the Executive Director based on the program's progress, to determine whether the program should be revised or modified

Management will:

- Identify jobs, teleworkers, and supervisors within their organizational unit that meet the criteria established in these guidelines
- Actively encourage telework as a means of fulfilling the Company's objectives, where applicable
- Verify that all departments and sections apply the same criteria and follow the Telework Guidelines
- Maintain control over Company-owned property used by teleworkers through written receipts for property as part of the Teleworker's Assignment Form

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Supervisors will:

- Approve or deny Teleworker Assignment based on the criteria in these guidelines
- Be responsible for the day-to-day performance of teleworking employees, just as with other employees under their supervision
- Coordinate hardware and software administrative and technical needs with their Information Technology staff

Employees will:

- Comply with the Company's Telework Policy
- Complete telework training before telework begins
- Abide by the terms of their Telework Agreement and the Telework Guidelines

Information Technology staff will:

- Be responsible for coordinating teleworkers' equipment and technology needs
- Coordinate equipment repairs
- Establish standard hardware and software configurations for providing connections to Company-wide area and local area networks in a telework environment
- Address any telework-related information security considerations

Program Implementation

Program Orientation

Employees approved for telework, their supervisors, and other involved staff must complete telework training before they begin telework.

Telework Implementation Process

Step	Responsible Party	Action
1	Supervisor	> Determine operational needs for his or her section. > Evaluate employees to ensure compliance with the established criteria. > Evaluate impact on the department. > Coordinate with the necessary staff to determine availability of resources. > Ask eligible employees about their interest in potentially teleworking. > Recommend approval or denial of telework candidate(s).
2	Manager	> Approve or deny the request and notify the supervisor of the decision.
3	Supervisor	> Notify the employee of the decision. If approved, the process moves to the next step. If denied, the supervisor provides written notification, including the reason for denial.
4	Employee and Supervisor	> Complete telework training. > Complete a Telework Agreement and both sign. > Develop a telework schedule. > Develop performance standards for specific tasks to be completed the next telework period (one day, two days, etc.)
5	Employee	> Sign for receipt of Company-owned equipment (if applicable). > Begin teleworking.
6	Supervisor	> Approve time (hours worked) and work accomplished for each Telework period.

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sample telework guidelines

Employee Criteria
Employees interested in teleworking must meet the following criteria (which can be gathered from the employee's previous performance evaluations):

- Have the ability to work well with minimal supervision
- Have a thorough knowledge and full understanding of the operations of his/her work tasks
- Have a history of reliable and responsible accomplishment of work duties
- Have demonstrated ability to establish priorities and manage his or her time

Job Criteria
Jobs acceptable for telework are those that can be performed at a remote site without diminishing the quality of the work or disrupting the productivity of the office

Equipment Criteria

- Supervisors determine what equipment is needed versus what is available
- Supervisors determine whether the employee needs to access the equipment at the remote site or at the office or a combination of both

Scheduling Criteria

- The operational needs of the Company take precedence over the employee's telework days. A teleworker must forego telework if needed in the office on a regularly-scheduled telework day, but should be given as much notice as possible
- Supervisors may allow for flexibility in scheduling the specific days of the week used for telework and allow week-to-week flexibility to meet changing Company or employee needs
- As with any work schedule, temporary telework assignments or changes in work schedules may be made at management discretion to meet Company needs or to accommodate an employee's request
- Employees and their supervisors will plan telework schedules
- Teleworkers must maintain communications and be available for contact as if the employee were working onsite during telework hours
- Teleworkers report to their designated worksite as required by their agreement

Work Environment Criteria

- The opportunity to telework is offered with the understanding that it is the employee's responsibility to maintain a proper work environment
- The supervisor must approve the remote workplace prior to signing the telework agreement
- Employees who telework are expected to work at their usual company work address on non-telework workdays
- Management may visit the remote workplace during the teleworker's work hours
- Supervisors will provide an adequate work area for telework employees on their non-telework workdays

Length of Telework Agreements and Termination of Participation

- Initial and renewed telework agreements may remain in effect for six months, unless terminated in accordance with the procedures described in these guidelines
- The telework arrangement is voluntary and may be terminated at any time
- When the telework agreement is terminated, the employee must immediately return all Company property in the employee's possession or control

Program Components

Employee Benefits
All forms of telework imply an employer/employee relationship, with the employee receiving the same benefits and having the same responsibilities as a non-telework employee. Therefore, employee benefits provided for in the Human Resource Manual, including leave time, holidays, compensation, etc., are not affected by participation in a telework program.

Participation in Studies and Surveys
Employees and supervisors may be required to participate in surveys and analyses for evaluation of the telework program.

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Equipment and Software
Each manager is responsible for all equipment within his or her department. When Company equipment is used at a remote workplace, the employee is financially responsible for that equipment if it is lost, stolen or damaged because of that employee's negligence, misuse, or abuse. The following policies apply to all Company and employee-owned hardware and/or software used in telework:

- All hardware and software used must be approved by IT staff before installation
- Any hardware or software purchased by the Company remains company property and will be returned if either employment or the Telework Agreement is terminated
- Products/programs the employee develops while teleworking for the Company remains the property of the Company
- Employees are required to follow all Company computer security rules, software copyright laws, and manufacturer's licensing agreements. Company-owned software may not be duplicated
- Teleworkers must use Company-approved communication software when connecting with the Company network
- Company-owned equipment, software and supplies are to be used for Company purposes only

Equipment Preventive Maintenance, Repair and Replacement

- Preventive maintenance and repair of equipment used by a teleworker is the responsibility of the owner of the equipment.
- If equipment malfunctions, regardless of ownership, the teleworker must notify his or her supervisor immediately. Depending upon assigned duties, the teleworker may be required to report to the o;ce until the equipment is usable
- Any change in the teleworker's remote workplace that involves relocation of installed equipment owned by the Company must be approved in advance

Work-Related Injury, Health and Safety

- Teleworking employees are expected to maintain the same standards of health and safety at their remote workplace as they are at their usual company work address
- If an employee suffers a work-related injury while teleworking, workers' compensation laws and rules apply just as they would if such an injury were to occur at their usual Company work address

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calculate what a telework program can do for the bottom line

Here is a worksheet to help you estimate some of the key benefits and costs associated with establishing a telework program. Actual results may vary.

Benefit to Employer per Teleworker	Recurring Yearly Benefit	Sample Recurring Yearly Benefit*	Details
Increased employee productivity (On average, productivity increases 10 – 20%)	$_____	$6,000	[annual salary of potential teleworker] x [10 – 20%]
Increased organizational effectiveness (On average, about 2%*)	$_____	$800	[annual salary of potential teleworker] x [2%]
Decreased employee absenteeism (On average, teleworking reduces absenteeism by 2 - 4 days/yr)	$_____	$522	[daily salary of potential teleworker] x [3 (days)]
Decreased employee turnover rate (Avoid equivalent of 5% of salary for search and training costs*)	$_____	$2,000	[annual salary of potential teleworker] x [5%]
Reduced parking requirements (On average 30% reduction (part-time) and 95% reduction (full-time)*	$_____	$360	[monthly parking cost] x [30%] for potential part-time teleworker or x [95%] for potential full-time teleworker; then [resulting number] x [12 (months)]
Office space savings requirements (On average 30% reduction (part-time) and 95% reduction (full-time)*	$_____	$3,240	[office space square footage which can be proportionally reclaimed] x [30%]; then [resulting number] x [your company's monthly cost per sq. ft] x 12 (months)
Total Annualized Benefit per Teleworker	$_____	$12,922	To get total annualized benefit per teleworker, add column totals together

Note: Other benefits may include decreased air pollution resulting in meeting air quality regulations & increased business competitiveness.

* JALA International Inc. Sample numbers assume: $40,000 annual salary, 15% increase in employee productivity, 230 work days/year, parking costs @ $100/month, 150 sq. ft. office space @$6/month per sq. ft

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calculate what a telework program can do for the bottom line

Cost to Employer per Teleworker	One-time Cost	Recurring Yearly Cost	Sample One-time Cost*	Sample Recurring Yearly Cost*	Details
Selection and Training	$_____	$ _____	$175	$0	Training cost for teleworker (and supervisor). Hiring a training consultant is an option
Computer, printer, software, voice and data telecommunications, etc.	$_____	$_____	$960	$1,035	One-time cost is usually zero if Recurring cost for phone line/modem
Home office set up; furniture, file cabinet, etc.	$_____	$_____	$1,200	$0	One-time cost is zero if supplied by employee. Include moving costs
Other	$_____	$_____	$0	$70	Equipment liability insurance if applicable, etc.
Annualized Cost	$_____	$_____	$2,335	$1,105	Add column totals
Total Annualized Cost	$_____		$3,440		To get total annualized cost, add total one-time cost and total recurring cost together

Note: Due to one-time costs, telework program expenses should decrease after the first year for the same teleworkers

		Sample
Total Annualized Benefit	$_____	$12,922
Total Annualized Cost	$_____	$3,440
Net Benefit per Teleworker Subtract the total annualized cost from the total annualized benefit	$_____	**$12,922**

* JALA International Inc. Sample numbers assume: $40,000 annual salary, 15% increase in employee productivity, 230 work days/year, parking costs @ $100/month, 150 sq. ft. office space @$6/month per sq. ft

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sample telework agreement

This Agreement, effective the ____day of _____, _____, by and between _____(Employee), and the _____(Company), acting by and through _____, the Employee's duly authorized supervisor (Supervisor), establishes the respective obligations of the parties under the Company's telework program. Employee has volunteered to work as a "teleworker" at a location other than the usual company work address, such location being described in the Teleworker's Assignment, attached hereto and made a part hereof for all purposes.

This agreement is not an employment contract or a guarantee of employment and is not to be construed as such. The Company is an "at will" employer. The unenforceability of any provision of this agreement shall not affect the remainder of the agreement.

Both parties will abide by the Company Human Resources Manual and any changes thereto. In case of a conflict between the manual and this agreement, the manual will control.

Termination of an Employee's participation in the telework program is not, by itself, grounds for a complaint or subject to appeal.

Work Location
The terms "remote work location" or "remote workplace" shall mean Employee's home or other location approved by Employee's supervisor. The term "onsite" shall mean Employee's usual and customary Company work address.

The Company must approve the site chosen as Employee's remote workplace. Employee agrees that the Company may make onsite visits to the remote workplace during the teleworker's work hours. Any visits shall be made at a mutually agreeable time for the purposes of picking up or delivering work, equipment, or materials, evaluating the telework arrangement, or checking or maintaining Company-owned equipment.

Employee must work onsite when not at the remote workplace. Employee's supervisor shall ensure that Employee has an adequate work area when onsite.

Supplies and Equipment
The Company may, at its sole discretion, choose to purchase equipment and related supplies for use by Employee or may permit the use of Employee-owned equipment. Costs of supplies purchased by Employee shall not be reimbursed without prior approval.

The decision as to the type, nature, function and/or quality of electronic hardware, computer software, data, and telecommunications equipment used (e.g., telephone lines) shall rest entirely with the Company. The decision to remove or discontinue use of such equipment, data, and/or software shall rest entirely with the Company.

Employee shall use only approved communication software when connecting with the Company's network.

Equipment, software, and supplies provided by the Company for use at the remote workplace shall be limited to use by authorized persons for purposes related to official Company business.

Employee agrees that all Company-owned data, software, equipment, facilities, and supplies will be properly protected and secured. Company-owned data, software, equipment, and supplies shall not be used to create Employee-owned software or personal data. Company software shall not be duplicated. Products and programs developed while teleworking for the Company shall become the property of the Company.

In the event of equipment failure or malfunction, Employee shall immediately notify the Company so that the equipment may be repaired or replaced as necessary. In the event of delay in repair or replacement, or any other circumstance under which it would be impossible or impractical for Employee to telework, Employee may be assigned other work and/or assigned to another location, at the Company's sole discretion.

In the event that legal action is required to regain possession of property owned by the Company, Employee shall pay all costs incurred by the Company, including attorney's fees, should the Company prevail.

Work Hours and Compensation
Schedule changes may be made at the supervisor's discretion. In every case, the operational needs of the Company shall take precedence over telework.

Compensatory time must be approved in advance in accordance with Company policy.

Work hours, overtime compensation, and vacation schedules shall conform to existing policies and procedures and the terms of this Agreement. Employee's salary, retirement, benefits, and state-sponsored insurance plans remain unchanged.

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Safety and Liability
The Company does not assume liability for loss, damage, or wear of Employee-owned equipment. Employee is responsible for proper operation of Company-owned equipment and shall be liable for any damage or loss caused by Employee's intentional wrongful or negligent act. Employee is not required to insure Company-owned property; however, any loss of Company-owned property that is paid by Employee's homeowner's policy will be reimbursed to the Company.

Employee shall designate a workspace within the remote workplace and shall maintain this workspace in a safe condition, free from hazards, and other dangers to Employee and equipment. Employee shall maintain the same environment in the remote workspace as he or she would onsite. Employees are subject to the same Company policies and procedures regardless of work location.

Furniture, lighting, environmental protection, and household safety equipment incidental to use of Company equipment, software, and supplies shall be appropriate for its intended use and shall be used and maintained in a safe condition, free from defects and hazards.

Employee shall notify supervisor immediately in case of injury.

Employee Duties and Obligations
Employee shall be held responsible for official documents and shall be subject to disciplinary action for any loss of these documents that is attributable to Employee's actions.

Employee shall comply with all applicable laws, policies, and instructions regarding conflicts of interest and confidentiality.

Employee shall participate in telework surveys, reports or analyses relating to telework for the Company, as requested.

Employee shall comply with all Company rules, policies, practices, instructions, telework guidelines, and this Agreement. Employee understands that violation of such may result in cancellation of this Agreement and/or disciplinary action, up to and including termination of employment.

Termination of Agreement
This is a voluntary program. This Agreement shall remain in effect for six months unless terminated by either party, with or without cause, under the terms set forth in this agreement.

The Company reserves the right to terminate the agreement at any time, with or without notice for any individual Employee or as a program. The Employee may terminate this agreement at any time with 10 working days' notice.

The Company will not be held responsible for costs, damages, or losses associated with the termination of this Agreement.

Upon termination of this Agreement by either party, Employee shall return to the Company all notes, data, reference materials, sketches, drawings, memoranda, reports, records, equipment, supplies, and all other Company documents in Employee's possession or control.

The Teleworker Assignment form shall become an attachment to this agreement.

I affirm by my signature below that I have read this agreement and understand its subject matter.

Employee's Signature Date

Supervisor's Signature Date

Department Director's Signature Date

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sample teleworker survey

This form is to be used 6 months after telework begins. If you have stopped teleworking, please complete the survey based on your experience while you were teleworking.

1. Indicate whether you agree with the following statements.

	Agree	Neutral	Disagree	Not applicable
A. My supervisor is supportive of telework	☐	☐	☐	☐
B. I receive adequate feedback on my job performance from my supervisor	☐	☐	☐	☐
C. Most of the meetings I attend are scheduled at least a day or two in advance	☐	☐	☐	☐
D. I usually decide how to complete the projects assigned to me	☐	☐	☐	☐
E. Telework allows me the flexibility to work during my most productive hours	☐	☐	☐	☐

2. How stressful is your job in the following respects?

	Very stressful	Somewhat stressful	Not at all stressful	Not applicable
A. Volume of work	☐	☐	☐	☐
B. Scheduling work	☐	☐	☐	☐
C. Office politics	☐	☐	☐	☐
D. Job security	☐	☐	☐	☐
E. Managing multiple projects	☐	☐	☐	☐

3. Rate your current job performance in the following areas.

	Excellent	Very Good	Good	Meets requirements	Needs improvement
A. Productivity	☐	☐	☐	☐	☐
B. Interpersonal skills	☐	☐	☐	☐	☐
C. Dependability	☐	☐	☐	☐	☐
D. Communication skills	☐	☐	☐	☐	☐
E. Ability to work independently	☐	☐	☐	☐	☐
F. Overall performance	☐	☐	☐	☐	☐

4. As a result of teleworking, have your work skills changed in any of these areas?

	Improved	No change	Declined	Not applicable
A. Productivity	☐	☐	☐	☐
B. Dependability	☐	☐	☐	☐
C. Communication skills	☐	☐	☐	☐
D. Ability to work independently	☐	☐	☐	☐
E. Project management	☐	☐	☐	☐
F. Time management	☐	☐	☐	☐

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5. In general, have you had any problems using the equipment?

☐ No
☐ Yes

If yes, check the statements that apply
☐ It was difficult to get help when the equipment wasn't working
☐ It was difficult to get help when the software wasn't working
☐ Other: (please explain)

6. As a result of teleworking, have there been any changes in the quality of your relationships with the following people?

	Improved	No change	Worsened	Not applicable
A. Management	☐	☐	☐	☐
B. Professional staff	☐	☐	☐	☐
C. Support staff	☐	☐	☐	☐
D. Clients	☐	☐	☐	☐

7. In what ways could teleworking be improved?

_____

_____

_____

8. How interested are you in continuing to telework?

Very interested	Interested	Neutral	Not very interested	Not at all interested
☐	☐	☐	☐	☐

Your responses will be kept *confidential.*

Name: _____ Job title: _____

Department: _____ Work Phone: _____

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sample telework supervisor survey

This form is to be used 6 months after telework begins. If your employee has stopped teleworking, please complete the survey based on your experience while the employee was teleworking.

1. Indicate whether or not you agree with the following statements.

	Agree	Neutral	Disagree	Not applicable
A. Upper management is supportive of telework	☐	☐	☐	☐
B. I had su cient influence on who was chosen to telework	☐	☐	☐	☐
C. I am supportive of my employee(s) who telework	☐	☐	☐	☐
D. When working away from the central office, my staff is able to complete their work	☐	☐	☐	☐
E. Telework improves my company's ability to retain competent staff	☐	☐	☐	☐
F. Because of telework, communications in my work group are more difficult	☐	☐	☐	☐
G. My teleworker(s) are less integrated with their work group as a result of telework	☐	☐	☐	☐
H. Telework allows people the flexibility to work during their most productive hours	☐	☐	☐	☐
I. I let my workers decide how to complete projects	☐	☐	☐	☐
J. Some people take advantage of telework to work fewer hours	☐	☐	☐	☐
K. It is more difficult to measure the productivity of teleworkers when they work offsite	☐	☐	☐	☐
L. Teleworkers are not around when I need them	☐	☐	☐	☐
M. It takes a lot of my time to supervise a teleworker	☐	☐	☐	☐
N. Telework enhances job satisfaction	☐	☐	☐	☐
O. Advantages of telework outweigh disadvantages	☐	☐	☐	☐

2. What are the most successful aspects of telework?

_____

_____

3. What are the least successful aspects of telework?

_____

_____

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sample telework supervisor survey

4. How has telework affected your company?

_____

_____

5. Please describe any significant change in your work group due to telework.

_____

_____

6. In what ways could telework be improved?

_____

_____

8. How interested are you in seeing telework continue?

Very interested	Interested	Neutral	Not very interested	Not at all interested
☐	☐	☐	☐	☐

9. As a result of telework, has there been any change in the workload of the non-teleworkers in the following categories?

	Much more	More	No change	Less	Much less
A. Management	☐	☐	☐	☐	☐
B. Professional staff	☐	☐	☐	☐	☐
C. Support staff	☐	☐	☐	☐	☐

11. How many employees do you supervise directly?

_____ Full-time _____ Part-time

12. List the names, job titles, and number of telework days per month of all employees you supervise who telework.

Name	Job title	Number of days per month
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Your responses will be kept *confidential.*

Name: _____ Job title:_____

Department:_____ Work Phone:_____

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sample job performance survey

Complete a copy of this section for each teleworker you supervise.

Your Name:_____ Teleworker's Name:_____Date:_____

1. How often do you currently communicate with your teleworker?

	At least once/day	2-4 times/week	About once/week	About once/month	Less than once/month	Not applicable
A. In person meetings	☐	☐	☐	☐	☐	☐
B. Telephone calls	☐	☐	☐	☐	☐	☐
C. E-mail	☐	☐	☐	☐	☐	☐
D. Fax	☐	☐	☐	☐	☐	☐
E. Notes	☐	☐	☐	☐	☐	☐

2. Indicate whether you agree with the following statements.

	Agree	Neutral	Disagree	Not applicable
A. I closely monitor how this employee uses his/her time	☐	☐	☐	☐
B. This employee works best when there is a deadline	☐	☐	☐	☐
C. This employee is highly motivated	☐	☐	☐	☐
D. This employee's job description fits very well with telework	☐	☐	☐	☐
E. Telework will make it harder for this employee's co-workers	☐	☐	☐	☐

3. Rate this employee's job performance in the following areas.

	Excellent	Very good	Good	Meets minimum requirements	Needs improvement
A. Productivity	☐	☐	☐	☐	☐
B. Interpersonal skills	☐	☐	☐	☐	☐
C. Dependability	☐	☐	☐	☐	☐
D. Communication skills	☐	☐	☐	☐	☐
E. Ability to work independently	☐	☐	☐	☐	☐
F. Overall performance	☐	☐	☐	☐	☐

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Follow IE Commuter on social media for the latest in commuter transportation news.

The Los Angeles County Metropolitan Transportation Authority and Global Workplace Analytics contributed to the content of this document.

AGENDA ITEM 7R

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 10, 2020
TO:	Riverside County Transportation Commission
FROM:	Technical Advisory Committee Jillian Guizado, Planning and Programming Manager Lorelle Moe-Luna, Multimodal Services Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	City of Lake Elsinore Funding Request for Construction of Interstate 15/Main Street Interchange Improvement Project

TECHNICAL ADVISORY COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

1) Approve programming $5,483,000 of 2009 Measure A Western County Regional Arterial (MARA) funds for the city of Lake Elsinore's (Lake Elsinore) Interstate 15/Main Street Interchange Improvement Project (Main Street IC);
2) Approve Agreement No. 20-72-089-00 between the Commission and Lake Elsinore for the programming of $5,483,000 of MARA for the construction phase of Main Street IC; and
3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement.

BACKGROUND INFORMATION:

At the March 11, 2020 Commission meeting, staff recommended award of a construction contract for the I-15/Railroad Canyon Road Interchange Project (Railroad Canyon IC), which the Commission is constructing on behalf of Lake Elsinore. The construction contract came in more than $7 million under the engineer's estimate. As a result, Commissioner Magee (Lake Elsinore) requested that Railroad Canyon IC cost savings be applied to Lake Elsinore's Main Street IC.

The project received an environmental Categorical Exemption determination, signed on March 2, 2018. Caltrans approved an encroachment permit on May 31, 2019. Since receiving environmental clearance, Lake Elsinore has spent approximately $475,000 designing the Main Street IC which is now construction-ready.

DISCUSSION:

Lake Elsinore is requesting $5,483,000 to construct improvements to the Main Street IC in FY 2020/21. The project is planned to be advertised and awarded in summer 2020.

As shown on the location map to the attachment, the project is located along I-15 between Central Avenue/State Route 74 to the north and Railroad Canyon Road to the south. The Main Street IC improvements include: widening Main Street from 2 to 4 lanes, ramp metering, improvements to north- and south-bound on and off ramps, and installation of traffic signals at the ramp intersections. The interchange is currently a diamond configuration and the proposed signalization and ramp widening will extend the life of the interchange. Lake Elsinore and Caltrans are partnering on the project.

Lake Elsinore recently completed construction of improvements to Camino Del Norte and completed design for the improved Main Street IC. The nexus between using savings from the Railroad Canyon IC on the Main Street IC is to provide a safe detour and access point to I-15 during Railroad Canyon IC construction (currently underway) and to continue the Railroad Canyon/new Franklin Interchange Project into Phase 2 whereby the Main Street IC is the first component.

Improving the Main Street interchange will improve congestion and compliment Railroad Canyon IC. Since the Main Street IC is ready for construction, staff assessed the availability of state and local funds and determined that the Main Street IC is eligible for MARA funds. Staff recommends approval of programming $5,483,000 of MARA funds for construction of the Main Street IC, as funds are available. Further, programming MARA funds provides expediency to maintain the project schedule, as reprogramming the savings requires actions that could delay the project.

Financial Information							
In Fiscal Year Budget:	Yes N/A	Year:	FY 2020/21 FY 2021/22	Amount:	$3,200,000 $2,283,000		
Source of Funds:	MARA funds			Budget Adjustment:		No N/A	
GL/Project Accounting No.:	005210 81301 00000 0000 266 72 81301						
Fiscal Procedures Approved:	Theresia Trevino			Date:	05/19/2020		

Attachment: Lake Elsinore Request Letter and Location Map, May 12, 2020

CITY OF LAKE ELSINORE
DREAM EXTREME

May 12, 2020

Anne Mayer
Executive Director
Riverside County Transportation Commission
4080 Lemon Street
Riverside, CA 92501

RE: Request Construction Funds for I-15 / Main Street IC Improvement Project Nexus to I-15 / Railroad Canyon / New Franklin IC Improvement Project

Dear Ms. Mayer:

The City of Lake Elsinore respectfully requests funding from the Riverside County Transportation Commission (RCTC) to provide $5.5 million in construction funding for the improvements to the Main Street Interchange Improvement Project.

The City of Lake Elsinore is actively continuing our commitment to improve mobility along the I-15 corridor and local circulation within the City of Lake Elsinore (City). The City recently completed construction improvements to Camino Del Norte and completed design for an improved I-15 / Main Street Interchange Improvement Project (Main Street IC Project). Both projects contain key elements that are part of the larger I-15 RR Canyon Road Interchange / New Franklin Interchange Project (RR Canyon / Franklin IC Project). As such, the City is respectfully requesting allocation of a portion of the remaining funding from the RR Canyon Road IC construction for the construction of the Main Street IC Project. The improvements at Main Street IC would serve two purposes:

1. Provide a safe detour and access point to I-15 during RR Canyon IC construction,

2. Continue the RR Canyon/Franklin IC Project into Phase 2 with the most logical first step being Main Street IC improvements, since Main Street IC is an element of Phase 2 currently operating at LOS F.

Improvements to Main Street at Interstate 15 include the following:

- Improvements at NB off ramp – from 1 lane to 2 lanes at ramp intersection with Main Street
- Improvements at NB on ramp – from 1 lane to 2 lanes at ramp intersection with Main Street
- Improvements at SB off ramp – from 2 lanes to 3 lanes at ramp intersection with Main Street
- Signals at all ramp termini and Main Street
- Signal at Main Street and Camino Del Norte
- Ramp Metering on both on-ramps
- Maintenance Vehicle Pullout on Northbound on ramp
- CHP enforcement area on Southbound on ramp
- Access ramps at sidewalks located at all ramp intersections with Main Street

951.674.3124
130 S. Main Street
Lake Elsinore, CA 92530
www.lake-elsinore.org

The construction is partially funded by SHOPP $476,000. The table below summarizes the funding secured to date and the requested funding to complete Main Street Improvements.

Table 1: Funding

Item	Estimate
CONSTRUCTION ESTIMATE	$ 5,050,000.00
CONSTRUCTION MANAGEMENT	$ 505,000.00
CONSTRUCTION SUPPORT SERVICES	$ 404,000.00
SUBTOTAL	$ 5,959,000.00
SHOPP FUNDS	$ (476,000.00)
TOTAL REQUEST FOR FUNDING	**$ 5,483,000.00**

The table below shows the delivery schedule.

Table 2: Delivery Schedule

Project Milestones	Milestone Date (Month/Year)
CONSTRUCTION MANAGEMENT AWARD	8/2020
READY TO LIST	9/2020
CONTRACT AWARD	10/2020
BEGIN CONSTRUCTION	01/2021
COMPLETE CONSTRUCTION	03/2022

The City of Lake Elsinore appreciates RCTC's assistance and respectfully requests funds in the amount of $5,483,000.00 to construct Main Street Interchange Improvements in Fiscal Year 2020/2021 and 2021/2022.

Sincerely,

Grant Yates
City Manager

Attachment A: Phase 1 and Phase 2

Attachment A
Phase 1 and Phase 2

AGENDA ITEM 8

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 10, 2020
TO:	Riverside County Transportation Commission
FROM:	Mark Lancaster, Capital Projects Manager Bryce Johnston, Capital Projects Manager Marlin Feenstra, Project Delivery Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Award of Interstate 215/Placentia Avenue Interchange Project Construction Agreement to Riverside Construction Company

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Award Agreement No. 20-31-068-00 to Riverside Construction Company to construct the Interstate 215/Placentia Avenue Interchange Project (Project), in the amount of $30,292,082, plus a contingency amount of $3,029,208 for potential change orders, and supplemental work in the amount of $889,500, for a total amount not to exceed $34,210,790, contingent upon action by the California Transportation Commission (CTC) to allocate $14,160,000 of Local Partnership Program (LPP) formula funds to the Project;
2) Approve Agreement No. 20-31-063-00 with the Riverside County Transportation Department (RCTD) for a reimbursement of $30,000 for the Mead Valley Monument to be included in the construction of the Project per County of Riverside request;
3) Approve Agreement No. 20-31-086-00 with the Riverside County Flood Control and Water Conservation District (RCFC&WCD) for the maintenance of detention basins and drainage culverts to be constructed as part of the Project and to be maintained by RCFC&WCD;
4) Approve the use of $14,160,000 of Senate Bill (SB) 1 Local Partnership Program (LPP) Formula Cycle 3 funds for the Project;
5) Approve match funds by programming $12,354,000 of Transportation Uniform Mitigation Fee – Community and Environmental Transportation Acceptability Process (TUMF-CETAP) funds and $1,806,000 of 2009 Measure A Western County New Corridors funds;
6) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreements on behalf of the Commission; and
7) Authorize the Executive Director, or designee, to approve contingency work as may be required for the Project.

BACKGROUND INFORMATION:

At the April 2015 meeting, the Commission as the lead agency under the California Environmental Quality Act (CEQA) certified the final environmental impact report, adopted findings pursuant to CEQA, adopted a mitigation monitoring and reporting program, adopted a statement of overriding considerations, and approved the Mid County Parkway (MCP) project. As the lead agency under the National Environmental Policy Act, the Federal Highway Administration approved the final environmental impact statement on April 15, 2015 and issued a record of decision for the MCP project in August 2015.

At its January 2016 meeting, the Commission authorized staff to proceed with design and right of way (ROW) acquisition for the Project as the first construction contract for the MCP project notwithstanding the legal challenges to the MCP project. In June 2018, the Commission entered into a settlement agreement to resolve the legal challenges.

The Project will construct a new interchange at I-215/Placentia Avenue and four lanes on Placentia Avenue between the East Frontage Road and Indian Avenue, connecting to the existing two-lane section of Placentia Avenue between Indian Avenue and Perris Boulevard (see map at Attachment 1).

Procurement Process:

On March 26, 2020, the Commission released Invitation for Bids (IFB) No. 20-31-068-00 for construction of the Project. A public notice was advertised in the *Press Enterprise*, and the complete IFB, including all contract documents, was posted on the PlanetBids website, which is accessible through the Commission's website. Electronic mail messages were sent to vendors registered in the Commission's PlanetBids database that fit the IFB qualifications. 134 firms downloaded the IFB; 42 of those firms are located in Riverside County. A pre-bid conference was held via GoToMeeting on April 9, 2020. On May 14, 2020, 11 bids were received and publicly opened. A summary of the bids received is shown in Table 1.

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Table 1
Construction of I-215/Placentia Avenue Interchange

	Firm (In order from Low Bid to High Bid)	Bid Amount
	Engineer's Estimate	$43,533,000
1	Riverside Construction Company, Inc.	$30,292,082
2	Griffith Company	$31,798,578
3	Ames Construction, Inc.	$31,873,071
4	Steve P. Rados, Inc.	$31,899,669
5	Powell Constructors Inc.	$32,279,358
6	Security Paving Company, Inc.	$32,600,000
7	OHL USA, Inc.	$32,883,880
8	Guy F. Atkinson	$34,004,777
9	Ortiz Enterprises Incorporated	$34,713,579
10	SEMA Construction, Inc.	$34,797,007
11	Flatiron West, Inc.	$34,981,151

The basis for award for a public works contract is the lowest responsive and responsible bidder as defined by the Commission's procurement policy and state law. The bid analysis (Attachment 5) shows the bid amounts of the three lowest apparent bidders, the total price per item and percent variation from the engineer's estimate for each bid item. The bid price submitted by Riverside Construction Company was 30 percent lower than the engineer's estimate. Although Riverside Construction Company's bid is lower than the engineer's estimate, an analysis of the bids is required and was completed by staff.

After analyzing the 11 bids received, staff concluded that Riverside Construction Company is the lowest responsible bidder submitting a responsive bid in the amount of $30,292,082 for the Project.

Staff recommends award of Agreement No. 20-31-068-00 for the construction of the Project to Riverside Construction Company for the amount of $30,292,082, plus a contingency amount of $3,029,208 to cover potential change orders encountered during construction, and supplemental work items in the amount of $889,500 for a total amount of $34,210,790. Supplemental work is work that will have to be done during construction but is not quantifiable at the time of construction advertisement. Two common supplemental items of work are maintaining existing traffic and the price index fluctuation of asphalt pavement.

Construction activity is expected to begin in September 2020 and will take about 24 months to complete.

Mead Valley Monument Funding with RCTD

On September 19, 2019, RCTD requested the Commission to incorporate a monument identifying the entrance to Mead Valley into the Project. The RCTD will reimburse the Commission for the total cost to construct the monument. Should the actual costs exceed the agreement amount, the Commission will notify RCTD and the agreement will be amended. Staff recommends approval of Agreement No. 20-31-063-00 with RCTD for reimbursement to the Commission for the monument cost.

Basins Maintenance Agreement with RCFC&WCD

To control the flow of water from west of the I-215/Placentia Avenue interchange to the east of the interchange along Placentia Avenue and eventually to the Perris Drain, two detention basins and drainage facilities need to be constructed as part of the Project. The basins are intended to prevent flooding of property on the south side of Placentia Avenue. This includes the drainage flows associated with RCFC&WCD Master Storm Drain lines H-11 and H-12 that have yet to be constructed. RCFC&WCD will be responsible to inspect, operate, maintain, and repair the two detention basins and associated drainage culverts covering approximately 15 acres. Staff recommends approval of Agreement No. 20-31-086-00 with RCFC&WCD for the maintenance of the detention basins to be constructed.

SB 1 LPP Formula Cycle 3 Funds

In 2017, the California State Legislature passed, and Governor Brown signed SB 1 into law. A $5 billion-a-year transportation funding bill, SB 1 created new competitive and formula grant opportunities for local, regional, and state agencies to fund meaningful transportation projects.

The LPP Formula funds are distributed to agencies that administer voter-approved taxes or fees solely dedicated to transportation, such as the Commission. In Southern California, the available funds are primarily distributed based on population. The LPP Formula program funds all project components.

At the December 2017 and July 2018 Commission meetings, nominations for SB 1 LPP Formula funds in the first two cycles were approved. For Cycle 2, the Commission approved the use of $7,042,000 of LPP Formula funds with 2009 Measure A Western County New Corridor Funds as a match. The CTC approved a revised amount of $7,090,000 of LPP Formula funds. Table 2 summarizes those nominations/allocations and includes the recommendation in this item.

Table 2: RCTC's SB 1 LPP Formula Nominations/Allocations

Project	Phase	LPP Formula $ (000's)	Match $ (000's)	Match Source	LPP Formula Cycle	CTC Allocation Date
71/91 Interchange	PA&ED Revalidation	$2,000	$2,000	Measure A	1	May 2018
Temescal Canyon Road Widening	Construction	7,300	7,300	Measure A	1	August 2018
SR-91 HOV/Pachappa Underpass	Construction	4,272	4,272	Federal STBG	1	June 2019
I-215/Placentia Interchange	Construction	7,090	7,090	Measure A	2	March 2020
I-215/Placentia Interchange	*Construction*	*14,160*	*14,160*	*TUMF-CETAP and Measure A New Corridors*	*3*	*June 2020 (pending)*

The CTC announced a call for projects for SB 1 LPP Formula Cycle 3 funds, which will be a three-year funding cycle for Fiscal Years 2020/21 through 2022/23. Project nominations are due on a rolling basis. Programming and allocation of the Commission's project nomination is scheduled for June 2020. The formula share for Riverside County over the next three fiscal years is $19,485,000. The match requirement is one-to-one, and the funds are disbursed on a reimbursement basis.

The Commission's TUMF-CETAP and 2009 Measure A Western County New Corridors programs qualify as local match sources for LPP Formula funds. Staff considered and evaluated the Project for eligibility requirements as well as the programming and delivery timeline. Staff recommends the Commission approve the use of $14,160,000 of LPP Formula Cycle 3 funds and $12,354,000 of TUMF-CETAP and $1,806,000 of 2009 Measure A New Corridors funds as the local match for the construction of the Project. Staff recommends awarding the Project contingent upon the June 2020 action by the CTC to allocate $14,160,000 of LPP Formula funds to the Project from the SB 1 LPP Formula Cycle 3 program as it meets the delivery and match requirements. This allows the Commission to preserve its local fund sources and maximize use of State funds on this construction project.

As demonstrated in Table 3, the proposed programming of funds is sufficient to support the Project costs, including the construction costs that are the subject of this staff report.

Table 3
Project Funding
(Amounts in $1,000s)

	SB 1 LPP	TUMF-CETAP	2009 Measure A New Corridors	Total
Construction Capital	$ 21,250	$12,354	$2,396	$ 36,000
Construction Support			$6,500	$ 6,500
Total	**$ 21,250**	**$12,354**	**$8,896**	**$ 42,500**

Financial Information					
In Fiscal Year Budget:	Yes N/A N/A	Year:	FY 2020/21 FY 2021/22+ FY 2021/22+	Amount:	$20,000,000 expenditures $14,210,790 expenditures $30,000 revenues
Source of Funds:	State SB1 LPP, TUMF-CETAP, and 2009 Measure A Western County New Corridor funds			Budget Adjustment:	No N/A N/A
GL/Project Accounting No.:	002317 81301 00000 0000 261 31 81301				
Fiscal Procedures Approved:	Theresia Trevino			Date:	05/21/2020

Attachments:
1) Project Map
2) Draft Agreement No. 20-31-068-00 with Riverside Construction Company
3) Draft Agreement No. 20-31-063-00 with RCTD
4) Draft Agreement No. 20-31-086-00 with RCFC&WCD
5) Bid Analysis

HARVILL Ave
PLACENTIA St
SCRRA
I-215
RIDER St
EAST FRONTAGE Rd
WALNUT St
ORANGE Ave
WATER Ave
WEST FRONTAGE Rd
I-215
EAST FRONTAGE Rd
WATER Ave
SUSAN Ln
PLACENTIA Ave
INDIAN Ave
0 120' 240' 360'
SCALE: 1" = 120'

I-215/Placentia Ave IC PS&E

Project Overview
02/21/19

T·Y LIN INTERNATIONAL

CONSTRUCTION SERVICES FOR THE INTERSTATE 215 PLACENTIA AVENUE INTERCHANGE PROJECT

AGREEMENT NO. 20-31-068-00

1. PARTIES AND DATE.

This Contract is made and entered into this ____ day of _____, 2020 by and between the Riverside County Transportation Commission (hereinafter called the "Commission") and **Riverside Construction Company** (hereinafter called the "Contractor"). This Contract is for that Work described in the Contract Documents entitled **CONSTRUCTION SERVICES FOR THE INTERSTATE 215 PLACENTIA AVENUE INTERCHANGE PROJECT**

2. RECITALS.

2.1 The Commission is a County Transportation Commission organized under the provisions of Sections 130000, et seq. of the Public Utilities Code of the State of California, with power to contract for services necessary to achieving its purpose;

2.2 Contractor, in response to a Notice Inviting Bids issued by Commission on **March 26, 2020**, has submitted a bid proposal for **CONSTRUCTION SERVICES FOR THE INTERSTATE 215 PLACENTIA AVENUE INTERCHANGE PROJECT**

2.3 Commission has duly opened and considered the Contractor's bid proposal and duly awarded the bid to Contractor in accordance with the Notice Inviting Bids and other Bid Documents.

2.4 Contractor has obtained, and delivers concurrently herewith, Performance and Payment Bonds and evidences of insurance coverage as required by the Contract Documents.

3. TERMS.

3.1 Incorporation of Documents.

This Contract includes and hereby incorporates in full by reference this Contract and the following Contract Documents provided with the above referenced Notice Inviting Bids, including all exhibits, drawings, specifications and documents therein, and attachments thereto, all of which, including all addendum thereto, are by this reference incorporated herein and made a part of this Contract:

a. NOTICE INVITING BIDS
b. INSTRUCTIONS TO BIDDERS
c. CONTRACT BID FORMS
d. FORM OF CONTRACT
e. PAYMENT AND PERFORMANCE BOND FORMS

DRAFT

f. ESCROW AGREEMENT FOR SECURITY DEPOSITS
g. CONTRACT APPENDIX

PART "A" - Regulatory Requirements and Permits
PART "B" – Standard Provisions
PART "C" – Special Provisions
PART "D" – Contract Plans
PART "E" – Supplemental Materials

h. ADDENDUM NO.(S) (N/A or Add Addendum Numbers)

3.2 Contractor's Basic Obligation.

Contractor promises and agrees, at his own cost and expense, to furnish to the Commission all labor, materials, tools, equipment, services, and incidental and customary work for **CONSTRUCTION SERVICES FOR THE INTERSTATE 215 PLACENTIA AVENUE INTERCHANGE PROJECT**

Notwithstanding anything else in the Contract Documents, the Contractor shall complete the Work for a total of Thirty Million Two Hundred Ninety-Two Thousand Eighty-Two Dollars ($30,292,082), as specified in the bid proposal and pricing schedules submitted by the Contractor in response to the above referenced Notice Inviting Bids. Such amount shall be subject to adjustment in accordance with the applicable terms of this Contract. All Work shall be subject to, and performed in accordance with the above referenced Contract Documents.

3.3 Period of Performance.

Contractor shall perform and complete all Work under this Contract within **500 working days** of the effective date of the Notice to Proceed, and in accordance with the Milestone Completion Dates set forth in the table below. Contractor agrees that if such Work is not completed within the aforementioned periods, liquidated damages will apply as provided by the applicable provisions of the General Conditions, found in Part "B" of the Contract Appendix. The amount of liquidated damages shall equal thirteen thousand five hundred dollars **($13,500.00)** for each day or fraction thereof, it takes to complete the Work, or specified portion(s) of the Work, over and above the number of days specified herein or beyond the Project Milestones established by approved Construction Schedules.

DRAFT

3.4 Commission's Basic Obligation.

Commission agrees to engage and does hereby engage Contractor as an independent contractor to furnish all materials and to perform all Work according to the terms and conditions herein contained for the sum set forth above. Except as otherwise provided in the Contract Documents, the Commission shall pay to Contractor, as full consideration for the satisfactory performance by the Contractor of services and obligation required by this Contract, the above referenced compensation in accordance with Compensation Provisions set forth in the Contract Documents.

3.5 Contractor's Labor Certification.

Contractor maintains that he is aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for Worker's Compensation or to undertake self-insurance in accordance with the provisions of that Code, and agrees to comply with such provisions before commencing the performance of the Work. A certification form for this purpose is attached to this Contract as Exhibit "A" and incorporated herein by reference, and shall be executed simultaneously with this Contract.

3.6 Successors.

The parties do for themselves, their heirs, executors, administrators, successors, and assigns agree to the full performance of all of the provisions contained in this Contract. Contractor may not either voluntarily or by action of law, assign any obligation assumed by Contractor hereunder without the prior written consent of Commission.

3.7 Notices.

All notices hereunder and communications regarding interpretation of the terms of the Contract or changes thereto shall be provided by the mailing thereof by registered or certified mail, return receipt requested, postage prepaid and addressed as follows:

Contractor:	Commission:
Riverside Construction Company	Riverside County Transportation Commission
4225 Garner Road	P.O. Box 12008
Riverside, CA 92501	Riverside, California 92502-2208
Attn: Donald Pim	Attn: Executive Director

Any notice so given shall be considered received by the other party three (3) days after deposit in the U.S. Mail, first class postage prepaid, addressed to the party at the above address. Actual notice shall be deemed adequate notice on the date actual notice occurred, regardless of the method of service.

DRAFT

CONTRACTOR
Riverside Construction Company

By: _____
Name

_____
Title

Tax I.D. Number:

RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

By: _____
Anne Mayer
Riverside County Transportation
Commission

APPROVED AS TO FORM:

By: _____
Best Best & Krieger LLP
Counsel, RCTC

DRAFT

EXHIBIT "A"

CERTIFICATION
LABOR CODE - SECTION 1861

I, the undersigned Contractor, am aware of the provisions of Section 3700 et seq. of the California Labor Code which require every employer to be insured against liability for Worker's Compensation or to undertake self-insurance in accordance with the provisions of the Code. I agree to and will comply with such provisions before commencing the Work governed by this Contract.

CONTRACTOR:

Name of Contractor: **Riverside Construction Company**

By: _____
Signature

_____
Name

_____
Title

_____
Date

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RCTC Agreement No. 20-31-063-00

COOPERATIVE AGREEMENT BETWEEN RIVERSIDE COUNTY TRANSPORTATION COMMISSION AND THE COUNTY OF RIVERSIDE

THROUGH ITS TRANSPORTATION DEPARTMENT

FOR INSTALLATION OF MEAD VALLEY MONUMENT NEAR THE I-215 SB OFF-RAMP AND PLACENTIA STREET AS PART OF THE I-215 PLACENTIA AVENUE INTERCHANGE

This Cooperative Agreement ("Cooperative Agreement") is made and entered into this _____ day of _____, 2020 by and between the Riverside County Transportation Commission ("RCTC") and the County of Riverside, a political subdivision of the state of California, through its Transportation Department ("Department"). RCTC and the Department are sometimes referred to herein individually as ("Party"), and collectively as ("Parties").

RECITALS

WHEREAS, RCTC is undertaking the Mid County Parkway project ("MCP"), which includes improvements to the I-215 Placentia Avenue Interchange ("Placentia IC").

WHEREAS, the Department requested the installation of the Mead Valley Monument near the I-215 SB Off-Ramp and Placentia Street, and the Parties have agreed to that the Department will fund the cost of the Monument.

WHEREAS, the "Project" as that term is used in this Cooperative Agreement shall mean and refer to installation of the Mead Valley Monument and related improvements necessary for the installation of the Monument, as further detailed in Exhibit "A".

WHEREAS, it is the intent of the Parties to enter into this Cooperative Agreement to establish and coordinate the responsibilities of the Parties with respect to the Project, all as further set forth herein.

WHEREAS, pursuant to the terms of this Cooperative Agreement, RCTC shall complete the Project utilizing the same consultants and construction contractor ("Contractor") selected for completion of the Placentia IC.

WHEREAS, the Parties acknowledge that RCTC has or shall fully comply with the California Environmental Quality Act (CEQA) and all other applicable laws, as a

precondition to construction of the Project.

NOW THEREFORE, for good and valuable consideration, the receipt of which is hereby acknowledged, it is mutually understood and agreed by RCTC and the Department as follows:

TERMS

1. Incorporation of Recitals. The recitals set forth above are true and correct and are incorporated into this Cooperative Agreement as though fully set forth herein.

2. Term. This Cooperative Agreement shall be effective as of the date first set forth above, and shall continue in effect until the Project is accepted by the Department ("Term").

3. Agreement to Cooperate. The Parties agree to mutually cooperate in order to help ensure that the Project is successfully completed with minimum impact to both Parties, and the public.

3.1 The scope of work for the Project is attached to this Cooperative Agreement as Exhibit "A" and incorporated herein by reference.

3.2 The concept exhibit for the monument sign is attached to this Cooperative Agreement as Exhibit "B" and incorporated herein by reference.

3.3 The vicinity map for the monument sign is attached to this Cooperative Agreement as Exhibit "C" and incorporated herein by reference.

4. Obligations of the Department.

4.1 The Department shall deposit with RCTC the total sum of $25,000.00 ("Estimated Cost"), which amount represents the total estimated Project costs to be incurred under this Cooperative Agreement. The Parties agree that the Estimated Cost is an estimate, and the Department shall reimburse RCTC for the actual cost incurred by RCTC in completing the Project. RCTC shall timely inform the Department if the actual costs are anticipated to exceed the Estimated Cost, and the Parties shall execute a written amendment to reflect the actual costs accordingly.

4.2 RCTC shall open the construction contract bids and notify the Department in writing of the contract bid price for the Project ("Bid Price"). Within 10 business days after such notice, the Department shall inform RCTC of acceptance or rejection of the Bid Price. If the Bid Price is less than 35% above the Estimated Cost, and the Department fails to accept or reject the Bid Price within the time period specified in this section, then the Bid Price shall be deemed accepted by the Department. If the Bid Price is greater than 35% above the Estimated Cost, and Department fails to accept or reject the Bid Price within the time period specified in this section, then the Bid Price shall be deemed

rejected by the Department. If accepted, RCTC shall invoice the Department and the Department shall deposit the Estimated Cost within thirty (30) days receipt of RCTC's invoice.

4.3 The Department may provide a Department oversight engineer to oversee the work during plan preparation and construction, at its own cost.

4.4 The Department shall make payments of undisputed invoices with supporting documentation, for amounts in excess of the Estimated Cost and memorialized in a written amendment signed by both Parties, within thirty (30) days following the Department's receipt thereof from RCTC.

4.5 The Department shall issue any encroachment permits required for the Project at no cost to RCTC or the Contractor.

4.6 The Department shall timely review design plans for the Project and provide any approvals or comments within thirty (30) days of receipt of the plans. If the Department fails to provide any comments or its approval within said time period, RCTC shall provide notice to the Transportation Director of the Department that the design plans shall be deemed approved by the Department if no comments are received within an additional fifteen (15) days.

4.7 The Department shall inspect the Project upon written notice of completion of the work by RCTC to the Department and shall provide acceptance or identify any punch list work within fifteen (15) days.

4.8 The Department shall be responsible for securing service from the electric provider.

4.9 Following acceptance of the Project, the Department, as the owner of the Project, shall be solely responsible and liable for maintenance, including graffiti removal, and repair of the Project, at no cost or expense to RCTC.

5. Obligations of RCTC

5.1 RCTC shall be responsible for providing all services to complete the Project, as identified in Exhibit "A", or as reasonably necessary for Project completion. RCTC shall be responsible for the process of selecting Project consultants and the Contractor in compliance with all applicable local, state and federal laws. RCTC shall be responsible for obtaining all applicable environmental clearances and permits necessary to complete the Project.

5.2 RCTC shall include the Project on an alternate schedule for contractors to bid so that the Department may review the Bid Price for approval.

5.3 RCTC shall utilize the funds deposited by the Department for completion of the Project. RCTC shall provide the Department with records or invoices detailing use of the funds in a form acceptable to the Department.

5.4 If the deposited funds are insufficient for Project completion, after the execution of a written amendment signed by both Parties, RCTC shall invoice the Department for additional Project costs. Invoices shall be in a form acceptable to the Department.

5.5 If the deposited funds exceed the amount necessary for Project completion, RCTC shall return the Department's unused funds within thirty (30) days of the Department's acceptance of the Project.

5.6 RCTC shall provide the Department an opportunity to review and approve all design documents for the Project.

5.7 RCTC shall provide the Department an opportunity to inspect the Project work during construction.

5.8 In the event the Department and RCTC are in disagreement with a design standard or construction method for installation of the Project, Department's standards shall prevail.

5.9 RCTC shall obtain or shall require the Contractor to obtain all required permits and approvals for all Project work.

5.10 RCTC shall include, in its contracts with Project consultants and with the Contractor, a requirement that the Project consultants and Contractor include the Department, its officers, employees and agents as additional insureds and as indemnified parties under said contracts. Insurance shall be in the same amounts and with the same provisions as provided for the benefit of RCTC.

5.11 As between RCTC and the Department, RCTC and its consultants shall be responsible for construction inspection of the Project work to ensure conformance with the construction contract. RCTC shall allow Department staff access to the Project site, upon reasonable notice, to perform observation of any Project improvements. Department inspectors shall communicate any construction deficiencies during construction, including a final punch list, to RCTC for completion. Department has the final authority to accept the improvements.

5.12 RCTC shall assign all warranties for the Contractor work to the Department upon Department's acceptance of the Project.

6. Dispute Resolution. Unless otherwise specified herein, the Parties shall submit any unresolved dispute to RCTC's Executive Director and the Department's Director of Transportation for negotiation. The Executive Director and the Director of Transportation agree to undertake good faith attempts to resolve said dispute, claim, or controversy within ten (10) calendar days after the receipt of written notice from the Party alleging that a dispute, claim or controversy exists. The Parties additionally agree to cooperate with the other Party in scheduling negotiation sessions. However, if said matter is not resolved within thirty (30) calendar days after conducting the first

negotiating session, either Party may, but is not required to, request that the matter be submitted to further dispute resolution procedures, as may be agreed upon by the Parties.

7. Legal Action. If a matter is not resolved within thirty (30) calendar days after the first negotiating session between the Executive Director and the Director of Transportation, unless otherwise agreed upon in writing by the Parties, either Party may proceed with any other remedy available in law or in equity.

8. Indemnification.

8.1 RCTC shall indemnify, defend and hold the Department, its directors, officials, officers, employees, agents, consultants and contractors free and harmless from any and all claims, demands, causes of action, costs, expenses, liabilities, losses, damages or injuries, in law or in equity, to property or persons, including wrongful death, in any manner arising out of or incident to any negligent acts, omissions or breach of law, or willful misconduct of RCTC, its officials, officers, employees, agents, consultants or contractors in the performance of RCTC's obligations under this Cooperative Agreement, including the payment of all reasonable attorneys' fees.

8.2 The Department shall indemnify, defend and hold RCTC, its directors, officials, officers, employees, agents, consultants and contractors free and harmless from any and all claims, demands, causes of action, costs, expenses, liabilities, losses, damages or injuries, in law or in equity, to property or persons, including wrongful death, in any manner arising out of or incident to any negligent acts, omissions or breach of law, or willful misconduct of the Department, its officials, officers, employees, agents, consultants or contractors in the performance of the Department's obligations under this Cooperative Agreement, including the payment of all reasonable attorneys' fees.

8.3 The indemnification provisions set forth in this Section 8 shall survive any expiration or termination of this Cooperative Agreement.

9. Disclaimer. In no event shall either Party be responsible or liable for the quality, suitability, operability or condition of any design or construction by the Project consultants or the Contractor, as applicable, and the Parties expressly disclaim any and all express or implied representations or warranties with respect thereto, including any warranties of suitability or fitness for use.

10. Force majeure. The failure of performance by either Party (except for payment obligations) hereunder shall not be deemed to be a default where delays or defaults are due to war; insurrection; strikes; lock-outs; riots; floods; earthquakes; fires; casualties; acts of God; acts of the public enemy; epidemics; quarantine restrictions; freight embargoes; lack of transportation; governmental restrictions; unusually severe weather; inability to secure necessary labor, materials or tools; delays of any contractor, subcontractor, railroad, or suppliers; acts of the other Party; acts or failure to act of any

other public or governmental agency or entity (other than that acts or failure to act of the Parties); or any other causes beyond the control or without the fault of the Party claiming an extension of time to perform or relief from default. An extension of time for any such cause shall be for the period of the enforced delay and shall commence to run from the time of the commencement of the cause, if notice by the Party claiming such extension is sent to the other Party within thirty (30) days of the commencement of the cause. Times of performance under this Cooperative Agreement may also be extended in writing by mutual agreement between the Parties.

11. Amendments. This Cooperative Agreement may be amended at any time by the mutual consent of the Parties by an instrument in writing. The Executive Director and the Department Director of Transportation shall be authorized, without further approval, to amend this Agreement to increase the Estimated Cost provided that such amount does not increase the Estimated Cost by more than ten percent (10%).

12. Assignment of Cooperative Agreement. Neither Party may assign or transfer its respective rights or obligations under this Cooperative Agreement without the express written consent of the other Party. Any purported assignment or transfer by one Party without the express written consent of the other Party shall be null and void and of no force or effect.

13. Waiver. No delay or omission in the exercise of any right or remedy of a non-defaulting Party on any default shall impair such right or remedy or be construed as a waiver. No consent or approval of either Party shall be deemed to waive or render unnecessary such Party's consent to or approval of any subsequent act of the other Party. Any waiver by either Party of any default must be in writing and shall not be a waiver of any other default concerning the same or any other provision of this Cooperative Agreement.

14. Severability. In the event that any one or more of the phrases, sentences, clauses, paragraphs, or sections contained in this Cooperative Agreement shall be declared invalid or unenforceable by valid judgment or decree of a court of competent jurisdiction, such invalidity or unenforceability shall not affect any of the remaining phrases, sentences, clauses, paragraphs, or sections of this Cooperative Agreement, which shall be interpreted to carry out the intent of the Parties hereunder.

15. Termination. Both RCTC and Department shall have the right at any time, to terminate this Cooperative Agreement, with or without cause, by giving thirty (30) calendar days written notice to the other Party, specifying the date of termination. The Department shall reimburse RCTC for all costs incurred prior to the date of termination. Notwithstanding the foregoing, following commencement of construction of the Project, the Department may only terminate this Cooperative Agreement for cause, after providing RCTC notice of such cause, and reasonable opportunity to cure.

16. Survival. All rights and obligations hereunder that by their nature are to continue after any expiration or termination of this Cooperative Agreement, shall survive any such expiration or termination.

17. Third Party Beneficiaries. There are no third-party beneficiaries to this Cooperative Agreement.

18. Relationship of the Parties. RCTC is, for purposes relating to this Cooperative Agreement, an independent contractor of Department and shall not be deemed an employee of Department. It is expressly understood and agreed that RCTC (including its employees, agents, and subcontractors) shall in no event be entitled to any benefits to which Department employees are entitled, including, but not limited to overtime, any retirement benefits, worker's compensation benefits, and injury leave or other leave benefits. There shall be no employer-employee relationship between the Parties and RCTC shall hold Department harmless from any and all claims that may be made against Department based upon any contention by a third party that an employer-employee relationship exists by reason of this Cooperative Agreement.

19. Delivery of Notices. All notices permitted or required under this Agreement shall be given to the respective Parties at the following address, or at such other address as the respective Parties may provide in writing for this purpose:

DEPARTMENT:
County of Riverside
Transportation Department
4080 Lemon Street, 8th Floor
Riverside, CA 92501
Attn: Director of Transportation

RCTC:
Riverside County
Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501
Attn: Executive Director

Such notice shall be deemed made when personally delivered or when mailed, forty-eight (48) hours after deposit in the U.S. Mail, first class postage prepaid and addressed to the Party at its applicable address. Actual notice shall be deemed adequate notice on the date actual notice occurred, regardless of the method of service.

20. Electronic Delivery of Agreement. A manually signed copy of this Agreement which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this Agreement for all purposes.

21. Counterparts. This Agreement may be signed in counterparts, each of which shall constitute an original.

22. Entire Agreement. This Cooperative Agreement contains the entire agreement of the Parties relating to the subject matter hereof and supersedes all prior negotiations, agreements or understandings.

[SIGNATURES ON FOLLOWING PAGE]

SIGNATURE PAGE
TO
COOPERATIVE AGREEMENT NO. 20-31-063-00

IN WITNESS WHEREOF, the Parties hereto have executed this Cooperative Agreement on the date first herein above written.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

By: _____
Anne Mayer, Executive Director

Approved as to Form:

By: _____
Best Best & Krieger LLP
General Counsel

COUNTY OF RIVERSIDE

Approved by the
BOARD OF SUPERVISORS

By: _____
V. MANUEL PEREZ
Chairman of the Board

Recommended for Approval:

By: _____
PATRICIA ROMO
Director of Transportation

ATTEST:
KECIA R. HARPER
Clerk of the Board

By: _____
Deputy

Approved as to Form:
GREGORY P. PRIAMOS
County Counsel

By: _____
KRISTINE BELL-VALDEZ
Deputy County Counsel

EXHIBIT "A"
PROJECT DESCRIPTION

RCTC will cause to be prepared PS&E and construct as part of the I-215/Placentia Avenue Interchange Project for a new Mead Valley Monument in the vicinity of the southbound I-215 Off-Ramp and Placentia Street based on the design requirements of County of Riverside.

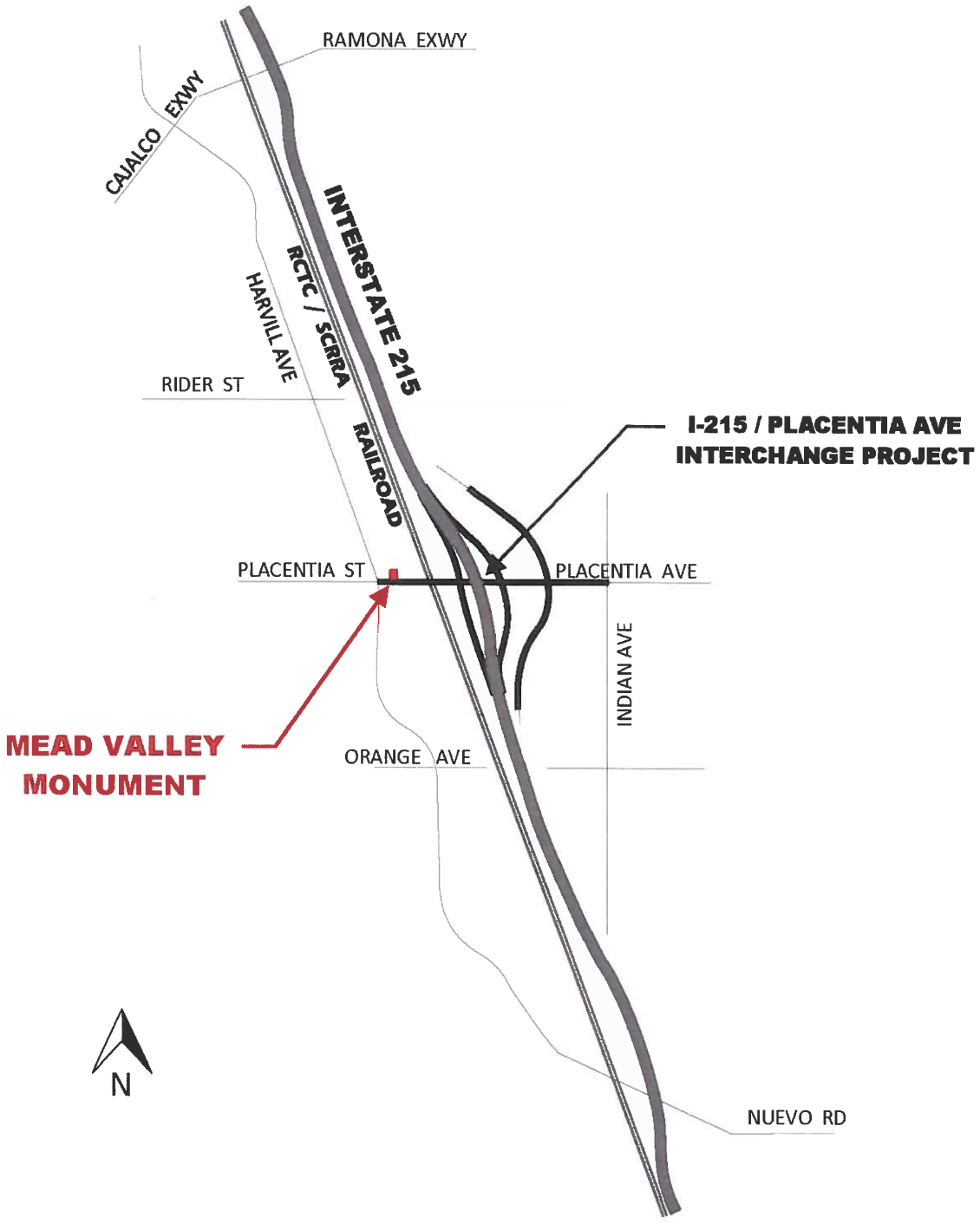
Plans and specifications will be prepared to include the Mead Valley Monument Design, grading, electrical conduit for lighting, and lighting fixture for the Monument, as depicted on the Monument Concept Exhibit attached hereto as Exhibit "B" and made a part hereof.

The Monument is to be placed within existing street right-of-way on the north side of Placentia Street between the I-215 SB Off-Ramp and Harvill Avenue, as shown on the Vicinity Map attached hereto as Exhibit "C" and made a part hereof.

EXHIBIT "B"
MONUMENT CONCEPT EXHIBIT

EXHIBIT "C"

VICINITY MAP



20-31-086-00

AGREEMENT BETWEEN
RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT,
RIVERSIDE COUNTY TRANSPORTATION COMMISSION AND THE CITY OF PERRIS

Interim Placentia Avenue Basins and Storm Drains
Project No. 4-0-00546
Miscellaneous No. 181

This Inspection and Maintenance Agreement ("Agreement"), executed in triplicate this _____ day of _____, 2020 by and between the Riverside County Flood Control and Water Conservation District, a body politic ("DISTRICT"), the Riverside County Transportation Commission, a public agency existing under the authority of the laws of the State of California (hereinafter referred to as "COMMISSION"), and the City of Perris, a municipal corporation ("CITY"), WITNESSETH:

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RECITALS

A. COMMISSION is the owner of certain real property situated in the County of Riverside, California, for the purpose of constructing an interchange at the intersection of Interstate 215 and Placentia Avenue, bridge widening, drainage facilities and other related improvements; and

B. COMMISSION intends to construct the following interim drainage improvements within its right-of-way and other publicly held rights-of-way, on the south side of Placentia Avenue between the northbound I-215 exit ramp and Indian Avenue located in the City of Perris, as shown in concept on Exhibit A, attached hereto and by this reference incorporated herein:

i. Approximately 543 lineal feet of 12'x6' reinforced concrete box, including its associated riprap outlet structures and 167 lineal feet of 10'x5' reinforced concrete box and inlets, including its associated riprap outlet structures ("BOXES");

ii. Two detention basins of 4.91 acres and 10.44 acres ("BASINS");

iii. Approximately 33 lineal feet of 36-inch underground storm drain

system and inlets ("STORM DRAIN") and an associated orifice plate for measuring flow rates ("ORIFICE"). Altogether, BOXES, BASINS, STORM DRAIN, and ORIFICE are hereinafter, referred to as the "BASINS & FACILITIES"; and

C. DISTRICT has an adopted Master Drainage Plan for the Perris Valley area, more specifically for the proposed Perris Valley MDP Line H and associated drainage facilities ("PERRIS VALLEY FACILITIES"). The proposed PERRIS VALLEY FACILITIES are part of a regional study and entire reach will be constructed by others for the ultimate development of the area; and

D. BASINS & FACILITIES's function is to provide flood protection to the properties on the south side of Placentia Avenue, in the interim, until PERRIS VALLEY FACILITIES are constructed as described in Recital 'C'. and

E. COMMISSION desires DISTRICT to maintain the BASINS & FACILITIES within its rights of way; and

F. DISTRICT is willing to inspect, operate and maintain the BASINS & FACILITIES within COMMISSION's right of way; and

G. CITY is agreeable to the parties proposed BASINS & FACILITIES and associated arrangements but solely upon the terms and conditions hereinafter set forth; and

H. This Agreement relates to that portion of COMMISSION's property where BASINS & FACILITIES will be constructed by COMMISSION as part of the State Highway Construction Plans. The maintenance of BASINS & FACILITIES are depicted on Caltrans Highway Plans, Project ID No. 0817000014, Sheets DD-26 through DD-32; and

I. DISTRICT, COMMISSION and CITY desire to enter into this Agreement to establish their respective roles and responsibilities concerning the COMMISSION's property and operation and maintenance responsibilities for BASINS & FACILITIES; and

NOW, THEREFORE, in consideration of the preceding recitals and the mutual covenants hereinafter contained, the parties hereto mutually agree as follows:

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AGREEMENT

I. DISTRICT RIGHTS AND RESPONSIBILITIES.

DISTRICT shall:

1. Review and comment on (without approval authority) the plans and specifications for the BASINS & FACILITIES prior to COMMISSION commencing construction.

2. Access COMMISSION's property solely for the inspection, operation and maintenance, and repair of BASINS & FACILITIES and shall not use it for any other purpose whatsoever. No change shall be made by DISTRICT in the use of the COMMISSION's property without COMMISSION's prior written approval.

3. Inspect BASINS & FACILITIES construction to verify COMMISSION's compliance with the plans and the terms of this Agreement and pay all costs associated therewith. DISTRICT shall provide any comments to COMMISSION's designated project construction inspector, who shall be solely responsible for all communications with COMMISSION's construction contractor(s).

4. Upon receipt of COMMISSION's written notice that BASINS & FACILITIES construction are substantially complete, conduct a final inspection of BASINS & FACILITIES.

5. Notify COMMISSION of any use or condition of BASINS & FACILITIES that are not in conformity with this Agreement or encroaches upon or substantially impairs DISTRICT's ability to maintain and operate BASINS & FACILITIES. DISTRICT shall give COMMISSION thirty (30) days from and after such notice to correct any such nonconforming use or condition.

6. Assume no responsibility, obligation, or liability whatsoever, for COMMISSION's design and construction of BASINS & FACILITIES.

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7. Accept sole responsibility for the operation and maintenance of BASINS & FACILITIES, at its sole cost and expense, upon (i) DISTRICT inspection of BASINS & FACILITIES in accordance with Section II.12., (ii) DISTRICT receipt of COMMISSION's recorded Notice of Completion as set forth in Section II.13, (iii) DISTRICT acceptance of BASINS & FACILITIES construction as being complete, (iii) DISTRICT receipt of all necessary licenses, permits, including regulatory permits for the operation and maintenance of BASINS & FACILITIES, and (iv) DISTRICT's reasonable determination that BASINS & FACILITIES are in a satisfactory condition.

8. Indemnify, defend, save and hold harmless COMMISSION (including its officers, employees, agents, representatives, independent contractors, and subcontractors) from any liabilities, claim, damage, proceeding or action, present or future, based upon, arising out of or in any way relating to DISTRICT's (including its officers, Board of Supervisors, elected and appointed officials, employees, agents, representatives, independent contractors, and subcontractors) actual or alleged acts or omissions related to this Agreement, performance under this Agreement, or failure to comply with the requirements of this Agreement, including but not limited to: (a) property damage; (b) bodily injury or death; (c) payment of attorney's fees; or (d) any other element of any kind or nature whatsoever.

DISTRICT's obligation hereunder shall be satisfied when DISTRICT has provided to COMMISSION and COMMISSION's construction contractor the appropriate form of dismissal relieving COMMISSION and COMMISSION 's construction contractor from any liability for the action or claim involved.

II. COMMISSION RIGHTS AND RESPONSIBILITIES.

COMMISSION shall:

1. Pursuant to the California Environmental Quality Act (CEQA), act as Lead Agency and assume responsibility for preparation, circulation and adoption of all necessary and appropriate CEQA documents pertaining to the construction, operation and

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maintenance of PROJECT

2. Submit BASINS & FACILITIES plans to DISTRICT (Attention: Plan Check Section) for review and comment as provided in Section I.1.

3. Secure, at its sole cost and expense, all necessary licenses, agreements, permits and rights of entry, including regulatory permits as may be needed for DISTRICT's inspection, operation and maintenance of BASINS & FACILITIES.

4. Grant DISTRICT, by execution of this Agreement, all rights necessary to inspect, operate and maintain and repair BASINS & FACILITIES within COMMISSION rights of way or easements, as set forth herein.

5. Advertise, award and administer a public works construction contract for BASINS & FACILITIES at its sole cost and expense.

6. Provide DISTRICT with written notice (Attention: Construction Management Section) that COMMISSION has awarded a public works construction contract for BASINS & FACILITIES.

7. Prior to commencing BASINS & FACILITIES construction, schedule and conduct a pre-construction meeting between DISTRICT, and other affected entities. COMMISSION shall notify DISTRICT (Attention: Plan Check Section) at least twenty (20) days prior to conducting the pre-construction meeting.

8. Pursuant to a COMMISSION administered construction contract, construct or cause to be constructed, BASINS & FACILITIES at its sole cost and expense.

9. Inspect, or cause to be inspected, construction of BASINS & FACILITIES, and pay all costs associated therewith.

10. Not construct any improvements in a manner that would compromise access, maintenance and hydraulics of BASIN & FACILITIES, or comprise function as a regional facility in conjunction with future PERRIS VALLEY FACILITIES.

11. Assume sole responsibility for the design and construction of the BASINS & FACILITIES.

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12. Within two (2) weeks of completing the BASINS & FACILITIES construction, provide DISTRICT with written notice (Attention: Construction Management Section) that BASINS & FACILITIES construction is substantially complete and requesting that DISTRICT conduct a final inspection of BASINS & FACILITIES.

13. Upon completion of BASINS & FACILITIES construction, provide DISTRICT with a copy of COMMISSION's Notice of Completion

14. Indemnify and hold harmless DISTRICT, County of Riverside and its directors, officers, Board of Supervisors, elected and appointed officials, agents, employees, representatives, independent contractors and subcontractors (collectively "INDEMNIFIED PARTIES") and pay in full all losses, damages, or expenses that DISTRICT may sustain, incur or become liable for, resulting in any manner from the maintenance, use, state of repair, or presence of the BASINS & FACILITIES or the DISTRICT's use and maintenance of the COMMISSION's property, including, but not limited to, any such losses, damages or expenses arising out of (a) loss of or damage to property, (b) injury to or death of persons, (c) mechanics' or other liens of any character, or (d) taxes or assessments of any kind. It is the intention of the parties that DISTRICT's right to indemnity hereunder shall be valid and enforceable against COMMISSION regardless of negligence (whether active or passive) on the part of the INDEMNIFIED PARTIES, unless such injury is a result of the sole negligence of the COMMISSION.

15. Waive any claim against DISTRICT for damages to BASINS & FACILITIES resulting from DISTRICT's customary operation and maintenance activities performed within COMMISSION's right of way or its appurtenant works, including any natural calamity, act of God, or any cause or conditions beyond the control of DISTRICT, save and except damages resulting from DISTRICT's active negligence or willful misconduct.

16. Remove within a reasonable time specified by DISTRICT, upon written request by DISTRICT's General Manager-Chief Engineer, any improvements and/or equipment not previously approved by DISTRICT or cease use within the specified time frame where

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COMMISSION has installed any such improvements and/or equipment or COMMISSION has used or allowed use of right of way in a manner which, in the sole and reasonable opinion of DISTRICT's General Manager-Chief Engineer, would be detrimental to the operation and maintenance of BASINS & FACILITIES.

17. Inspect COMMISSION's property and BASINS & FACILITIES so as to monitor compliance with this Agreement. If, in COMMISSION's sole judgment, any installation on, or use or condition of the COMMISSION's property may have an adverse effect on its property, adjacent property (whether or not owned by COMMISSION) or COMMISSION's operations, COMMISSION shall be permitted to conduct any tests or assessments, including but not limited to environmental assessments, of, on or about the COMMISSION's property and the BASINS & FACILITIES, as it determines to be necessary or useful to evaluate the condition of the COMMISSION's property and the BASINS & FACILITIES. DISTRICT shall cooperate with COMMISSION in any tests or inspections deemed necessary by COMMISSION.

III. CITY RIGHTS AND RESPONSIBILITIES

1. Grant COMMISSION, by execution of this Agreement, the right to enter upon property owned or controlled by CITY where necessary and convenient for the purpose of gaining access to, and for the construction of its project, provided that such entry by COMMISSION shall be on mutually agreeable date and time and during CITY's regular hours of operation. COMMISSION shall comply with all CITY regulations and procedures relating to the project, including, but not limited to, those regulations relating to conduct.

2. Grant DISTRICT, by execution of this Agreement, the right to enter upon property owned or controlled by CITY where necessary and convenient for the purpose of gaining access to, performing inspection service for, and the operation and maintenance of BASINS & FACILITIES, provided that such entry by DISTRICT shall be on mutually agreeable date and time and during CITY's regular hours of operation. DISTRICT shall comply with all CITY regulations and procedures relating to the BASINS & FACILITIES, including, but not

limited to, those regulations relating to conduct.

IV. MUTUAL RIGHTS AND RESPONSIBILITIES.

It is further mutually agreed:

1. DISTRICT shall use COMMISSION's property solely for the inspection, operation, maintenance and repair of BASINS & FACILITIES and shall not use it for any other purpose whatsoever. DISTRICT use of COMMISSION's property will not at any time be a source of danger to or interference with any other activities on the COMMISSION's property. Any repair and maintenance work shall be done to DISTRICT's standards. DISTRICT shall provide COMMISSION with thirty (30) days written notice and shall acquire all necessary approvals from COMMISSION prior to DISTRICT's commencement of any such repair or maintenance work. If, at any time, DISTRICT shall, in the judgment of COMMISSION, fail to perform properly its obligations under this section, COMMISSION may, at its option, perform such work itself as it deems necessary on the COMMISSION's property, at its sole cost and expense. No change shall be made by DISTRICT in the use of the COMMISSION's property without COMMISSION's prior written approval.

2. DISTRICT reserves the right to terminate this Agreement without cause upon sixty (60) days advance written notice to COMMISSION. DISTRICT also reserves the right to terminate this Agreement, without any liability, upon DISTRICT's determination that COMMISSION has made any modifications/improvements on COMMISSION's property for its own use, including any additional connections to the BASINS & FACILITIES without obtaining approval from DISTRICT, or COMMISSION use of COMMISSION's property (i) adversely impacts the function of BASINS & FACILITIES, and (ii) is not compatible with or unreasonably impedes DISTRICT's ability to perform all necessary operation and maintenance activities for BASINS & FACILITIES.

3. DISTRICT or COMMISSION may terminate this Agreement at any time for cause, for a breach by DISTRICT of any covenant or term of this Agreement, or a default by

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DISTRICT of any term or provision of this Agreement, which acts of DISTRICT shall include but not be limited to, the failure by DISTRICT or COMMISSION to perform any obligation under this Agreement. Notification of such termination shall be in writing.

4. DISTRICT covenants that it will not handle or transport Hazardous Materials for the operation and maintenance of the BASINS & FACILITIES or on COMMISSION's property. As used in this license, "Hazardous Materials" means any chemical, substance or material which is now or becomes in the future listed, defined or regulated in any manner by any Environmental Law based upon, directly or indirectly, its properties or effects. As used in this preceding sentence, "Environmental Law" means any federal, state or local environmental, health and/or safety-related laws, regulations, standards, decisions of the courts, permits or permit conditions, currently existing or as amended or adopted in the future which are or become applicable to the DISTRICT or the COMMISSION's property. In the event the BASINS & FACILITIES or the COMMISSION's property is now or in the future used in the handling or transporting of Hazardous Materials, DISTRICT agrees fully to comply with all applicable federal, state, and local laws, rules, regulations, orders, decisions and ordinances (hereinafter referred to as "Hazardous Materials Standards") concerning Hazardous Materials. DISTRICT further agrees that at COMMISSION's request it will furnish COMMISSION with proof, satisfactory to COMMISSION, that DISTRICT is in such compliance. Should DISTRICT not comply fully with the above-stated obligations, COMMISSION may, in its sole discretion, terminate this Agreement by serving five (5) days' notice of termination upon DISTRICT. Any waiver by COMMISSION of any breach of DISTRICT's obligation shall not constitute a waiver of the right to terminate this Agreement for any subsequent breach which may occur, or to enforce any other provision of this Agreement.

5. Without limiting or diminishing each party's obligation to indemnify or hold the other harmless as required within this Agreement, the DISTRICT and COMMISSION acknowledge that as public agencies each shall maintain insurance or a program of self-insurance that reasonably protects their respective operations. Each party shall maintain and cover the cost

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of its own programs of insurance or self-insurance.

6. Any waiver by DISTRICT or by COMMISSION of any breach of any one or more of the terms of this Agreement shall not be construed to be a waiver of any subsequent or other breach of the same or of any other term hereof. Failure on the part of DISTRICT or COMMISSION to require exact, full and complete compliance with any terms of this Agreement shall not be construed as in any manner changing the terms hereof, or estopping DISTRICT or COMMISSION from enforcement hereof.

7. If any provision in this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions will nevertheless continue in full force without being impaired or invalidated in any way.

8. This Agreement is to be construed in accordance with the laws of the State of California.

9. Any and all notices sent or required to be sent to the parties of this Agreement will be mailed by first class mail, postage prepaid, to the following addresses:

RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT
1995 Market Street
Riverside, CA 92501
Attn: Plan Check Section

RIVERSIDE COUNTY
TRANSPORTATION COMMISSION
4080 Lemon Street, 3rd Floor
Riverside, CA 92502-2208
Attn: Anne Meyer
Executive Director

CITY OF PERRIS
101 North D Street
Perris, CA 92570
Attn: Public Works Department
Engineering Administration

10. Any action at law or in equity brought by any of the parties hereto for the purpose of enforcing a right or rights provided for by this Agreement, shall be tried in a court of competent jurisdiction in the County of Riverside, State of California, and the parties hereto waive all provisions of law providing for a change of venue in such proceedings to any other county.

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11. All obligations of DISTRICT hereunder not fully performed as of the termination or cessation of this Agreement in any manner shall survive the termination of this Agreement and shall be transferred to COMMISSION.

12. This Agreement and all of the covenants and conditions hereof shall be binding upon and inure to the benefit of the successors, legal representatives and assigns of the COMMISSION and DISTRICT to the same extent and effect as the same are binding upon and insure to the benefit of the parties hereto.

13. The individual(s) executing this Agreement certify(ies) that they have the authority within their respective company(ies) to enter into and execute this Agreement, and have been authorized to do so by all boards of directors, legal counsel, and/or any other board, committee or other entity within their respective company(ies) which have the authority to authorize or deny entering into this Agreement.

14. This Agreement and the conditions granted herein are personal to the DISTRICT. DISTRICT shall not assign or transfer (whether voluntary or involuntary) this Agreement in whole or in part, or permit any other person or entity to use the rights or privileges hereby conveyed, without the prior written consent of COMMISSION, which may be withheld in COMMISSION's sole and absolute discretion. Any attempted act in violation of this section shall be void and without effect and give COMMISSION the right to immediately terminate this Agreement.

15. This Agreement is intended by the parties hereto as a final expression of their understanding with respect to the subject matter hereof and as a complete and exclusive statement of the terms and conditions thereof and supersedes any and all prior and contemporaneous agreements and understandings, oral or written, in connection therewith. This Agreement may be changed or modified only in writing and executed by both parties hereto.

16. This Agreement is the result of negotiations between the parties hereto, and the advice and assistance of their respective counsel. The fact that this Agreement was prepared as a matter of convenience by DISTRICT shall have no import or significance. Any

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uncertainty or ambiguity in this Agreement shall not be construed against DISTRICT because DISTRICT prepared this Agreement in its final form.

17. DISTRICT shall not record or permit to be recorded in the official records of the county where COMMISSION's property or the BASINS & FACILITIES are located any memorandum of this Agreement or any other document giving notice of the existence of this Agreement or the conditions granted hereby.

18. The provisions of this Agreement are solely for the benefit of DISTRICT and COMMISSION, and not for the benefit of any third party, and accordingly, no third party shall have the right to enforce the provisions of this Agreement.

19. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which taken together shall constitute one and the same instrument.

//

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IN WITNESS WHEREOF, the parties hereto have executed this Agreement on _____.
(to be filled in by the Clerk of the Board)

RECOMMENDED FOR APPROVAL:

By_____
JASON E. UHLEY
General Manager-Chief Engineer

APPROVED AS TO FORM:

GREGORY P. PRIAMOS
County Counsel

By_____
MARSHA L. VICTOR
Deputy County Counsel

RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

By _____
KAREN SPIEGEL, Chairwoman
Board of Supervisors, Riverside County Flood Control and Water Conservation District

ATTEST:

KECIA HARPER
Clerk of the Board

By _____
Deputy

(SEAL)

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Agreement w/ Riverside County Transportation Commission and the City of Perris
Interim Placentia Avenue Basins and Storm Drains
Project No. 4-0-00546
Miscellaneous No. 181
AMR:blm
03/18/2020

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

By: _____
ANNE E. MAYER
Executive Director

APPROVED AS TO FORM:

By: _____
STEVE DEBAUN
Best Best & Krieger LLP
Counsel to the Riverside County Transportation Commission

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Agreement w/ Riverside County Transportation Commission and the City of Perris
Interim Placentia Avenue Basins and Storm Drains
Project No. 4-0-00546
Miscellaneous No. 181
AMR:blm
03/18/2020

CITY OF PERRIS

By_____
RICHARD BELMUDEZ
City Manager

APPROVED AS TO FORM:

By_____
ERIC DUNN
City Attorney

ATTEST:

By _____
NANCY SALAZAR
City Clerk

(SEAL)

DRAFT

Agreement w/ Riverside County Transportation Commission and the City of Perris
Interim Placentia Avenue Basins and Storm Drains
Project No. 4-0-00546
Miscellaneous No. 181
AMR:blm
03/18/2020

I-215 Placentia Avenue Interchange

I-215 Placentia Avenue Interchange

Revision No.: A (completed 5/??/2020)

Bid Opening Date: 14 MAY 2020

ENGINEER'S ESTIMATE

BID PRICES AND AMOUNTS

Yellow items are > $100kBelow ENGR EST

AVERAGE OF BID AMOUNTS

VARIANCE FROM AVERAGE OF BIDS

SPREAD (HIGH MINUS LOW)

ITEM NUM	ITEM CODE		ITEM DESCRIPTION	UNIT OF MEASURE	BID QTY (A)	ENGINEER'S ESTIMATED PRICE (B)	AMOUNT (C=A x B)	% of Eng Est	LOW BIDDER Riverside Construction Co. PRICE	AMOUNT	% VAR ENGR EST	SECOND BIDDER Griffith Co. PRICE	AMOUNT	% VAR ENGR EST	THIRD BIDDER Ames Construction PRICE	AMOUNT	% VAR ENGR EST	AVERAGE OF BID AMOUNTS PRICE	AMOUNT	% of Total Avg.	% VAR ENGR EST	VARIANCE FROM AVERAGE OF BIDS LOW BIDDER Riverside Construction Co. PRICE	AMOUNT	% Var to Avg	SECOND BIDDER Griffith Co. PRICE	AMOUNT	% Var to Avg	THIRD BIDDER Ames Construction PRICE	AMOUNT	% Var to Avg	SPREAD (HIGH MINUS LOW) PRICE SPREAD	AMOUNT SPREAD	% of Total Avg.	ITEM NUM
1	050000		A CITY/COUNTY PERMIT FEES	LS	1	$ 10,000.00	$ 10,000	0%	1.00	$ 1	-100%	500.00	$ 500	-95%	10,000.00	$ 10,000	0%	3,500.33	$ 3,500	0%	-65%	(3,499.33)	$ (3,499)	-100%	(3,000.33)	$ (3,000)	-86%	6,499.67	$ 6,500	186%	9,999.00	$ 9,999	0%	1
2	070030		LEAD COMPLIANCE PLAN	LS	1	$ 10,000.00	$ 10,000	0%	10,000.00	$ 10,000	0%	4,000.00	$ 4,000	-60%	5,000.00	$ 5,000	-50%	6,333.33	$ 6,333	0%	-37%	3,666.67	$ 3,667	58%	(2,333.33)	$ (2,333)	-37%	(1,333.33)	$ (1,333)	-21%	6,000.00	$ 6,000	0%	2
3	080050		PROGRESS SCHEDULE (CRITICAL PATH METHOD)	LS	1	$ 20,000.00	$ 20,000	0%	25,000.00	$ 25,000	25%	69,000.00	$ 69,000	245%	10,000.00	$ 10,000	-50%	34,666.67	$ 34,667	0%	73%	(9,666.67)	$ (9,667)	-28%	34,333.33	$ 34,333	99%	(24,666.67)	$ (24,667)	-71%	59,000.00	$ 59,000	0%	3
4	090100		TIME-RELATED OVERHEAD (WDAY)	WDAY	500	$ 5,000.00	$ 2,500,000	6%	2,200.00	$ 1,100,000	-56%	900.00	$ 450,000	-82%	3,800.00	$ 1,900,000	-24%	2,300.00	$ 1,150,000	4%	-54%	(100.00)	$ (50,000)	-4%	(1,400.00)	$ (700,000)	-61%	1,500.00	$ 750,000	65%	2,900.00	$ 1,450,000	5%	4
5	100100		DEVELOP WATER SUPPLY	LS	1	$ 50,000.00	$ 50,000	0%	175,000.00	$ 175,000	250%	46,000.00	$ 46,000	-8%	160,000.00	$ 160,000	220%	127,000.00	$ 127,000	0%	154%	48,000.00	$ 48,000	38%	(81,000.00)	$ (81,000)	-64%	33,000.00	$ 33,000	26%	129,000.00	$ 129,000	0%	5
6	120090		CONSTRUCTION AREA SIGNS	LS	1	$ 75,000.00	$ 75,000	0%	50,000.00	$ 50,000	-33%	90,000.00	$ 90,000	20%	95,000.00	$ 95,000	27%	78,333.33	$ 78,333	0%	4%	(28,333.33)	$ (28,333)	-36%	11,666.67	$ 11,667	15%	16,666.67	$ 16,667	21%	45,000.00	$ 45,000	0%	6
7	120100		TRAFFIC CONTROL SYSTEM	LS	1	$ 175,000.00	$ 175,000	0%	350,000.00	$ 350,000	100%	333,000.00	$ 333,000	90%	250,000.00	$ 250,000	43%	311,000.00	$ 311,000	1%	78%	39,000.00	$ 39,000	13%	22,000.00	$ 22,000	7%	(61,000.00)	$ (61,000)	-20%	100,000.00	$ 100,000	0%	7
8	120120		TYPE III BARRICADE	EA	26	$ 350.00	$ 9,100	0%	150.00	$ 3,900	-57%	125.00	$ 3,250	-64%	115.00	$ 2,990	-67%	130.00	$ 3,380	0%	-63%	20.00	$ 520	15%	(5.00)	$ (130)	-4%	(15.00)	$ (390)	-12%	35.00	$ 910	0%	8
9	120149		TEMPORARY PAVEMENT MARKING (PAINT)	SQFT	120	$ 15.00	$ 1,800	0%	5.00	$ 600	-67%	3.00	$ 360	-80%	2.00	$ 240	-87%	3.33	$ 400	0%	-78%	1.67	$ 200	50%	(0.33)	$ (40)	-10%	(1.33)	$ (160)	-40%	3.00	$ 360	0%	9
10	120159		TEMPORARY TRAFFIC STRIPE (PAINT)	LF	53,700	$ 0.50	$ 26,850	0%	0.20	$ 10,740	-60%	0.26	$ 13,962	-48%	0.20	$ 10,740	-60%	0.22	$ 11,814	0%	-56%	(0.02)	$ (1,074)	-9%	0.04	$ 2,148	18%	(0.02)	$ (1,074)	-9%	0.06	$ 3,222	0%	10
11	120165		CHANNELIZER (SURFACE MOUNTED)	EA	110	$ 45.00	$ 4,950	0%	45.00	$ 4,950	0%	37.00	$ 4,070	-18%	50.00	$ 5,500	11%	44.00	$ 4,840	0%	-2%	1.00	$ 110	2%	(7.00)	$ (770)	-16%	6.00	$ 660	14%	13.00	$ 1,430	0%	11
12	120201		PORTABLE RADAR SPEED FEEDBACK SIGN SYSTEMS	LS	1	$ 10,000.00	$ 10,000	0%	30,000.00	$ 30,000	200%	9,000.00	$ 9,000	-10%	25,000.00	$ 25,000	150%	21,333.33	$ 21,333	0%	113%	8,666.67	$ 8,667	41%	(12,333.33)	$ (12,333)	-58%	3,666.67	$ 3,667	17%	21,000.00	$ 21,000	0%	12
13	124000		TEMPORARY PEDESTRIAN ACCESS ROUTE	LS	1	$ 20,000.00	$ 20,000	0%	50,000.00	$ 50,000	150%	8,000.00	$ 8,000	-60%	50,000.00	$ 50,000	150%	36,000.00	$ 36,000	0%	80%	14,000.00	$ 14,000	39%	(28,000.00)	$ (28,000)	-78%	14,000.00	$ 14,000	39%	42,000.00	$ 42,000	0%	13
14	128652		PORTABLE CHANGEABLE MESSAGE SIGN (LS)	LS	1	$ 50,000.00	$ 50,000	0%	75,000.00	$ 75,000	50%	22,000.00	$ 22,000	-56%	50,000.00	$ 50,000	0%	49,000.00	$ 49,000	0%	-2%	26,000.00	$ 26,000	53%	(27,000.00)	$ (27,000)	-55%	1,000.00	$ 1,000	2%	53,000.00	$ 53,000	0%	14
15	129000		TEMPORARY RAILING (TYPE K)	LF	12,300	$ 20.00	$ 246,000	1%	15.00	$ 184,500	-25%	17.00	$ 209,100	-15%	11.00	$ 135,300	-45%	14.33	$ 176,300	1%	-28%	0.67	$ 8,200	5%	2.67	$ 32,800	19%	(3.33)	$ (41,000)	-23%	6.00	$ 73,800	0%	15
16	129100		TEMPORARY CRASH CUSHION MODULE	EA	160	$ 270.00	$ 43,200	0%	300.00	$ 48,000	11%	190.00	$ 30,400	-30%	250.00	$ 40,000	-7%	246.67	$ 39,467	0%	-9%	53.33	$ 8,533	22%	(56.67)	$ (9,067)	-23%	3.33	$ 533	1%	110.00	$ 17,600	0%	16
17	130100		JOB SITE MANAGEMENT	LS	1	$ 48,000.00	$ 48,000	0%	100,000.00	$ 100,000	108%	30,000.00	$ 30,000	-38%	90,000.00	$ 90,000	88%	73,333.33	$ 73,333	0%	53%	26,666.67	$ 26,667	36%	(43,333.33)	$ (43,333)	-59%	16,666.67	$ 16,667	23%	70,000.00	$ 70,000	0%	17
18	130300		PREPARE STORM WATER POLLUTION PREVENTION PLAN	LS	1	$ 11,000.00	$ 11,000	0%	35,000.00	$ 35,000	218%	3,000.00	$ 3,000	-73%	10,000.00	$ 10,000	-9%	16,000.00	$ 16,000	0%	45%	19,000.00	$ 19,000	119%	(13,000.00)	$ (13,000)	-81%	(6,000.00)	$ (6,000)	-38%	32,000.00	$ 32,000	0%	18
19	130310		RAIN EVENT ACTION PLAN	EA	22	$ 500.00	$ 11,000	0%	650.00	$ 14,300	30%	675.00	$ 14,850	35%	150.00	$ 3,300	-70%	491.67	$ 10,817	0%	-2%	158.33	$ 3,483	32%	183.33	$ 4,033	37%	(341.67)	$ (7,517)	-69%	525.00	$ 11,550	0%	19
20	130320		STORM WATER SAMPLING AND ANALYSIS DAY	EA	14	$ 1,200.00	$ 16,800	0%	650.00	$ 9,100	-46%	470.00	$ 6,580	-61%	250.00	$ 3,500	-79%	456.67	$ 6,393	0%	-62%	193.33	$ 2,707	42%	13.33	$ 187	3%	(206.67)	$ (2,893)	-45%	400.00	$ 5,600	0%	20
21	130330		STORM WATER ANNUAL REPORT	EA	2	$ 2,000.00	$ 4,000	0%	650.00	$ 1,300	-68%	450.00	$ 900	-78%	1,000.00	$ 2,000	-50%	700.00	$ 1,400	0%	-65%	(50.00)	$ (100)	-7%	(250.00)	$ (500)	-36%	300.00	$ 600	43%	550.00	$ 1,100	0%	21
22	130505		MOVE-IN/MOVE-OUT (TEMPORARY EROSION CONTROL)	EA	5	$ 748.00	$ 3,740	0%	2,500.00	$ 12,500	234%	2,800.00	$ 14,000	274%	500.00	$ 2,500	-33%	1,933.33	$ 9,667	0%	158%	566.67	$ 2,833	29%	866.67	$ 4,333	45%	(1,433.33)	$ (7,167)	-74%	2,300.00	$ 11,500	0%	22
23	130530		TEMPORARY HYDRAULIC MULCH (BONDED FIBER MATRIX)	SQYD	247,000	$ 0.75	$ 185,250	0%	0.55	$ 135,850	-27%	0.51	$ 125,970	-32%	0.70	$ 172,900	-7%	0.59	$ 144,907	0%	-22%	(0.04)	$ (9,057)	-6%	(0.08)	$ (18,937)	-13%	0.11	$ 27,993	19%	0.19	$ 46,930	0%	23
24	130610		TEMPORARY CHECK DAM	LF	5,300	$ 8.00	$ 42,400	0%	6.00	$ 31,800	-25%	2.78	$ 14,734	-65%	4.00	$ 21,200	-50%	4.26	$ 22,578	0%	-47%	1.74	$ 9,222	41%	(1.48)	$ (7,844)	-35%	(0.26)	$ (1,378)	-6%	3.22	$ 17,066	0%	24
25	130620		TEMPORARY DRAINAGE INLET PROTECTION	EA	71	$ 268.00	$ 19,028	0%	250.00	$ 17,750	-7%	275.00	$ 19,525	3%	400.00	$ 28,400	49%	308.33	$ 21,892	0%	15%	(58.33)	$ (4,142)	-19%	(33.33)	$ (2,367)	-11%	91.67	$ 6,508	30%	150.00	$ 10,650	0%	25
26	130640		TEMPORARY FIBER ROLL	LF	69,200	$ 5.00	$ 346,000	1%	3.50	$ 242,200	-30%	2.33	$ 161,236	-53%	3.50	$ 242,200	-30%	3.11	$ 215,212	1%	-38%	0.39	$ 26,988	13%	(0.78)	$ (53,976)	-25%	0.39	$ 26,988	13%	1.17	$ 80,964	0%	26
27	130710		TEMPORARY CONSTRUCTION ENTRANCE	EA	8	$ 4,300.00	$ 34,400	0%	5,000.00	$ 40,000	16%	5,000.00	$ 40,000	16%	3,000.00	$ 24,000	-30%	4,333.33	$ 34,667	0%	1%	666.67	$ 5,333	15%	666.67	$ 5,333	15%	(1,333.33)	$ (10,667)	-31%	2,000.00	$ 16,000	0%	27
28	130730		STREET SWEEPING	LS	1	$ 105,600.00	$ 105,600	0%	50,000.00	$ 50,000	-53%	23,000.00	$ 23,000	-78%	100,000.00	$ 100,000	-5%	57,666.67	$ 57,667	0%	-45%	(7,666.67)	$ (7,667)	-13%	(34,666.67)	$ (34,667)	-60%	42,333.33	$ 42,333	73%	77,000.00	$ 77,000	0%	28
29	130900		TEMPORARY CONCRETE WASHOUT	LS	1	$ 40,260.00	$ 40,260	0%	35,000.00	$ 35,000	-13%	32,000.00	$ 32,000	-21%	50,000.00	$ 50,000	24%	39,000.00	$ 39,000	0%	-3%	(4,000.00)	$ (4,000)	-10%	(7,000.00)	$ (7,000)	-18%	11,000.00	$ 11,000	28%	18,000.00	$ 18,000	0%	29
30	141103		REMOVE YELLOW THERMOPLASTIC TRAFFIC STRIPE (HAZAR	LF	22,300	$ 2.00	$ 44,600	0%	0.30	$ 6,690	-85%	0.33	$ 7,359	-84%	0.25	$ 5,575	-88%	0.29	$ 6,541	0%	-85%	0.01	$ 149	2%	0.04	$ 818	13%	(0.04)	$ (966)	-15%	0.08	$ 1,784	0%	30
31	141120		TREATED WOOD WASTE	LB	13,400	$ 0.70	$ 9,380	0%	0.50	$ 6,700	-29%	0.43	$ 5,762	-39%	0.25	$ 3,350	-64%	0.39	$ 5,271	0%	-44%	0.11	$ 1,429	27%	0.04	$ 491	9%	(0.14)	$ (1,921)	-36%	0.25	$ 3,350	0%	31
32	146007		INVASIVE SPECIES CONTROL	LS	1	$ 5,000.00	$ 5,000	0%	15,000.00	$ 15,000	200%	21,000.00	$ 21,000	320%	20,000.00	$ 20,000	300%	18,666.67	$ 18,667	0%	273%	(3,666.67)	$ (3,667)	-20%	2,333.33	$ 2,333	13%	1,333.33	$ 1,333	7%	6,000.00	$ 6,000	0%	32
33	153121		REMOVE CONCRETE (CY)	CY	830	$ 209.00	$ 173,470	0%	50.00	$ 41,500	-76%	22.00	$ 18,260	-89%	40.00	$ 33,200	-81%	37.33	$ 30,987	0%	-82%	12.67	$ 10,513	34%	(15.33)	$ (12,727)	-41%	2.67	$ 2,213	7%	28.00	$ 23,240	0%	33
34	160110		TEMPORARY HIGH-VISIBILITY FENCE	LF	380	$ 15.00	$ 5,700	0%	10.00	$ 3,800	-33%	5.30	$ 2,014	-65%	8.00	$ 3,040	-47%	7.77	$ 2,951	0%	-48%	2.23	$ 849	29%	(2.47)	$ (937)	-32%	0.23	$ 89	3%	4.70	$ 1,786	0%	34
35	170103		CLEARING AND GRUBBING (LS)	LS	1	$ 50,000.00	$ 50,000	0%	150,000.00	$ 150,000	200%	148,000.00	$ 148,000	196%	160,000.00	$ 160,000	220%	152,666.67	$ 152,667	0%	205%	(2,666.67)	$ (2,667)	-2%	(4,666.67)	$ (4,667)	-3%	7,333.33	$ 7,333	5%	12,000.00	$ 12,000	0%	35
36	190101		ROADWAY EXCAVATION	CY	372,000	$ 15.00	$ 5,580,000	13%	4.50	$ 1,674,000	-70%	4.87	$ 1,811,640	-68%	7.70	$ 2,864,400	-49%	5.69	$ 2,116,680	7%	-62%	(1.19)	$ (442,680)	-21%	(0.82)	$ (305,040)	-14%	2.01	$ 747,720	35%	3.20	$ 1,190,400	4%	36
37	F	192001	STRUCTURE EXCAVATION (CY)	CY	13,726	$ 73.00	$ 1,001,998	2%	10.00	$ 137,260	-86%	17.00	$ 233,342	-77%	11.00	$ 150,986	-85%	12.67	$ 173,863	1%	-83%	(2.67)	$ (36,603)	-21%	4.33	$ 59,479	34%	(1.67)	$ (22,877)	-13%	7.00	$ 96,082	0%	37
38	F	192003	STRUCTURE EXCAVATION (BRIDGE)	CY	1,661	$ 100.00	$ 166,100	0%	185.00	$ 307,285	85%	40.00	$ 66,440	-60%	91.00	$ 151,151	-9%	105.33	$ 174,959	1%	5%	79.67	$ 132,326	76%	(65.33)	$ (108,519)	-62%	(14.33)	$ (23,808)	-14%	145.00	$ 240,845	1%	38
39	F	193001	STRUCTURE BACKFILL	CY	4,388	$ 100.00	$ 438,800	1%	75.00	$ 329,100	-25%	52.00	$ 228,176	-48%	31.00	$ 136,028	-69%	52.67	$ 231,101	1%	-47%	22.33	$ 97,999	42%	(0.67)	$ (2,925)	-1%	(21.67)	$ (95,073)	-41%	44.00	$ 193,072	1%	39
40	F	193003	STRUCTURE BACKFILL (BRIDGE)	CY	1,503	$ 80.00	$ 120,240	0%	185.00	$ 278,055	131%	47.40	$ 71,242	-41%	40.00	$ 60,120	-50%	90.80	$ 136,472	0%	14%	94.20	$ 141,583	104%	(43.40)	$ (65,230)	-48%	(50.80)	$ (76,352)	-56%	145.00	$ 217,935	1%	40
41	194001		DITCH EXCAVATION	CY	10,900	$ 22.00	$ 239,800	1%	4.50	$ 49,050	-80%	36.00	$ 392,400	64%	10.00	$ 109,000	-55%	16.83	$ 183,483	1%	-23%	(12.33)	$ (134,433)	-73%	19.17	$ 208,917	114%	(6.83)	$ (74,483)	-41%	31.50	$ 343,350	1%	41
42	198010		IMPORTED BORROW (CY)	CY	26,700	$ 25.00	$ 667,500	2%	4.50	$ 120,150	-82%	13.00	$ 347,100	-48%	1.00	$ 26,700	-96%	6.17	$ 164,650	1%	-75%	(1.67)	$ (44,500)	-27%	6.83	$ 182,450	111%	(5.17)	$ (137,950)	-84%	12.00	$ 320,400	1%	42
43	198209		SUBGRADE ENHANCEMENT GEOTEXTILE, CLASS B2	SQYD	14,900	$ 2.30	$ 34,270	0%	2.50	$ 37,250	9%	1.84	$ 27,416	-20%	2.75	$ 40,975	20%	2.36	$ 35,214	0%	3%	0.14	$ 2,036	6%	(0.52)	$ (7,798)	-22%	0.39	$ 5,761	16%	0.91	$ 13,559	0%	43
44	200000		A SHREDDED BARK MULCH	CY	70	$ 47.00	$ 3,290	0%	78.00	$ 5,460	66%	72.00	$ 5,040	53%	95.00	$ 6,650	102%	81.67	$ 5,717	0%	74%	(3.67)	$ (257)	-4%	(9.67)	$ (677)	-12%	13.33	$ 933	16%	23.00	$ 1,610	0%	44
45	200114		ROCK BLANKET	SQFT	45,700	$ 15.00	$ 685,500	2%	10.00	$ 457,000	-33%	10.28	$ 469,796	-31%	10.00	$ 457,000	-33%	10.09	$ 461,265	1%	-33%	(0.09)	$ (4,265)	-1%	0.19	$ 8,531	2%	(0.09)	$ (4,265)	-1%	0.28	$ 12,796	0%	45
46	200123		CULTIVATION	SQYD	10,700	$ 10.00	$ 107,000	0%	2.00	$ 21,400	-80%	1.84	$ 19,688	-82%	1.30	$ 13,910	-87%	1.71	$ 18,333	0%	-83%	0.29	$ 3,067	17%	0.13	$ 1,355	7%	(0.41)	$ (4,423)	-24%	0.70	$ 7,490	0%	46
47	202006		SOIL AMENDMENT	CY	31	$ 42.00	$ 1,302	0%	37.00	$ 1,147	-12%	34.00	$ 1,054	-19%	50.00	$ 1,550	19%	40.33	$ 1,250	0%	-4%	(3.33)	$ (103)	-8%	(6.33)	$ (196)	-16%	9.67	$ 300	24%	16.00	$ 496	0%	47
48	202038		PACKET FERTILIZER	EA	3,300	$ 2.50	$ 8,250	0%	0.25	$ 825	-90%	0.21	$ 693	-92%	0.15	$ 495	-94%	0.20	$ 671	0%	-92%	0.05	$ 154	23%	0.01	$ 22	3%	(0.05)	$ (176)	-26%	0.10	$ 330	0%	48
49	204000		A PLANT (GROUP Z) - 10' SKINNED	EA	8	$ 6,000.00	$ 48,000	0%	7,200.00	$ 57,600	20%	6,800.00	$ 54,400	13%	7,300.00	$ 58,400	22%	7,100.00	$ 56,800	0%	18%	100.00	$ 800	1%	(300.00)	$ (2,400)	-4%	200.00	$ 1,600	3%	500.00	$ 4,000	0%	49
50	204001		A PLANT (GROUP Z) - 12' SKINNED	EA	16	$ 7,500.00	$ 120,000	0%	8,500.00	$ 136,000	13%	7,900.00	$ 126,400	5%	8,500.00	$ 136,000	13%	8,300.00	$ 132,800	0%	11%	200.00	$ 3,200	2%	(400.00)	$ (6,400)	-5%	200.00	$ 3,200	2%	600.00	$ 9,600	0%	50
51	204011		PLANT (GROUP K)	EA	55	$ 325.00	$ 17,875	0%	460.00	$ 25,300	42%	430.00	$ 23,650	32%	320.00	$ 17,600	-2%	403.33	$ 22,183	0%	24%	56.67	$ 3,117	14%	26.67	$ 1,467	7%	(83.33)	$ (4,583)	-21%	140.00	$ 7,700	0%	51
52	204035		PLANT (GROUP A)	EA	1,200	$ 13.00	$ 15,600	0%	10.00	$ 12,000	-23%	9.24	$ 11,088	-29%	8.00	$ 9,600	-38%	9.08	$ 10,896	0%	-30%	0.92	$ 1,104	10%	0.16	$ 192	2%	(1.08)	$ (1,296)	-12%	2.00	$ 2,400	0%	52
53	204036		PLANT (GROUP B)	EA	530	$ 32.00	$ 16,960	0%	26.00	$ 13,780	-19%	25.10	$ 13,303	-22%	25.00	$ 13,250	-22%	25.37	$ 13,444	0%	-21%	0.63	$ 336	2%	(0.27)	$ (141)	-1%	(0.37)	$ (194)	-1%	1.00	$ 530	0%	53
54	204038		PLANT (GROUP U)	EA	27	$ 150.00	$ 4,050	0%	200.00	$ 5,400	33%	184.00	$ 4,968	23%	100.00	$ 2,700	-33%	161.33	$ 4,356	0%	8%	38.67	$ 1,044	24%	22.67	$ 612	14%	(61.33)	$ (1,656)	-38%	100.00	$ 2,700	0%	54
55	204099		PLANT ESTABLISHMENT WORK	LS	1	$ 60,000.00	$ 60,000	0%	40,000.00	$ 40,000	-33%	41,000.00	$ 41,000	-32%	18,000.00	$ 18,000	-70%	33,000.00	$ 33,000	0%	-45%	7,000.00	$ 7,000	21%	8,000.00	$ 8,000	24%	(15,000.00)	$ (15,000)	-45%	23,000.00	$ 23,000	0%	55
56	205033		GRAVEL MULCH	SQFT	27,600	$ 5.00	$ 138,000	0%	2.70	$ 74,520	-46%	3.67	$ 101,292	-27%	3.00	$ 82,800	-40%	3.12	$ 86,204	0%	-38%	(0.42)	$ (11,684)	-14%	0.55	$ 15,088	18%	(0.12)	$ (3,404)	-4%	0.97	$ 26,772	0%	56
57	205034		DECOMPOSED GRANITE	SQFT	55,400	$ 6.00	$ 332,400	1%	2.00	$ 110,800	-67%	3.12	$ 172,848	-48%	2.10	$ 116,340	-65%	2.41	$ 133,329	0%	-60%	(0.41)	$ (22,529)	-17%	0.71	$ 39,519	30%	(0.31)	$ (16,989)	-13%	1.12	$ 62,048	0%	57
58	206000		A BOOSTER PUMP (3HP)	EA	1	$ 28,000.00	$ 28,000	0%	40,000.00	$ 40,000	43%	37,000.00	$ 37,000	32%	40,000.00	$ 40,000	43%	39,000.00	$ 39,000	0%	39%	1,000.00	$ 1,000	3%	(2,000.00)	$ (2,000)	-5%	1,000.00	$ 1,000	3%	3,000.00	$ 3,000	0%	58
59	206001		A BOOSTER PUMP (1HP)	EA	1	$ 19,000.00	$ 19,000	0%	27,000.00	$ 27,000	42%	25,000.00	$ 25,000	32%	28,000.00	$ 28,000	47%	26,666.67	$ 26,667	0%	40%	333.33	$ 333	1%	(1,666.67)	$ (1,667)	-6%	1,333.33	$ 1,333	5%	3,000.00	$ 3,000	0%	59
60	206559		CONTROL AND NEUTRAL CONDUCTORS (ARMOR-CLAD)	LS	1	$ 70,000.00	$ 70,000	0%	2,800.00	$ 2,800	-96%	2,600.00	$ 2,600	-96%	5,000.00	$ 5,000	-93%	3,466.67	$ 3,467	0%	-95%	(666.67)	$ (667)	-19%	(866.67)	$ (867)	-25%	1,533.33	$ 1,533	44%	2,400.00	$ 2,400	0%	60
61	206562		1" REMOTE CONTROL VALVE	EA	20	$ 400.00	$ 8,000	0%	415.00	$ 8,300	4%	390.00	$ 7,800	-3%	300.00	$ 6,000	-25%	368.33	$ 7,367	0%	-8%	46.67	$ 933	13%	21.67	$ 433	6%	(68.33)	$ (1,367)	-19%	115.00	$ 2,300	0%	61
62	206564		1 1/2" REMOTE CONTROL VALVE	EA	13	$ 600.00	$ 7,800	0%	500.00	$ 6,500	-17%	470.00	$ 6,110	-22%	375.00	$ 4,875	-38%	448.33	$ 5,828	0%	-25%	51.67	$ 672	12%	21.67	$ 282	5%	(73.33)	$ (953)	-16%	125.00	$ 1,625	0%	62

I-215 Placentia Avenue Interchange

Revision No.: A (completed 5/7?/2020)

Bid Opening Date: 14 MAY 2020

ENGINEER'S ESTIMATE

BID PRICES AND AMOUNTS

Yellow items are > $100k Below ENGR EST

AVERAGE OF BID AMOUNTS

VARIANCE FROM AVERAGE OF BIDS

SPREAD (HIGH MINUS LOW)

ITEM NUM		ITEM CODE	ITEM DESCRIPTION	UNIT OF MEASURE	BID QTY (A)	ENGINEER'S ESTIMATED PRICE (B)	AMOUNT (C=A x B)	% of Eng Est	LOW BIDDER Riverside Construction Co. PRICE	LOW BIDDER Riverside Construction Co. AMOUNT	LOW BIDDER Riverside Construction Co. % VAR ENGR EST	SECOND BIDDER Griffith Co. PRICE	SECOND BIDDER Griffith Co. AMOUNT	SECOND BIDDER Griffith Co. % VAR ENGR EST	THIRD BIDDER Ames Construction PRICE	THIRD BIDDER Ames Construction AMOUNT	THIRD BIDDER Ames Construction % VAR ENGR EST	AVERAGE OF BID AMOUNTS PRICE	AVERAGE OF BID AMOUNTS AMOUNT	AVERAGE OF BID AMOUNTS % of Total Avg.	AVERAGE OF BID AMOUNTS % VAR ENGR EST	VARIANCE FROM AVERAGE OF BIDS LOW BIDDER Riverside Construction Co. PRICE	VARIANCE FROM AVERAGE OF BIDS LOW BIDDER Riverside Construction Co. AMOUNT	VARIANCE FROM AVERAGE OF BIDS LOW BIDDER Riverside Construction Co. % Var to Avg	VARIANCE FROM AVERAGE OF BIDS SECOND BIDDER Griffith Co. PRICE	VARIANCE FROM AVERAGE OF BIDS SECOND BIDDER Griffith Co. AMOUNT	VARIANCE FROM AVERAGE OF BIDS SECOND BIDDER Griffith Co. % Var to Avg	VARIANCE FROM AVERAGE OF BIDS THIRD BIDDER Ames Construction PRICE	VARIANCE FROM AVERAGE OF BIDS THIRD BIDDER Ames Construction AMOUNT	VARIANCE FROM AVERAGE OF BIDS THIRD BIDDER Ames Construction % Var to Avg	SPREAD (HIGH MINUS LOW) PRICE SPREAD	SPREAD (HIGH MINUS LOW) AMOUNT SPREAD	SPREAD (HIGH MINUS LOW) % of Total Avg.	ITEM NUM
63		206565	2" REMOTE CONTROL VALVE	EA	2	$ 800.00	$ 1,600	0%	285.00	$ 570	-64%	267.00	$ 534	-67%	425.00	$ 850	-47%	325.67	$ 651	0%	-59%	(40.67)	$ (81)	-12%	(58.67)	$ (117)	-18%	99.33	$ 199	31%	158.00	$ 316	0%	63
64		206634	2" WYE STRAINER ASSEMBLY	EA	2	$ 1,500.00	$ 3,000	0%	585.00	$ 1,170	-61%	550.00	$ 1,100	-63%	400.00	$ 800	-73%	511.67	$ 1,023	0%	-66%	73.33	$ 147	14%	38.33	$ 77	7%	(111.67)	$ (223)	-22%	185.00	$ 370	0%	64
65		206763	A 24-40 STATION IRRIGATION CONTROLLER (WALL MOUNTED)	EA	2	$ 7,500.00	$ 15,000	0%	22,000.00	$ 44,000	193%	20,000.00	$ 40,000	167%	11,000.00	$ 22,000	47%	17,666.67	$ 35,333	0%	136%	4,333.33	$ 8,667	25%	2,333.33	$ 4,667	13%	(6,666.67)	$ (13,333)	-38%	11,000.00	$ 22,000	0%	65
66		208000	A 1.5" SUB-WATER METER (HYDROMETER)	EA	1	$ 2,500.00	$ 2,500	0%	1,100.00	$ 1,100	-56%	1,040.00	$ 1,040	-58%	2,000.00	$ 2,000	-20%	1,380.00	$ 1,380	0%	-45%	(280.00)	$ (280)	-20%	(340.00)	$ (340)	-25%	620.00	$ 620	45%	960.00	$ 960	0%	66
67		208001	A 2" BALL VALVE	EA	14	$ 300.00	$ 4,200	0%	345.00	$ 4,830	15%	325.00	$ 4,550	8%	250.00	$ 3,500	-17%	306.67	$ 4,293	0%	2%	38.33	$ 537	13%	18.33	$ 257	6%	(56.67)	$ (793)	-18%	95.00	$ 1,330	0%	67
68	F	208044	3" GALVANIZED STEEL PIPE (SUPPLY LINE ON BRIDGE)	LF	280	$ 45.00	$ 12,600	0%	100.00	$ 28,000	122%	285.00	$ 79,800	533%	100.00	$ 28,000	122%	161.67	$ 45,267	0%	259%	(61.67)	$ (17,267)	-38%	123.33	$ 34,533	76%	(61.67)	$ (17,267)	-38%	185.00	$ 51,800	0%	68
69		208301	IRRIGATION CONTROLLER ENCLOSURE CABINET	EA	2	$ 3,500.00	$ 7,000	0%	3,800.00	$ 7,600	9%	3,540.00	$ 7,080	1%	2,000.00	$ 4,000	-43%	3,113.33	$ 6,227	0%	-11%	686.67	$ 1,373	22%	426.67	$ 853	14%	(1,113.33)	$ (2,227)	-36%	1,800.00	$ 3,600	0%	69
70		208423	1" BACKFLOW PREVENTER ASSEMBLY	EA	1	$ 3,000.00	$ 3,000	0%	1,000.00	$ 1,000	-67%	960.00	$ 960	-68%	1,500.00	$ 1,500	-50%	1,153.33	$ 1,153	0%	-62%	(153.33)	$ (153)	-13%	(193.33)	$ (193)	-17%	346.67	$ 347	30%	540.00	$ 540	0%	70
71		208426	2" BACKFLOW PREVENTER ASSEMBLY	EA	1	$ 5,000.00	$ 5,000	0%	1,500.00	$ 1,500	-70%	1,386.00	$ 1,386	-72%	2,500.00	$ 2,500	-50%	1,795.33	$ 1,795	0%	-64%	(295.33)	$ (295)	-16%	(409.33)	$ (409)	-23%	704.67	$ 705	39%	1,114.00	$ 1,114	0%	71
72		208440	BACKFLOW PREVENTER ENCLOSURE	EA	2	$ 5,000.00	$ 10,000	0%	2,800.00	$ 5,600	-44%	2,625.00	$ 5,250	-48%	2,500.00	$ 5,000	-50%	2,641.67	$ 5,283	0%	-47%	158.33	$ 317	6%	(16.67)	$ (33)	-1%	(141.67)	$ (283)	-5%	300.00	$ 600	0%	72
73		208442	FLOW SENSOR	EA	2	$ 800.00	$ 1,600	0%	950.00	$ 1,900	19%	900.00	$ 1,800	13%	1,200.00	$ 2,400	50%	1,016.67	$ 2,033	0%	27%	(66.67)	$ (133)	-7%	(116.67)	$ (233)	-11%	183.33	$ 367	18%	300.00	$ 600	0%	73
74		208445	TREE WELL SPRINKLER ASSEMBLY	EA	850	$ 100.00	$ 85,000	0%	35.00	$ 29,750	-65%	32.00	$ 27,200	-68%	18.00	$ 15,300	-82%	28.33	$ 24,083	0%	-72%	6.67	$ 5,667	24%	3.67	$ 3,117	13%	(10.33)	$ (8,783)	-36%	17.00	$ 14,450	0%	74
75		208466	RISER SPRINKLER ASSEMBLY (GEAR DRIVEN)	EA	200	$ 70.00	$ 14,000	0%	55.00	$ 11,000	-21%	51.00	$ 10,200	-27%	40.00	$ 8,000	-43%	48.67	$ 9,733	0%	-30%	6.33	$ 1,267	13%	2.33	$ 467	5%	(8.67)	$ (1,733)	-18%	15.00	$ 3,000	0%	75
76		208575	2" GATE VALVE	EA	3	$ 800.00	$ 2,400	0%	575.00	$ 1,725	-28%	540.00	$ 1,620	-33%	500.00	$ 1,500	-38%	538.33	$ 1,615	0%	-33%	36.67	$ 110	7%	1.67	$ 5	0%	(38.33)	$ (115)	-7%	75.00	$ 225	0%	76
77		208588	3" GATE VALVE	EA	6	$ 1,100.00	$ 6,600	0%	2,200.00	$ 13,200	100%	1,200.00	$ 7,200	9%	1,100.00	$ 6,600	0%	1,500.00	$ 9,000	0%	36%	700.00	$ 4,200	47%	(300.00)	$ (1,800)	-20%	(400.00)	$ (2,400)	-27%	1,100.00	$ 6,600	0%	77
78	F	208594	3/4" PLASTIC PIPE (SCHEDULE 40) (SUPPLY LINE)	LF	12,350	$ 3.00	$ 37,050	0%	3.65	$ 45,078	22%	3.40	$ 41,990	13%	3.00	$ 37,050	0%	3.35	$ 41,373	0%	12%	0.30	$ 3,705	9%	0.05	$ 618	1%	(0.35)	$ (4,323)	-10%	0.65	$ 8,028	0%	78
79	F	208595	1" PLASTIC PIPE (SCHEDULE 40) (SUPPLY LINE)	LF	9,590	$ 4.00	$ 38,360	0%	3.75	$ 35,963	-6%	3.50	$ 33,565	-13%	3.50	$ 33,565	-13%	3.58	$ 34,364	0%	-10%	0.17	$ 1,598	5%	(0.08)	$ (799)	-2%	(0.08)	$ (799)	-2%	0.25	$ 2,398	0%	79
80	F	208597	1 1/2" PLASTIC PIPE (SCHEDULE 40) (SUPPLY LINE)	LF	6,100	$ 5.00	$ 30,500	0%	4.05	$ 24,705	-19%	3.83	$ 23,363	-23%	4.50	$ 27,450	-10%	4.13	$ 25,173	0%	-17%	(0.08)	$ (468)	-2%	(0.30)	$ (1,810)	-7%	0.37	$ 2,277	9%	0.67	$ 4,087	0%	80
81	F	208598	2" PLASTIC PIPE (SCHEDULE 40) (SUPPLY LINE)	LF	1,000	$ 6.50	$ 6,500	0%	4.50	$ 4,500	-31%	4.23	$ 4,230	-35%	5.00	$ 5,000	-23%	4.58	$ 4,577	0%	-30%	(0.08)	$ (77)	-2%	(0.35)	$ (347)	-8%	0.42	$ 423	9%	0.77	$ 770	0%	81
82	F	208607	3" PLASTIC PIPE (CLASS 315) (SUPPLY LINE)	LF	4,600	$ 8.50	$ 39,100	0%	7.80	$ 35,880	-8%	7.30	$ 33,580	-14%	7.00	$ 32,200	-18%	7.37	$ 33,887	0%	-13%	0.43	$ 1,993	6%	(0.07)	$ (307)	-1%	(0.37)	$ (1,687)	-5%	0.80	$ 3,680	0%	82
83		208691	A 6" PVC PIPE CONDUIT (SCH. 40) (UNDER ROCK BLANKETS)	LF	120	$ 40.00	$ 4,800	0%	8.80	$ 1,056	-78%	8.25	$ 990	-79%	35.00	$ 4,200	-13%	17.35	$ 2,082	0%	-57%	(8.55)	$ (1,026)	-49%	(9.10)	$ (1,092)	-52%	17.65	$ 2,118	102%	26.75	$ 3,210	0%	83
84		208692	A 4" PVC CONDUIT (SCHEDULE 80)	LF	280	$ 25.00	$ 7,000	0%	8.50	$ 2,380	-66%	7.90	$ 2,212	-68%	30.00	$ 8,400	20%	15.47	$ 4,331	0%	-38%	(6.97)	$ (1,951)	-45%	(7.57)	$ (2,119)	-49%	14.53	$ 4,069	94%	22.10	$ 6,188	0%	84
85		208760	10" CORRUGATED STEEL PIPE CONDUIT (.064" THICK)	LF	860	$ 150.00	$ 129,000	0%	70.00	$ 60,200	-53%	67.00	$ 57,620	-55%	70.00	$ 60,200	-53%	69.00	$ 59,340	0%	-54%	1.00	$ 860	1%	(2.00)	$ (1,720)	-3%	1.00	$ 860	1%	3.00	$ 2,580	0%	85
86		210430	HYDROSEED	SQFT	2,356,000	$ 0.15	$ 353,400	1%	0.19	$ 447,640	27%	0.20	$ 471,200	33%	0.24	$ 565,440	60%	0.21	$ 494,760	2%	40%	(0.02)	$ (47,120)	-10%	(0.01)	$ (23,560)	-5%	0.03	$ 70,680	14%	0.05	$ 117,800	0%	86
87		250201	CLASS 2 AGGREGATE SUBBASE	CY	400	$ 45.00	$ 18,000	0%	70.00	$ 28,000	56%	86.00	$ 34,400	91%	46.00	$ 18,400	2%	67.33	$ 26,933	0%	50%	2.67	$ 1,067	4%	18.67	$ 7,467	28%	(21.33)	$ (8,533)	-32%	40.00	$ 16,000	0%	87
88		260203	CLASS 2 AGGREGATE BASE (CY)	CY	20,800	$ 45.00	$ 936,000	2%	48.00	$ 998,400	7%	53.00	$ 1,102,400	18%	38.00	$ 790,400	-16%	46.33	$ 963,733	3%	3%	1.67	$ 34,667	4%	6.67	$ 138,667	14%	(8.33)	$ (173,333)	-18%	15.00	$ 312,000	1%	88
89		280000	LEAN CONCRETE BASE	CY	1,090	$ 250.00	$ 272,500	1%	205.00	$ 223,450	-18%	200.00	$ 218,000	-20%	260.00	$ 283,400	4%	221.67	$ 241,617	1%	-11%	(16.67)	$ (18,167)	-8%	(21.67)	$ (23,617)	-10%	38.33	$ 41,783	17%	60.00	$ 65,400	0%	89
90		280015	LEAN CONCRETE BASE RAPID SETTING	CY	35	$ 500.00	$ 17,500	0%	435.00	$ 15,225	-13%	420.00	$ 14,700	-16%	400.00	$ 14,000	-20%	418.33	$ 14,642	0%	-16%	16.67	$ 583	4%	1.67	$ 58	0%	(18.33)	$ (642)	-4%	35.00	$ 1,225	0%	90
91		360200	BASE BOND BREAKER	SQYD	210	$ 5.00	$ 1,050	0%	14.00	$ 2,940	180%	15.00	$ 3,150	200%	4.00	$ 840	-20%	11.00	$ 2,310	0%	120%	3.00	$ 630	27%	4.00	$ 840	36%	(7.00)	$ (1,470)	-64%	11.00	$ 2,310	0%	91
92		374002	ASPHALTIC EMULSION (FOG SEAL COAT)	TON	22	$ 1,500.00	$ 33,000	0%	1,340.00	$ 29,480	-11%	1,350.00	$ 29,700	-10%	1,400.00	$ 30,800	-7%	1,363.33	$ 29,993	0%	-9%	(23.33)	$ (513)	-2%	(13.33)	$ (293)	-1%	36.67	$ 807	3%	60.00	$ 1,320	0%	92
93		390100	PRIME COAT	TON	150	$ 1,000.00	$ 150,000	0%	1,135.00	$ 170,250	14%	970.00	$ 145,500	-3%	675.00	$ 101,250	-33%	926.67	$ 139,000	0%	-7%	208.33	$ 31,250	22%	43.33	$ 6,500	5%	(251.67)	$ (37,750)	-27%	460.00	$ 69,000	0%	93
94		390132	HOT MIX ASPHALT (TYPE A)	TON	44,200	$ 95.00	$ 4,199,000	10%	78.00	$ 3,447,600	-18%	79.00	$ 3,491,800	-17%	81.00	$ 3,580,200	-15%	79.33	$ 3,506,533	11%	-16%	(1.33)	$ (58,933)	-2%	(0.33)	$ (14,733)	0%	1.67	$ 73,667	2%	3.00	$ 132,600	0%	94
95		390137	RUBBERIZED HOT MIX ASPHALT (GAP GRADED)	TON	8,250	$ 115.00	$ 948,750	2%	95.00	$ 783,750	-17%	84.00	$ 693,000	-27%	97.00	$ 800,250	-16%	92.00	$ 759,000	2%	-20%	3.00	$ 24,750	3%	(8.00)	$ (66,000)	-9%	5.00	$ 41,250	5%	13.00	$ 107,250	0%	95
96		390161	HOT MIX ASPHALT (BRIDGE)	TON	76	$ 400.00	$ 30,400	0%	275.00	$ 20,900	-31%	208.00	$ 15,808	-48%	280.00	$ 21,280	-30%	254.33	$ 19,329	0%	-36%	20.67	$ 1,571	8%	(46.33)	$ (3,521)	-18%	25.67	$ 1,951	10%	72.00	$ 5,472	0%	96
97		394070	A PLACE HOT MIX ASPHALT DIKE (CO STD)	LF	2,910	$ 3.00	$ 8,730	0%	2.00	$ 5,820	-33%	3.50	$ 10,185	17%	2.70	$ 7,857	-10%	2.73	$ 7,954	0%	-9%	(0.73)	$ (2,134)	-27%	0.77	$ 2,231	28%	(0.03)	$ (97)	-1%	1.50	$ 4,365	0%	97
98		394074	PLACE HOT MIX ASPHALT DIKE (TYPE C)	LF	130	$ 7.00	$ 910	0%	2.00	$ 260	-71%	3.50	$ 455	-50%	2.70	$ 351	-61%	2.73	$ 355	0%	-61%	(0.73)	$ (95)	-27%	0.77	$ 100	28%	(0.03)	$ (4)	-1%	1.50	$ 195	0%	98
99		394076	PLACE HOT MIX ASPHALT DIKE (TYPE E)	LF	5,280	$ 8.00	$ 42,240	0%	2.00	$ 10,560	-75%	3.50	$ 18,480	-56%	2.70	$ 14,256	-66%	2.73	$ 14,432	0%	-66%	(0.73)	$ (3,872)	-27%	0.77	$ 4,048	28%	(0.03)	$ (176)	-1%	1.50	$ 7,920	0%	99
100		394077	PLACE HOT MIX ASPHALT DIKE (TYPE F)	LF	750	$ 3.05	$ 2,288	0%	2.00	$ 1,500	-34%	3.50	$ 2,625	15%	2.70	$ 2,025	-11%	2.73	$ 2,050	0%	-10%	(0.73)	$ (550)	-27%	0.77	$ 575	28%	(0.03)	$ (25)	-1%	1.50	$ 1,125	0%	100
101		394079	A PLACE HOT MIX ASPHALT DIKE (TYPE E Mod)	LF	400	$ 8.00	$ 3,200	0%	4.00	$ 1,600	-50%	6.00	$ 2,400	-25%	2.70	$ 1,080	-66%	4.23	$ 1,693	0%	-47%	(0.23)	$ (93)	-6%	1.77	$ 707	42%	(1.53)	$ (613)	-36%	3.30	$ 1,320	0%	101
102		397005	TACK COAT	TON	75	$ 550.00	$ 41,250	0%	1,250.00	$ 93,750	127%	750.00	$ 56,250	36%	1,000.00	$ 75,000	82%	1,000.00	$ 75,000	0%	82%	250.00	$ 18,750	25%	(250.00)	$ (18,750)	-25%	-	$ -	0%	500.00	$ 37,500	0%	102
103		398001	REMOVE ASPHALT CONCRETE PAVEMENT (SQFT)	SQFT	400,000	$ 1.50	$ 600,000	1%	0.20	$ 80,000	-87%	0.39	$ 156,000	-74%	0.20	$ 80,000	-87%	0.26	$ 105,333	0%	-82%	(0.06)	$ (25,333)	-24%	0.13	$ 50,667	48%	(0.06)	$ (25,333)	-24%	0.19	$ 76,000	0%	103
104		398100	REMOVE ASPHALT CONCRETE DIKE	LF	2,890	$ 1.00	$ 2,890	0%	5.50	$ 15,895	450%	2.65	$ 7,659	165%	1.50	$ 4,335	50%	3.22	$ 9,296	0%	222%	2.28	$ 6,599	71%	(0.57)	$ (1,638)	-18%	(1.72)	$ (4,961)	-53%	4.00	$ 11,560	0%	104
105		398200	COLD PLANE ASPHALT CONCRETE PAVEMENT	SQYD	13,800	$ 12.50	$ 172,500	0%	2.00	$ 27,600	-84%	7.00	$ 96,600	-44%	2.00	$ 27,600	-84%	3.67	$ 50,600	0%	-71%	(1.67)	$ (23,000)	-45%	3.33	$ 46,000	91%	(1.67)	$ (23,000)	-45%	5.00	$ 69,000	0%	105
106		401050	JOINTED PLAIN CONCRETE PAVEMENT	CY	1,830	$ 315.00	$ 576,450	1%	335.00	$ 613,050	6%	325.00	$ 594,750	3%	330.00	$ 603,900	5%	330.00	$ 603,900	2%	5%	5.00	$ 9,150	2%	(5.00)	$ (9,150)	-2%	-	$ -	0%	10.00	$ 18,300	0%	106
107		401055	JOINTED PLAIN CONCRETE PAVEMENT (RSC)	CY	60	$ 800.00	$ 48,000	0%	620.00	$ 37,200	-23%	600.00	$ 36,000	-25%	800.00	$ 48,000	0%	673.33	$ 40,400	0%	-16%	(53.33)	$ (3,200)	-8%	(73.33)	$ (4,400)	-11%	126.67	$ 7,600	19%	200.00	$ 12,000	0%	107
108		414241	ISOLATION JOINT SEAL (SILICONE)	LF	880	$ 18.50	$ 16,280	0%	13.00	$ 11,440	-30%	12.00	$ 10,560	-35%	15.00	$ 13,200	-19%	13.33	$ 11,733	0%	-28%	(0.33)	$ (293)	-3%	(1.33)	$ (1,173)	-10%	1.67	$ 1,467	13%	3.00	$ 2,640	0%	108
109		418005	REMOVE CONCRETE PAVEMENT (SQYD)	SQYD	1,270	$ 35.00	$ 44,450	0%	30.00	$ 38,100	-14%	16.00	$ 20,320	-54%	14.00	$ 17,780	-60%	20.00	$ 25,400	0%	-43%	10.00	$ 12,700	50%	(4.00)	$ (5,080)	-20%	(6.00)	$ (7,620)	-30%	16.00	$ 20,320	0%	109
110		490593	84" PERMANENT STEEL CASING	LF	100	$ 400.00	$ 40,000	0%	850.00	$ 85,000	113%	2,300.00	$ 230,000	475%	2,100.00	$ 210,000	425%	1,750.00	$ 175,000	1%	338%	(900.00)	$ (90,000)	-51%	550.00	$ 55,000	31%	350.00	$ 35,000	20%	1,450.00	$ 145,000	0%	110
111		490603	24" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	580	$ 250.00	$ 145,000	0%	120.00	$ 69,600	-52%	119.00	$ 69,020	-52%	120.00	$ 69,600	-52%	119.67	$ 69,407	0%	-52%	0.33	$ 193	0%	(0.67)	$ (387)	-1%	0.33	$ 193	0%	1.00	$ 580	0%	111
112		490604	30" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	430	$ 250.00	$ 107,500	0%	240.00	$ 103,200	-4%	307.00	$ 132,010	23%	220.00	$ 94,600	-12%	255.67	$ 109,937	0%	2%	(15.67)	$ (6,737)	-6%	51.33	$ 22,073	20%	(35.67)	$ (15,337)	-14%	87.00	$ 37,410	0%	112
113		490611	72" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	210	$ 1,500.00	$ 315,000	1%	665.00	$ 139,650	-56%	2,090.00	$ 438,900	39%	1,000.00	$ 210,000	-33%	1,251.67	$ 262,850	1%	-17%	(586.67)	$ (123,200)	-47%	838.33	$ 176,050	67%	(251.67)	$ (52,850)	-20%	1,425.00	$ 299,250	1%	113
114		490615	18" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	960	$ 150.00	$ 144,000	0%	125.00	$ 120,000	-17%	88.00	$ 84,480	-41%	100.00	$ 96,000	-33%	104.33	$ 100,160	0%	-30%	20.67	$ 19,840	20%	(16.33)	$ (15,680)	-16%	(4.33)	$ (4,160)	-4%	37.00	$ 35,520	0%	114
115		498052	60" CAST-IN-DRILLED-HOLE CONCRETE PILE (SIGN FOUNDATI	LF	45	$ 1,000.00	$ 45,000	0%	1,000.00	$ 45,000	0%	1,100.00	$ 49,500	10%	1,100.00	$ 49,500	10%	1,066.67	$ 48,000	0%	7%	(66.67)	$ (3,000)	-6%	33.33	$ 1,500	3%	33.33	$ 1,500	3%	100.00	$ 4,500	0%	115
116		500001	PRESTRESSING CAST-IN-PLACE CONCRETE	LS	1	$ 41,079.00	$ 41,079	0%	60,000.00	$ 60,000	46%	65,000.00	$ 65,000	58%	65,000.00	$ 65,000	58%	63,333.33	$ 63,333	0%	54%	(3,333.33)	$ (3,333)	-5%	1,666.67	$ 1,667	3%	1,666.67	$ 1,667	3%	5,000.00	$ 5,000	0%	116
117	D	510001	A COUNTY MONUMENT	EA	1	$ 25,000.00	$ 25,000	0%	30,000.00	$ 30,000	20%	54,000.00	$ 54,000	116%	54,000.00	$ 54,000	116%	46,000.00	$ 46,000	0%	84%	(16,000.00)	$ (16,000)	-35%	8,000.00	$ 8,000	17%	8,000.00	$ 8,000	17%	24,000.00	$ 24,000	0%	117
118		510002	A CITY MONUMENT	EA	2	$ 40,000.00	$ 80,000	0%	50,000.00	$ 100,000	25%	66,000.00	$ 132,000	65%	44,000.00	$ 88,000	10%	53,333.33	$ 106,667	0%	33%	(3,333.33)	$ (6,667)	-6%	12,666.67	$ 25,333	24%	(9,333.33)	$ (18,667)	-18%	22,000.00	$ 44,000	0%	118
119	F	510051	STRUCTURAL CONCRETE, BRIDGE FOOTING	CY	210	$ 500.00	$ 105,000	0%	450.00	$ 94,500	-10%	470.00	$ 98,700	-6%	600.00	$ 126,000	20%	506.67	$ 106,400	0%	1%	(56.67)	$ (11,900)	-11%	(36.67)	$ (7,700)	-7%	93.33	$ 19,600	18%	150.00	$ 31,500	0%	119
120	F	510053	STRUCTURAL CONCRETE, BRIDGE	CY	482	$ 1,100.00	$ 530,200	1%	1,450.00	$ 698,900	32%	3,000.00	$ 1,446,000	173%	2,300.00	$ 1,108,600	109%	2,250.00	$ 1,084,500	3%	105%	(800.00)	$ (385,600)	-36%	750.00	$ 361,500	33%	50.00	$ 24,100	2%	1,550.00	$ 747,100	2%	120
121	F	510054	STRUCTURAL CONCRETE, BRIDGE (POLYMER FIBER)	CY	520	$ 900.00	$ 468,000	1%	1,450.00	$ 754,000	61%	278.00	$ 144,560	-69%	980.00	$ 509,600	9%	902.67	$ 469,387	1%	0%	547.33	$ 284,613	61%	(624.67)	$ (324,827)	-69%	77.33	$ 40,213	9%	1,172.00	$ 609,440	2%	121
122	F	510058	STRUCTURAL CONCRETE, WALL	CY	96	$ 600.00	$ 57,600	0%	925.00	$ 88,800	54%	770.00	$ 73,920	28%	1,300.00	$ 124,800	117%	998.33	$ 95,840	0%	66%	(73.33)	$ (7,040)	-7%	(228.33)	$ (21,920)	-23%	301.67	$ 28,960	30%	530.00	$ 50,880	0%	122
123		510081	AGGREGATE BASE (APPROACH SLAB)	CY	47	$ 350.00	$ 16,450	0%	185.00	$ 8,695	-47%	247.00	$ 11,609	-29%	150.00	$ 7,050	-57%	194.00	$ 9,118	0%	-45%	(9.00)	$ (423)	-5%	53.00	$ 2,491	27%	(44.00)	$ (2,068)	-23%	97.00	$ 4,559	0%	123
124	F	510086	STRUCTURAL CONCRETE, APPROACH SLAB (TYPE N)	CY	193	$ 850.00	$ 164,050	0%	750.00	$ 144,750	-12%	927.00	$ 178,911	9%	700.00	$ 135,100	-18%	792.33	$ 152,920	0%	-7%	(42.33)	$ (8,170)	-5%	134.67	$ 25,991	17%	(92.33)	$ (17,820)	-12%	227.00	$ 43,811	0%	124
125		510087	STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R)	CY	470	$ 1,000.00	$ 470,000	1%	650.00	$ 305,500	-35%	695.00	$ 326,650	-31%	700.00	$ 329,000	-30%	681.67	$ 320,383	1%	-32%	(31.67)	$ (14,883)	-5%	13.33	$ 6,267	2%	18.33	$ 8,617	3%	50.00	$ 23,500	0%	125
126	F	510090	STRUCTURAL CONCRETE, BOX CULVERT	CY	2,257	$ 1,200.00	$ 2,708,400	6%	738.00	$ 1,665,666	-39%	590.00	$ 1,331,630	-51%	735.00	$ 1,658,895	-39%	687.67	$ 1,552,064	5%	-43%	50.33	$ 113,602	7%	(97.67)	$ (220,434)	-14%	47.33	$ 106,831	7%	148.00	$ 334,036	1%	126

I-215 Placentia Avenue Interchange

Revision No.: A (completed 5/7?/2020)

Bid Opening Date: 14 MAY 2020

ENGINEER'S ESTIMATE

BID PRICES AND AMOUNTS

Yellow items are > $100k Below ENGR EST

AVERAGE OF BID AMOUNTS

VARIANCE FROM AVERAGE OF BIDS

SPREAD (HIGH MINUS LOW)

ITEM NUM		ITEM CODE	ITEM DESCRIPTION	UNIT OF MEASURE	BID QTY (A)	ENGINEER'S ESTIMATED PRICE (B)	AMOUNT (C=A x B)	% of Eng Est	LOW BIDDER Riverside Construction Co. PRICE	LOW BIDDER Riverside Construction Co. AMOUNT	% VAR ENGR EST	SECOND BIDDER Griffith Co. PRICE	SECOND BIDDER Griffith Co. AMOUNT	% VAR ENGR EST	THIRD BIDDER Ames Construction PRICE	THIRD BIDDER Ames Construction AMOUNT	% VAR ENGR EST	AVERAGE PRICE	AVERAGE AMOUNT	% of Total Avg.	% VAR ENGR EST	VARIANCE LOW BIDDER Riverside Construction Co. PRICE	VARIANCE LOW BIDDER Riverside Construction Co. AMOUNT	% Var to Avg	VARIANCE SECOND BIDDER Griffith Co. PRICE	VARIANCE SECOND BIDDER Griffith Co. AMOUNT	% Var to Avg	VARIANCE THIRD BIDDER Ames Construction PRICE	VARIANCE THIRD BIDDER Ames Construction AMOUNT	% Var to Avg	SPREAD PRICE SPREAD	SPREAD AMOUNT SPREAD	% of Total Avg.	ITEM NUM
127	F	510094	STRUCTURAL CONCRETE, DRAINAGE INLET	CY	133	$ 2,250.00	$ 299,250	1%	2,400.00	$ 319,200	7%	2,275.00	$ 302,575	1%	2,200.00	$ 292,600	-2%	2,291.67	$ 304,792	1%	2%	108.33	$ 14,408	5%	(16.67)	$ (2,217)	-1%	(91.67)	$ (12,192)	-4%	200.00	$ 26,600	0%	127
128	F	510502	MINOR CONCRETE (MINOR STRUCTURE)	CY	105	$ 1,125.00	$ 118,125	0%	2,975.00	$ 312,375	164%	1,450.00	$ 152,250	29%	2,200.00	$ 231,000	96%	2,208.33	$ 231,875	1%	96%	766.67	$ 80,500	35%	(758.33)	$ (79,625)	-34%	(8.33)	$ (875)	0%	1,525.00	$ 160,125	1%	128
129		511036	A BRICK TEXTURE	SQFT	1,880	$ 15.00	$ 28,200	0%	20.00	$ 37,600	33%	31.00	$ 58,280	107%	21.00	$ 39,480	40%	24.00	$ 45,120	0%	60%	(4.00)	$ (7,520)	-17%	7.00	$ 13,160	29%	(3.00)	$ (5,640)	-13%	11.00	$ 20,680	0%	129
130		511106	DRILL AND BOND DOWEL	LF	1,100	$ 35.00	$ 38,500	0%	30.00	$ 33,000	-14%	52.00	$ 57,200	49%	35.00	$ 38,500	0%	39.00	$ 42,900	0%	11%	(9.00)	$ (9,900)	-23%	13.00	$ 14,300	33%	(4.00)	$ (4,400)	-10%	22.00	$ 24,200	0%	130
131		512354	FURNISH PRECAST PRESTRESSED CONCRETE SLAB (TYPE S	SQFT	1,440	$ 45.00	$ 64,800	0%	90.00	$ 129,600	100%	98.00	$ 141,120	118%	160.00	$ 230,400	256%	116.00	$ 167,040	1%	158%	(26.00)	$ (37,440)	-22%	(18.00)	$ (25,920)	-16%	44.00	$ 63,360	38%	70.00	$ 100,800	0%	131
132		512510	ERECT PRECAST PRESTRESSED CONCRETE DECK UNIT	EA	11	$ 1,000.00	$ 11,000	0%	6,000.00	$ 66,000	500%	8,300.00	$ 91,300	730%	3,000.00	$ 33,000	200%	5,766.67	$ 63,433	0%	477%	233.33	$ 2,567	4%	2,533.33	$ 27,867	44%	(2,766.67)	$ (30,433)	-48%	5,300.00	$ 58,300	0%	132
133		519081	JOINT SEAL (MR 1/2")	LF	270	$ 60.00	$ 16,200	0%	60.00	$ 16,200	0%	156.00	$ 42,120	160%	62.00	$ 16,740	3%	92.67	$ 25,020	0%	54%	(32.67)	$ (8,820)	-35%	63.33	$ 17,100	68%	(30.67)	$ (8,280)	-33%	96.00	$ 25,920	0%	133
134		519091	JOINT SEAL (MR 1 1/2")	LF	250	$ 75.00	$ 18,750	0%	100.00	$ 25,000	33%	260.00	$ 65,000	247%	90.00	$ 22,500	20%	150.00	$ 37,500	0%	100%	(50.00)	$ (12,500)	-33%	110.00	$ 27,500	73%	(60.00)	$ (15,000)	-40%	170.00	$ 42,500	0%	134
135	F	520102	BAR REINFORCING STEEL (BRIDGE)	LB	362,029	$ 1.10	$ 398,232	1%	0.95	$ 343,928	-14%	1.70	$ 615,449	55%	0.90	$ 325,826	-18%	1.18	$ 428,401	1%	8%	(0.23)	$ (84,473)	-20%	0.52	$ 187,048	44%	(0.28)	$ (102,575)	-24%	0.80	$ 289,623	1%	135
136	F	520103	BAR REINFORCING STEEL (RETAINING WALL)	LB	54,140	$ 1.10	$ 59,554	0%	0.90	$ 48,726	-18%	0.90	$ 48,726	-18%	0.90	$ 48,726	-18%	0.90	$ 48,726	0%	-18%	-	$ -	0%	-	$ -	0%	-	$ -	0%	-	$ -	0%	136
137	F	520107	BAR REINFORCING STEEL (BOX CULVERT)	LB	516,780	$ 1.50	$ 775,170	2%	0.90	$ 465,102	-40%	0.93	$ 480,605	-38%	0.95	$ 490,941	-37%	0.93	$ 478,883	2%	-38%	(0.03)	$ (13,781)	-3%	0.00	$ 1,723	0%	0.02	$ 12,058	3%	0.05	$ 25,839	0%	137
138	F	520120	HEADED BAR REINFORCEMENT	EA	16	$ 65.00	$ 1,040	0%	25.00	$ 400	-62%	129.00	$ 2,064	98%	125.00	$ 2,000	92%	93.00	$ 1,488	0%	43%	(68.00)	$ (1,088)	-73%	36.00	$ 576	39%	32.00	$ 512	34%	104.00	$ 1,664	0%	138
139	F	540101	ASPHALT MEMBRANE WATERPROOFING	SQFT	27	$ 50.00	$ 1,350	0%	50.00	$ 1,350	0%	109.00	$ 2,943	118%	65.00	$ 1,755	30%	74.67	$ 2,016	0%	49%	(24.67)	$ (666)	-33%	34.33	$ 927	46%	(9.67)	$ (261)	-13%	59.00	$ 1,593	0%	139
140		550101	A STRUCTURAL STEEL (PIPE PIN)	LB	2,160	$ 10.00	$ 21,600	0%	15.00	$ 32,400	50%	18.00	$ 38,880	80%	10.00	$ 21,600	0%	14.33	$ 30,960	0%	43%	0.67	$ 1,440	5%	3.67	$ 7,920	26%	(4.33)	$ (9,360)	-30%	8.00	$ 17,280	0%	140
141	F	560218	FURNISH SIGN STRUCTURE (TRUSS)	LB	26,486	$ 5.00	$ 132,430	0%	4.00	$ 105,944	-20%	4.25	$ 112,566	-15%	3.90	$ 103,295	-22%	4.05	$ 107,268	0%	-19%	(0.05)	$ (1,324)	-1%	0.20	$ 5,297	5%	(0.15)	$ (3,973)	-4%	0.35	$ 9,270	0%	141
142	F	560219	INSTALL SIGN STRUCTURE (TRUSS)	LB	26,486	$ 1.00	$ 26,486	0%	0.25	$ 6,622	-75%	0.26	$ 6,886	-74%	0.30	$ 7,946	-70%	0.27	$ 7,151	0%	-73%	(0.02)	$ (530)	-7%	(0.01)	$ (265)	-4%	0.03	$ 795	11%	0.05	$ 1,324	0%	142
143	F	560223	FURNISH SIGN STRUCTURE (BRIDGE MOUNTED WITHOUT W	LB	3,983	$ 10.00	$ 39,830	0%	6.00	$ 23,898	-40%	6.40	$ 25,491	-36%	8.50	$ 33,856	-15%	6.97	$ 27,748	0%	-30%	(0.97)	$ (3,850)	-14%	(0.57)	$ (2,257)	-8%	1.53	$ 6,107	22%	2.50	$ 9,958	0%	143
144	F	560224	INSTALL SIGN STRUCTURE (BRIDGE MOUNTED WITHOUT WA	LB	3,983	$ 8.00	$ 31,864	0%	3.00	$ 11,949	-63%	3.20	$ 12,746	-60%	6.00	$ 23,898	-25%	4.07	$ 16,198	0%	-49%	(1.07)	$ (4,249)	-26%	(0.87)	$ (3,452)	-21%	1.93	$ 7,700	48%	3.00	$ 11,949	0%	144
145		568046	REMOVE SIGN STRUCTURE (EA)	EA	2	$ 6,000.00	$ 12,000	0%	3,300.00	$ 6,600	-45%	7,000.00	$ 14,000	17%	5,000.00	$ 10,000	-17%	5,100.00	$ 10,200	0%	-15%	(1,800.00)	$ (3,600)	-35%	1,900.00	$ 3,800	37%	(100.00)	$ (200)	-2%	3,700.00	$ 7,400	0%	145
146		600002	A FLARE ISOLATION RETROFIT	EA	3	$ 5,000.00	$ 15,000	0%	6,500.00	$ 19,500	30%	8,800.00	$ 26,400	76%	7,000.00	$ 21,000	40%	7,433.33	$ 22,300	0%	49%	(933.33)	$ (2,800)	-13%	1,366.67	$ 4,100	18%	(433.33)	$ (1,300)	-6%	2,300.00	$ 6,900	0%	146
147		600003	INJECT CRACK (EPOXY)	LF	100	$ 120.00	$ 12,000	0%	65.00	$ 6,500	-46%	59.00	$ 5,900	-51%	65.00	$ 6,500	-46%	63.00	$ 6,300	0%	-48%	2.00	$ 200	3%	(4.00)	$ (400)	-6%	2.00	$ 200	3%	6.00	$ 600	0%	147
148		600011	RAPID SETTING CONCRETE (PATCH)	CF	61	$ 150.00	$ 9,150	0%	200.00	$ 12,200	33%	260.00	$ 15,860	73%	310.00	$ 18,910	107%	256.67	$ 15,657	0%	71%	(56.67)	$ (3,457)	-22%	3.33	$ 203	1%	53.33	$ 3,253	21%	110.00	$ 6,710	0%	148
149		600029	REMOVE ASPHALT CONCRETE SURFACING	SQFT	4,820	$ 3.00	$ 14,460	0%	2.00	$ 9,640	-33%	2.60	$ 12,532	-13%	1.50	$ 7,230	-50%	2.03	$ 9,801	0%	-32%	(0.03)	$ (161)	-2%	0.57	$ 2,731	28%	(0.53)	$ (2,571)	-26%	1.10	$ 5,302	0%	149
150		600033	REMOVE UNSOUND CONCRETE	CF	61	$ 150.00	$ 9,150	0%	100.00	$ 6,100	-33%	78.00	$ 4,758	-48%	155.00	$ 9,455	3%	111.00	$ 6,771	0%	-26%	(11.00)	$ (671)	-10%	(33.00)	$ (2,013)	-30%	44.00	$ 2,684	40%	77.00	$ 4,697	0%	150
151		600035	POLYESTER CONCRETE EXPANSION DAM	CF	37	$ 300.00	$ 11,100	0%	500.00	$ 18,500	67%	157.00	$ 5,809	-48%	640.00	$ 23,680	113%	432.33	$ 15,996	0%	44%	67.67	$ 2,504	16%	(275.33)	$ (10,187)	-64%	207.67	$ 7,684	48%	483.00	$ 17,871	0%	151
152		600037	PREPARE CONCRETE BRIDGE DECK SURFACE	SQFT	24,600	$ 0.40	$ 9,840	0%	0.50	$ 12,300	25%	1.05	$ 25,830	163%	0.45	$ 11,070	13%	0.67	$ 16,400	0%	67%	(0.17)	$ (4,100)	-25%	0.38	$ 9,430	58%	(0.22)	$ (5,330)	-33%	0.60	$ 14,760	0%	152
153		600041	FURNISH POLYESTER CONCRETE OVERLAY	CF	1,540	$ 80.00	$ 123,200	0%	100.00	$ 154,000	25%	105.00	$ 161,700	31%	91.00	$ 140,140	14%	98.67	$ 151,947	0%	23%	1.33	$ 2,053	1%	6.33	$ 9,753	6%	(7.67)	$ (11,807)	-8%	14.00	$ 21,560	0%	153
154	F	600043	PLACE POLYESTER CONCRETE OVERLAY	SQFT	24,525	$ 3.00	$ 73,575	0%	3.00	$ 73,575	0%	5.20	$ 127,530	73%	3.40	$ 83,385	13%	3.87	$ 94,830	0%	29%	(0.87)	$ (21,255)	-22%	1.33	$ 32,700	34%	(0.47)	$ (11,445)	-12%	2.20	$ 53,955	0%	154
155		600115	BRIDGE REMOVAL (PORTION), LOCATION A	LS	1	$ 8,200.00	$ 8,200	0%	100,000.00	$ 100,000	1120%	160,000.00	$ 160,000	1851%	100,000.00	$ 100,000	1120%	120,000.00	$ 120,000	0%	1363%	(20,000.00)	$ (20,000)	-17%	40,000.00	$ 40,000	33%	(20,000.00)	$ (20,000)	-17%	60,000.00	$ 60,000	0%	155
156		600116	BRIDGE REMOVAL (PORTION), LOCATION B	LS	1	$ 4,000.00	$ 4,000	0%	75,000.00	$ 75,000	1775%	125,000.00	$ 125,000	3025%	90,000.00	$ 90,000	2150%	96,666.67	$ 96,667	0%	2317%	(21,666.67)	$ (21,667)	-22%	28,333.33	$ 28,333	29%	(6,666.67)	$ (6,667)	-7%	50,000.00	$ 50,000	0%	156
157		610108	18" ALTERNATIVE PIPE CULVERT	LF	680	$ 95.00	$ 64,600	0%	105.00	$ 71,400	11%	132.00	$ 89,760	39%	75.00	$ 51,000	-21%	104.00	$ 70,720	0%	9%	1.00	$ 680	1%	28.00	$ 19,040	27%	(29.00)	$ (19,720)	-28%	57.00	$ 38,760	0%	157
158		610112	24" ALTERNATIVE PIPE CULVERT	LF	2,140	$ 150.00	$ 321,000	1%	95.00	$ 203,300	-37%	130.00	$ 278,200	-13%	90.00	$ 192,600	-40%	105.00	$ 224,700	1%	-30%	(10.00)	$ (21,400)	-10%	25.00	$ 53,500	24%	(15.00)	$ (32,100)	-14%	40.00	$ 85,600	0%	158
159		641101	12" PLASTIC PIPE	LF	170	$ 71.00	$ 12,070	0%	65.00	$ 11,050	-8%	121.00	$ 20,570	70%	75.00	$ 12,750	6%	87.00	$ 14,790	0%	23%	(22.00)	$ (3,740)	-25%	34.00	$ 5,780	39%	(12.00)	$ (2,040)	-14%	56.00	$ 9,520	0%	159
160		650014	18" REINFORCED CONCRETE PIPE	LF	370	$ 110.00	$ 40,700	0%	115.00	$ 42,550	5%	156.00	$ 57,720	42%	80.00	$ 29,600	-27%	117.00	$ 43,290	0%	6%	(2.00)	$ (740)	-2%	39.00	$ 14,430	33%	(37.00)	$ (13,690)	-32%	76.00	$ 28,120	0%	160
161		650018	24" REINFORCED CONCRETE PIPE	LF	140	$ 170.00	$ 23,800	0%	120.00	$ 16,800	-29%	170.00	$ 23,800	0%	90.00	$ 12,600	-47%	126.67	$ 17,733	0%	-25%	(6.67)	$ (933)	-5%	43.33	$ 6,067	34%	(36.67)	$ (5,133)	-29%	80.00	$ 11,200	0%	161
162		650026	36" REINFORCED CONCRETE PIPE	LF	1,050	$ 200.00	$ 210,000	0%	185.00	$ 194,250	-8%	200.00	$ 210,000	0%	140.00	$ 147,000	-30%	175.00	$ 183,750	1%	-13%	10.00	$ 10,500	6%	25.00	$ 26,250	14%	(35.00)	$ (36,750)	-20%	60.00	$ 63,000	0%	162
163		650034	48" REINFORCED CONCRETE PIPE	LF	500	$ 430.00	$ 215,000	0%	195.00	$ 97,500	-55%	300.00	$ 150,000	-30%	190.00	$ 95,000	-56%	228.33	$ 114,167	0%	-47%	(33.33)	$ (16,667)	-15%	71.67	$ 35,833	31%	(38.33)	$ (19,167)	-17%	110.00	$ 55,000	0%	163
164		680000	A ENGINEERED SOIL MEDIA	CY	420	$ 75.00	$ 31,500	0%	80.00	$ 33,600	7%	67.00	$ 28,140	-11%	115.00	$ 48,300	53%	87.33	$ 36,680	0%	16%	(7.33)	$ (3,080)	-8%	(20.33)	$ (8,540)	-23%	27.67	$ 11,620	32%	48.00	$ 20,160	0%	164
165		680902	6" PERFORATED PLASTIC PIPE UNDERDRAIN	LF	950	$ 29.00	$ 27,550	0%	32.00	$ 30,400	10%	17.50	$ 16,625	-40%	18.00	$ 17,100	-38%	22.50	$ 21,375	0%	-22%	9.50	$ 9,025	42%	(5.00)	$ (4,750)	-22%	(4.50)	$ (4,275)	-20%	14.50	$ 13,775	0%	165
166		681108	6" PLASTIC PIPE (EDGE DRAIN)	LF	57	$ 46.00	$ 2,622	0%	28.00	$ 1,596	-39%	76.00	$ 4,332	65%	38.00	$ 2,166	-17%	47.33	$ 2,698	0%	3%	(19.33)	$ (1,102)	-41%	28.67	$ 1,634	61%	(9.33)	$ (532)	-20%	48.00	$ 2,736	0%	166
167		681114	A BASIN OUTLET STRUCTURE	EA	1	$ 19,500.00	$ 19,500	0%	40,000.00	$ 40,000	105%	33,000.00	$ 33,000	69%	35,000.00	$ 35,000	79%	36,000.00	$ 36,000	0%	85%	4,000.00	$ 4,000	11%	(3,000.00)	$ (3,000)	-8%	(1,000.00)	$ (1,000)	-3%	7,000.00	$ 7,000	0%	167
168		682042	CLASS 2 PERMEABLE MATERIAL (BLANKET)	CY	280	$ 168.00	$ 47,040	0%	118.00	$ 33,040	-30%	84.00	$ 23,520	-50%	95.00	$ 26,600	-43%	99.00	$ 27,720	0%	-41%	19.00	$ 5,320	19%	(15.00)	$ (4,200)	-15%	(4.00)	$ (1,120)	-4%	34.00	$ 9,520	0%	168
169		703451	A 6" WELDED STEEL PIPE CASING (BRIDGE)	LF	160	$ 165.00	$ 26,400	0%	100.00	$ 16,000	-39%	176.00	$ 28,160	7%	80.00	$ 12,800	-52%	118.67	$ 18,987	0%	-28%	(18.67)	$ (2,987)	-16%	57.33	$ 9,173	48%	(38.67)	$ (6,187)	-33%	96.00	$ 15,360	0%	169
170		703452	A 12" WELDED STEEL PIPE CASING (BRIDGE)	LF	79	$ 165.00	$ 13,035	0%	110.00	$ 8,690	-33%	310.00	$ 24,490	88%	110.00	$ 8,690	-33%	176.67	$ 13,957	0%	7%	(66.67)	$ (5,267)	-38%	133.33	$ 10,533	75%	(66.67)	$ (5,267)	-38%	200.00	$ 15,800	0%	170
171		705311	18" ALTERNATIVE FLARED END SECTION	EA	3	$ 929.00	$ 2,787	0%	750.00	$ 2,250	-19%	1,450.00	$ 4,350	56%	800.00	$ 2,400	-14%	1,000.00	$ 3,000	0%	8%	(250.00)	$ (750)	-25%	450.00	$ 1,350	45%	(200.00)	$ (600)	-20%	700.00	$ 2,100	0%	171
172		705315	24" ALTERNATIVE FLARED END SECTION	EA	5	$ 933.00	$ 4,665	0%	1,000.00	$ 5,000	7%	1,475.00	$ 7,375	58%	850.00	$ 4,250	-9%	1,108.33	$ 5,542	0%	19%	(108.33)	$ (542)	-10%	366.67	$ 1,833	33%	(258.33)	$ (1,292)	-23%	625.00	$ 3,125	0%	172
173		705321	36" ALTERNATIVE FLARED END SECTION	EA	1	$ 1,200.00	$ 1,200	0%	1,200.00	$ 1,200	0%	1,900.00	$ 1,900	58%	1,200.00	$ 1,200	0%	1,433.33	$ 1,433	0%	19%	(233.33)	$ (233)	-16%	466.67	$ 467	33%	(233.33)	$ (233)	-16%	700.00	$ 700	0%	173
174		707417	36" PRECAST CONCRETE PIPE RISER	LF	37	$ 600.00	$ 22,200	0%	465.00	$ 17,205	-23%	237.00	$ 8,769	-61%	515.00	$ 19,055	-14%	405.67	$ 15,010	0%	-32%	59.33	$ 2,195	15%	(168.67)	$ (6,241)	-42%	109.33	$ 4,045	27%	278.00	$ 10,286	0%	174
175		710000	A CLEAN CULVERT	LF	480	$ 25.00	$ 12,000	0%	17.00	$ 8,160	-32%	24.00	$ 11,520	-4%	20.00	$ 9,600	-20%	20.33	$ 9,760	0%	-19%	(3.33)	$ (1,600)	-16%	3.67	$ 1,760	18%	(0.33)	$ (160)	-2%	7.00	$ 3,360	0%	175
176		710132	REMOVE CULVERT (LF)	LF	510	$ 75.00	$ 38,250	0%	70.00	$ 35,700	-7%	86.00	$ 43,860	15%	30.00	$ 15,300	-60%	62.00	$ 31,620	0%	-17%	8.00	$ 4,080	13%	24.00	$ 12,240	39%	(32.00)	$ (16,320)	-52%	56.00	$ 28,560	0%	176
177		710150	REMOVE INLET	EA	6	$ 800.00	$ 4,800	0%	1,200.00	$ 7,200	50%	1,600.00	$ 9,600	100%	2,000.00	$ 12,000	150%	1,600.00	$ 9,600	0%	100%	(400.00)	$ (2,400)	-25%	-	$ -	0%	400.00	$ 2,400	25%	800.00	$ 4,800	0%	177
178		710152	REMOVE HEADWALL	EA	7	$ 990.00	$ 6,930	0%	2,300.00	$ 16,100	132%	2,000.00	$ 14,000	102%	2,700.00	$ 18,900	173%	2,333.33	$ 16,333	0%	136%	(33.33)	$ (233)	-1%	(333.33)	$ (2,333)	-14%	366.67	$ 2,567	16%	700.00	$ 4,900	0%	178
179		710212	ADJUST MANHOLE TO GRADE	EA	9	$ 1,500.00	$ 13,500	0%	800.00	$ 7,200	-47%	1,200.00	$ 10,800	-20%	1,500.00	$ 13,500	0%	1,166.67	$ 10,500	0%	-22%	(366.67)	$ (3,300)	-31%	33.33	$ 300	3%	333.33	$ 3,000	29%	700.00	$ 6,300	0%	179
180		710218	ADJUST VALVE BOX	EA	3	$ 500.00	$ 1,500	0%	700.00	$ 2,100	40%	1,100.00	$ 3,300	120%	1,250.00	$ 3,750	150%	1,016.67	$ 3,050	0%	103%	(316.67)	$ (950)	-31%	83.33	$ 250	8%	233.33	$ 700	23%	550.00	$ 1,650	0%	180
181		710255	A CLEANOUT ASSEMBLY	EA	29	$ 75.00	$ 2,175	0%	350.00	$ 10,150	367%	1,300.00	$ 37,700	1633%	525.00	$ 15,225	600%	725.00	$ 21,025	0%	867%	(375.00)	$ (10,875)	-52%	575.00	$ 16,675	79%	(200.00)	$ (5,800)	-28%	950.00	$ 27,550	0%	181
182		710260	REMOVE CONCRETE (CHANNEL)	CY	74	$ 140.00	$ 10,360	0%	140.00	$ 10,360	0%	205.00	$ 15,170	46%	40.00	$ 2,960	-71%	128.33	$ 9,497	0%	-8%	11.67	$ 863	9%	76.67	$ 5,673	60%	(88.33)	$ (6,537)	-69%	165.00	$ 12,210	0%	182
183		721420	CONCRETE (DITCH LINING)	CY	150	$ 1,500.00	$ 225,000	1%	565.00	$ 84,750	-62%	430.00	$ 64,500	-71%	500.00	$ 75,000	-67%	498.33	$ 74,750	0%	-67%	66.67	$ 10,000	13%	(68.33)	$ (10,250)	-14%	1.67	$ 250	0%	135.00	$ 20,250	0%	183
184		721430	CONCRETE (CHANNEL LINING)	CY	460	$ 590.00	$ 271,400	1%	525.00	$ 241,500	-11%	480.00	$ 220,800	-19%	550.00	$ 253,000	-7%	518.33	$ 238,433	1%	-12%	6.67	$ 3,067	1%	(38.33)	$ (17,633)	-7%	31.67	$ 14,567	6%	70.00	$ 32,200	0%	184
185		721810	SLOPE PAVING (CONCRETE)	CY	86	$ 700.00	$ 60,200	0%	900.00	$ 77,400	29%	660.00	$ 56,760	-6%	750.00	$ 64,500	7%	770.00	$ 66,220	0%	10%	130.00	$ 11,180	17%	(110.00)	$ (9,460)	-14%	(20.00)	$ (1,720)	-3%	240.00	$ 20,640	0%	185
186		723015	ROCK SLOPE PROTECTION (2T, CLASS IX, METHOD A)	CY	390	$ 144.00	$ 56,160	0%	75.00	$ 29,250	-48%	155.00	$ 60,450	8%	94.00	$ 36,660	-35%	108.00	$ 42,120	0%	-25%	(33.00)	$ (12,870)	-31%	47.00	$ 18,330	44%	(14.00)	$ (5,460)	-13%	80.00	$ 31,200	0%	186
187		723070	ROCK SLOPE PROTECTION (150 LB, CLASS III, METHOD B) (CY	CY	44	$ 145.00	$ 6,380	0%	137.00	$ 6,028	-6%	142.00	$ 6,248	-2%	90.00	$ 3,960	-38%	123.00	$ 5,412	0%	-15%	14.00	$ 616	11%	19.00	$ 836	15%	(33.00)	$ (1,452)	-27%	52.00	$ 2,288	0%	187
188		723080	ROCK SLOPE PROTECTION (60 LB, CLASS II, METHOD B) (CY)	CY	63	$ 153.00	$ 9,639	0%	112.00	$ 7,056	-27%	142.00	$ 8,946	-7%	92.00	$ 5,796	-40%	115.33	$ 7,266	0%	-25%	(3.33)	$ (210)	-3%	26.67	$ 1,680	23%	(23.33)	$ (1,470)	-20%	50.00	$ 3,150	0%	188
189		723090	ROCK SLOPE PROTECTION (1T, CLASS VIII, METHOD B)	CY	310	$ 128.00	$ 39,680	0%	86.00	$ 26,660	-33%	142.00	$ 44,020	11%	95.00	$ 29,450	-26%	107.67	$ 33,377	0%	-16%	(21.67)	$ (6,717)	-20%	34.33	$ 10,643	32%	(12.67)	$ (3,927)	-12%	56.00	$ 17,360	0%	189
190		723095	ROCK SLOPE PROTECTION (20 LB, CLASS I, METHOD B) (CY)	CY	480	$ 173.00	$ 83,040	0%	117.00	$ 56,160	-32%	142.00	$ 68,160	-18%	110.00	$ 52,800	-36%	123.00	$ 59,040	0%	-29%	(6.00)	$ (2,880)	-5%	19.00	$ 9,120	15%	(13.00)	$ (6,240)	-11%	32.00	$ 15,360	0%	190

I-215 Placentia Avenue Interchange

Revision No.: A (completed 5/??/2020)

Bid Opening Date: 14 MAY 2020

ENGINEER'S ESTIMATE

BID PRICES AND AMOUNTS

Yellow items are > $100k Below ENGR EST

AVERAGE OF BID AMOUNTS

VARIANCE FROM AVERAGE OF BIDS

SPREAD (HIGH MINUS LOW)

ITEM NUM		ITEM CODE	ITEM DESCRIPTION	UNIT OF MEASURE	BID QTY (A)	ENGINEER'S ESTIMATED PRICE (B)	AMOUNT (C=A x B)	% of Eng Est	LOW BIDDER Riverside Construction Co. PRICE	LOW BIDDER Riverside Construction Co. AMOUNT	% VAR ENGR EST	SECOND BIDDER Griffith Co. PRICE	SECOND BIDDER Griffith Co. AMOUNT	% VAR ENGR EST	THIRD BIDDER Ames Construction PRICE	THIRD BIDDER Ames Construction AMOUNT	% VAR ENGR EST	AVERAGE OF BID AMOUNTS PRICE	AVERAGE OF BID AMOUNTS AMOUNT	% of Total Avg.	% VAR ENGR EST	VARIANCE FROM AVERAGE OF BIDS LOW BIDDER Riverside Construction Co. PRICE	LOW BIDDER Riverside Construction Co. AMOUNT	% Var to Avg	VARIANCE FROM AVERAGE OF BIDS SECOND BIDDER Griffith Co. PRICE	SECOND BIDDER Griffith Co. AMOUNT	% Var to Avg	VARIANCE FROM AVERAGE OF BIDS THIRD BIDDER Ames Construction PRICE	THIRD BIDDER Ames Construction AMOUNT	% Var to Avg	SPREAD PRICE SPREAD	SPREAD AMOUNT SPREAD	% of Total Avg.	ITEM NUM
191		729011	ROCK SLOPE PROTECTION FABRIC (CLASS 8)	SQYD	1,800	$ 5.00	$ 9,000	0%	5.00	$ 9,000	0%	25.00	$ 45,000	400%	1.00	$ 1,800	-80%	10.33	$ 18,600	0%	107%	(5.33)	$ (9,600)	-52%	14.67	$ 26,400	142%	(9.33)	$ (16,800)	-90%	24.00	$ 43,200	0%	191
192		730070	DETECTABLE WARNING SURFACE	SQFT	270	$ 45.00	$ 12,150	0%	35.00	$ 9,450	-22%	25.00	$ 6,750	-44%	40.00	$ 10,800	-11%	33.33	$ 9,000	0%	-26%	1.67	$ 450	5%	(8.33)	$ (2,250)	-25%	6.67	$ 1,800	20%	15.00	$ 4,050	0%	192
193		731502	MINOR CONCRETE (MISCELLANEOUS CONSTRUCTION)	CY	170	$ 740.00	$ 125,800	0%	800.00	$ 136,000	8%	850.00	$ 144,500	15%	750.00	$ 127,500	1%	800.00	$ 136,000	0%	8%	-	$ -	0%	50.00	$ 8,500	6%	(50.00)	$ (8,500)	-6%	100.00	$ 17,000	0%	193
194		731504	MINOR CONCRETE (CURB AND GUTTER)	CY	550	$ 550.00	$ 302,500	1%	295.00	$ 162,250	-46%	314.00	$ 172,700	-43%	300.00	$ 165,000	-45%	303.00	$ 166,650	1%	-45%	(8.00)	$ (4,400)	-3%	11.00	$ 6,050	4%	(3.00)	$ (1,650)	-1%	19.00	$ 10,450	0%	194
195		731516	MINOR CONCRETE (DRIVEWAY)	CY	49	$ 600.00	$ 29,400	0%	325.00	$ 15,925	-46%	521.00	$ 25,529	-13%	280.00	$ 13,720	-53%	375.33	$ 18,391	0%	-37%	(50.33)	$ (2,466)	-13%	145.67	$ 7,138	39%	(95.33)	$ (4,671)	-25%	241.00	$ 11,809	0%	195
196		731518	MINOR CONCRETE (BRUSHED CONCRETE)	SQFT	9,560	$ 8.50	$ 81,260	0%	4.50	$ 43,020	-47%	8.00	$ 76,480	-6%	4.50	$ 43,020	-47%	5.67	$ 54,173	0%	-33%	(1.17)	$ (11,153)	-21%	2.33	$ 22,307	41%	(1.17)	$ (11,153)	-21%	3.50	$ 33,460	0%	196
197		731521	MINOR CONCRETE (SIDEWALK)	CY	580	$ 600.00	$ 348,000	1%	500.00	$ 290,000	-17%	555.00	$ 321,900	-8%	420.00	$ 243,600	-30%	491.67	$ 285,167	1%	-18%	8.33	$ 4,833	2%	63.33	$ 36,733	13%	(71.67)	$ (41,567)	-15%	135.00	$ 78,300	0%	197
198		731850	REMOVE CONCRETE (CURB, GUTTER, & SIDEWALK) (CY)	CY	360	$ 450.00	$ 162,000	0%	145.00	$ 52,200	-68%	150.00	$ 54,000	-67%	40.00	$ 14,400	-91%	111.67	$ 40,200	0%	-75%	33.33	$ 12,000	30%	38.33	$ 13,800	34%	(71.67)	$ (25,800)	-64%	110.00	$ 39,600	0%	198
199		733000	PRE/POST CONSTRUCTION SURVEYS	EA	2	$ 2,000.00	$ 4,000	0%	3,500.00	$ 7,000	75%	1,500.00	$ 3,000	-25%	3,200.00	$ 6,400	60%	2,733.33	$ 5,467	0%	37%	766.67	$ 1,533	28%	(1,233.33)	$ (2,467)	-45%	466.67	$ 933	17%	2,000.00	$ 4,000	0%	199
200	F	750001	MISCELLANEOUS IRON AND STEEL	LB	23,643	$ 2.50	$ 59,108	0%	3.50	$ 82,751	40%	2.30	$ 54,379	-8%	2.00	$ 47,286	-20%	2.60	$ 61,472	0%	4%	0.90	$ 21,279	35%	(0.30)	$ (7,093)	-12%	(0.60)	$ (14,186)	-23%	1.50	$ 35,465	0%	200
201	F	750501	MISCELLANEOUS METAL (BRIDGE)	LB	1,577	$ 20.00	$ 31,540	0%	15.00	$ 23,655	-25%	5.70	$ 8,989	-72%	16.00	$ 25,232	-20%	12.23	$ 19,292	0%	-39%	2.77	$ 4,363	23%	(6.53)	$ (10,303)	-53%	3.77	$ 5,940	31%	10.30	$ 16,243	0%	201
202		770010	A SIGNAL AND LIGHTING (COUNTY)	LS	1	$ 355,200.00	$ 355,200	1%	360,000.00	$ 360,000	1%	380,000.00	$ 380,000	7%	350,000.00	$ 350,000	-1%	363,333.33	$ 363,333	1%	2%	(3,333.33)	$ (3,333)	-1%	16,666.67	$ 16,667	5%	(13,333.33)	$ (13,333)	-4%	30,000.00	$ 30,000	0%	202
203		770030	SIGNAL AND LIGHTING (CITY STREET LOCATION 1)	LS	1	$ 328,400.00	$ 328,400	1%	305,000.00	$ 305,000	-7%	325,000.00	$ 325,000	-1%	313,000.00	$ 313,000	-5%	314,333.33	$ 314,333	1%	-4%	(9,333.33)	$ (9,333)	-3%	10,666.67	$ 10,667	3%	(1,333.33)	$ (1,333)	0%	20,000.00	$ 20,000	0%	203
204		770050	SIGNAL AND LIGHTING (CITY STREET LOCATION 2)	LS	1	$ 302,500.00	$ 302,500	1%	295,000.00	$ 295,000	-2%	312,000.00	$ 312,000	3%	308,000.00	$ 308,000	2%	305,000.00	$ 305,000	1%	1%	(10,000.00)	$ (10,000)	-3%	7,000.00	$ 7,000	2%	3,000.00	$ 3,000	1%	17,000.00	$ 17,000	0%	204
205		770060	A ELECTRIC SERVICE FOR IRRIGATION (CITY)	LS	1	$ 24,200.00	$ 24,200	0%	25,000.00	$ 25,000	3%	25,000.00	$ 25,000	3%	33,000.00	$ 33,000	36%	27,666.67	$ 27,667	0%	14%	(2,666.67)	$ (2,667)	-10%	(2,666.67)	$ (2,667)	-10%	5,333.33	$ 5,333	19%	8,000.00	$ 8,000	0%	205
206		770080	A INTERCONNECTION CONDUIT AND CABLE (CITY)	LS	1	$ 40,400.00	$ 40,400	0%	28,000.00	$ 28,000	-31%	29,000.00	$ 29,000	-28%	40,000.00	$ 40,000	-1%	32,333.33	$ 32,333	0%	-20%	(4,333.33)	$ (4,333)	-13%	(3,333.33)	$ (3,333)	-10%	7,666.67	$ 7,667	24%	12,000.00	$ 12,000	0%	206
207		770081	A INTERCONNECTION CONDUIT AND CABLE (COUNTY)	LS	1	$ 27,800.00	$ 27,800	0%	20,000.00	$ 20,000	-28%	22,000.00	$ 22,000	-21%	30,000.00	$ 30,000	8%	24,000.00	$ 24,000	0%	-14%	(4,000.00)	$ (4,000)	-17%	(2,000.00)	$ (2,000)	-8%	6,000.00	$ 6,000	25%	10,000.00	$ 10,000	0%	207
208		770090	LIGHTING (CITY STREET)	LS	1	$ 239,000.00	$ 239,000	1%	300,000.00	$ 300,000	26%	320,000.00	$ 320,000	34%	330,000.00	$ 330,000	38%	316,666.67	$ 316,667	1%	32%	(16,666.67)	$ (16,667)	-5%	3,333.33	$ 3,333	1%	13,333.33	$ 13,333	4%	30,000.00	$ 30,000	0%	208
209		770090	A LIGHTING (COUNTY STREET)	LS	1	$ 88,700.00	$ 88,700	0%	45,000.00	$ 45,000	-49%	48,000.00	$ 48,000	-46%	66,000.00	$ 66,000	-26%	53,000.00	$ 53,000	0%	-40%	(8,000.00)	$ (8,000)	-15%	(5,000.00)	$ (5,000)	-9%	13,000.00	$ 13,000	25%	21,000.00	$ 21,000	0%	209
210		780435	PREPARE AND PAINT CONCRETE	SQFT	1,880	$ 30.00	$ 56,400	0%	15.00	$ 28,200	-50%	15.00	$ 28,200	-50%	5.00	$ 9,400	-83%	11.67	$ 21,933	0%	-61%	3.33	$ 6,267	29%	3.33	$ 6,267	29%	(6.67)	$ (12,533)	-57%	10.00	$ 18,800	0%	210
211		782120	RELOCATE MAILBOX	EA	1	$ 500.00	$ 500	0%	750.00	$ 750	50%	450.00	$ 450	-10%	1,000.00	$ 1,000	100%	733.33	$ 733	0%	47%	16.67	$ 17	2%	(283.33)	$ (283)	-39%	266.67	$ 267	36%	550.00	$ 550	0%	211
212		800000	A METAL RAILING (ORNAMENTAL FENCING)	LF	430	$ 250.00	$ 107,500	0%	365.00	$ 156,950	46%	436.00	$ 187,480	74%	370.00	$ 159,100	48%	390.33	$ 167,843	1%	56%	(25.33)	$ (10,893)	-6%	45.67	$ 19,637	12%	(20.33)	$ (8,743)	-5%	71.00	$ 30,530	0%	212
213		800001	A WELDED WIRE MESH FENCE (SCRRA)	LF	3,960	$ 55.00	$ 217,800	0%	30.00	$ 118,800	-45%	31.00	$ 122,760	-44%	30.00	$ 118,800	-45%	30.33	$ 120,120	0%	-45%	(0.33)	$ (1,320)	-1%	0.67	$ 2,640	2%	(0.33)	$ (1,320)	-1%	1.00	$ 3,960	0%	213
214		800002	A CHAIN LINK FENCE (RCFCWCD)	LF	4,450	$ 40.00	$ 178,000	0%	18.00	$ 80,100	-55%	19.00	$ 84,550	-53%	18.00	$ 80,100	-55%	18.33	$ 81,583	0%	-54%	(0.33)	$ (1,483)	-2%	0.67	$ 2,967	4%	(0.33)	$ (1,483)	-2%	1.00	$ 4,450	0%	214
215		800003	A CHAIN LINK GATE (RCFCWCD)	EA	2	$ 2,500.00	$ 5,000	0%	3,000.00	$ 6,000	20%	3,300.00	$ 6,600	32%	3,100.00	$ 6,200	24%	3,133.33	$ 6,267	0%	25%	(133.33)	$ (267)	-4%	166.67	$ 333	5%	(33.33)	$ (67)	-1%	300.00	$ 600	0%	215
216		800360	CHAIN LINK FENCE (TYPE CL-6)	LF	6,560	$ 25.00	$ 164,000	0%	18.00	$ 118,080	-28%	19.00	$ 124,640	-24%	18.00	$ 118,080	-28%	18.33	$ 120,267	0%	-27%	(0.33)	$ (2,187)	-2%	0.67	$ 4,373	4%	(0.33)	$ (2,187)	-2%	1.00	$ 6,560	0%	216
217		800365	CHAIN LINK FENCE (TYPE CL-6, SLATTED)	LF	770	$ 40.00	$ 30,800	0%	48.00	$ 36,960	20%	51.00	$ 39,270	28%	50.00	$ 38,500	25%	49.67	$ 38,243	0%	24%	(1.67)	$ (1,283)	-3%	1.33	$ 1,027	3%	0.33	$ 257	1%	3.00	$ 2,310	0%	217
218		802660	20' CHAIN LINK GATE (TYPE CL-6)	EA	1	$ 2,500.00	$ 2,500	0%	3,000.00	$ 3,000	20%	3,200.00	$ 3,200	28%	3,100.00	$ 3,100	24%	3,100.00	$ 3,100	0%	24%	(100.00)	$ (100)	-3%	100.00	$ 100	3%	-	$ -	0%	200.00	$ 200	0%	218
219		802670	24' CHAIN LINK GATE (TYPE CL-6)	EA	6	$ 3,000.00	$ 18,000	0%	2,850.00	$ 17,100	-5%	3,080.00	$ 18,480	3%	3,000.00	$ 18,000	0%	2,976.67	$ 17,860	0%	-1%	(126.67)	$ (760)	-4%	103.33	$ 620	3%	23.33	$ 140	1%	230.00	$ 1,380	0%	219
220		803050	REMOVE CHAIN LINK FENCE	LF	11,700	$ 10.00	$ 117,000	0%	5.50	$ 64,350	-45%	2.55	$ 29,835	-75%	6.00	$ 70,200	-40%	4.68	$ 54,795	0%	-53%	0.82	$ 9,555	17%	(2.13)	$ (24,960)	-46%	1.32	$ 15,405	28%	3.45	$ 40,365	0%	220
221		810120	REMOVE PAVEMENT MARKER	EA	1,540	$ 2.50	$ 3,850	0%	1.00	$ 1,540	-60%	1.35	$ 2,079	-46%	1.00	$ 1,540	-60%	1.12	$ 1,720	0%	-55%	(0.12)	$ (180)	-10%	0.23	$ 359	21%	(0.12)	$ (180)	-10%	0.35	$ 539	0%	221
222		810190	GUARD RAILING DELINEATOR	EA	110	$ 23.00	$ 2,530	0%	25.00	$ 2,750	9%	28.00	$ 3,080	22%	25.00	$ 2,750	9%	26.00	$ 2,860	0%	13%	(1.00)	$ (110)	-4%	2.00	$ 220	8%	(1.00)	$ (110)	-4%	3.00	$ 330	0%	222
223		810230	PAVEMENT MARKER (RETROREFLECTIVE)	EA	5,760	$ 3.50	$ 20,160	0%	2.00	$ 11,520	-43%	2.50	$ 14,400	-29%	2.00	$ 11,520	-43%	2.17	$ 12,480	0%	-38%	(0.17)	$ (960)	-8%	0.33	$ 1,920	15%	(0.17)	$ (960)	-8%	0.50	$ 2,880	0%	223
224		820250	REMOVE ROADSIDE SIGN	EA	41	$ 75.00	$ 3,075	0%	100.00	$ 4,100	33%	115.00	$ 4,715	53%	60.00	$ 2,460	-20%	91.67	$ 3,758	0%	22%	8.33	$ 342	9%	23.33	$ 957	25%	(31.67)	$ (1,298)	-35%	55.00	$ 2,255	0%	224
225		820360	REMOVE SIGN PANEL	EA	1	$ 700.00	$ 700	0%	150.00	$ 150	-79%	1,100.00	$ 1,100	57%	1,200.00	$ 1,200	71%	816.67	$ 817	0%	17%	(666.67)	$ (667)	-82%	283.33	$ 283	35%	383.33	$ 383	47%	1,050.00	$ 1,050	0%	225
226		820610	RELOCATE ROADSIDE SIGN	EA	3	$ 305.00	$ 915	0%	750.00	$ 2,250	146%	460.00	$ 1,380	51%	275.00	$ 825	-10%	495.00	$ 1,485	0%	62%	255.00	$ 765	52%	(35.00)	$ (105)	-7%	(220.00)	$ (660)	-44%	475.00	$ 1,425	0%	226
227		820711	A FURNISH LAMINATED PANEL SIGN (1*-TYPE A) FOR RETRORE	SQFT	670	$ 40.00	$ 26,800	0%	28.00	$ 18,760	-30%	29.00	$ 19,430	-28%	30.00	$ 20,100	-25%	29.00	$ 19,430	0%	-28%	(1.00)	$ (670)	-3%	-	$ -	0%	1.00	$ 670	3%	2.00	$ 1,340	0%	227
228		820731	A FURNISH LAMINATED PANEL SIGN (2 1/2"-TYPE B) FOR RETRC	SQFT	270	$ 50.00	$ 13,500	0%	25.00	$ 6,750	-50%	30.00	$ 8,100	-40%	29.00	$ 7,830	-42%	28.00	$ 7,560	0%	-44%	(3.00)	$ (810)	-11%	2.00	$ 540	7%	1.00	$ 270	4%	5.00	$ 1,350	0%	228
229		820750	FURNISH SINGLE SHEET ALUMINUM SIGN (0.063"-UNFRAMED)	SQFT	370	$ 15.00	$ 5,550	0%	14.00	$ 5,180	-7%	15.00	$ 5,550	0%	11.00	$ 4,070	-27%	13.33	$ 4,933	0%	-11%	0.67	$ 247	5%	1.67	$ 617	13%	(2.33)	$ (863)	-18%	4.00	$ 1,480	0%	229
230		820751	A FURNISH SINGLE SHEET ALUMINUM SIGN (0.063"-UNFRAMED)	SQFT	240	$ 20.00	$ 4,800	0%	9.00	$ 2,160	-55%	10.00	$ 2,400	-50%	8.00	$ 1,920	-60%	9.00	$ 2,160	0%	-55%	-	$ -	0%	1.00	$ 240	11%	(1.00)	$ (240)	-11%	2.00	$ 480	0%	230
231		820760	FURNISH SINGLE SHEET ALUMINUM SIGN (0.080"-UNFRAMED)	SQFT	54	$ 20.00	$ 1,080	0%	15.00	$ 810	-25%	17.00	$ 918	-15%	12.00	$ 648	-40%	14.67	$ 792	0%	-27%	0.33	$ 18	2%	2.33	$ 126	16%	(2.67)	$ (144)	-18%	5.00	$ 270	0%	231
232		820761	A FURNISH SINGLE SHEET ALUMINUM SIGN (0.080"-UNFRAMED)	SQFT	160	$ 20.00	$ 3,200	0%	10.00	$ 1,600	-50%	10.00	$ 1,600	-50%	9.00	$ 1,440	-55%	9.67	$ 1,547	0%	-52%	0.33	$ 53	3%	0.33	$ 53	3%	(0.67)	$ (107)	-7%	1.00	$ 160	0%	232
233		820780	FURNISH SINGLE SHEET ALUMINUM SIGN (0.063"-FRAMED)	SQFT	180	$ 20.00	$ 3,600	0%	15.00	$ 2,700	-25%	17.00	$ 3,060	-15%	19.00	$ 3,420	-5%	17.00	$ 3,060	0%	-15%	(2.00)	$ (360)	-12%	-	$ -	0%	2.00	$ 360	12%	4.00	$ 720	0%	233
234		820781	A FURNISH SINGLE SHEET ALUMINUM SIGN (0.063"-FRAMED) FO	SQFT	98	$ 20.00	$ 1,960	0%	16.00	$ 1,568	-20%	19.00	$ 1,862	-5%	17.00	$ 1,666	-15%	17.33	$ 1,699	0%	-13%	(1.33)	$ (131)	-8%	1.67	$ 163	10%	(0.33)	$ (33)	-2%	3.00	$ 294	0%	234
235		820791	A FURNISH SINGLE SHEET ALUMINUM SIGN (0.080"-FRAMED) FO	SQFT	170	$ 20.00	$ 3,400	0%	16.00	$ 2,720	-20%	19.00	$ 3,230	-5%	17.00	$ 2,890	-15%	17.33	$ 2,947	0%	-13%	(1.33)	$ (227)	-8%	1.67	$ 283	10%	(0.33)	$ (57)	-2%	3.00	$ 510	0%	235
236		820792	A RETROREFLECTIVE SHEETING (TYPE XI)	SQFT	1,330	$ 5.15	$ 6,850	0%	4.00	$ 5,320	-22%	4.00	$ 5,320	-22%	5.00	$ 6,650	-3%	4.33	$ 5,763	0%	-16%	(0.33)	$ (443)	-8%	(0.33)	$ (443)	-8%	0.67	$ 887	15%	1.00	$ 1,330	0%	236
237		820840	ROADSIDE SIGN - ONE POST	EA	53	$ 350.00	$ 18,550	0%	325.00	$ 17,225	-7%	350.00	$ 18,550	0%	350.00	$ 18,550	0%	341.67	$ 18,108	0%	-2%	(16.67)	$ (883)	-5%	8.33	$ 442	2%	8.33	$ 442	2%	25.00	$ 1,325	0%	237
238		820850	ROADSIDE SIGN - TWO POST	EA	6	$ 600.00	$ 3,600	0%	600.00	$ 3,600	0%	670.00	$ 4,020	12%	900.00	$ 5,400	50%	723.33	$ 4,340	0%	21%	(123.33)	$ (740)	-17%	(53.33)	$ (320)	-7%	176.67	$ 1,060	24%	300.00	$ 1,800	0%	238
239		820851	A ROADSIDE SIGN (METAL POST)	EA	23	$ 250.00	$ 5,750	0%	265.00	$ 6,095	6%	295.00	$ 6,785	18%	330.00	$ 7,590	32%	296.67	$ 6,823	0%	19%	(31.67)	$ (728)	-11%	(1.67)	$ (38)	-1%	33.33	$ 767	11%	65.00	$ 1,495	0%	239
240		820860	INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)	EA	18	$ 100.00	$ 1,800	0%	210.00	$ 3,780	110%	234.00	$ 4,212	134%	200.00	$ 3,600	100%	214.67	$ 3,864	0%	115%	(4.67)	$ (84)	-2%	19.33	$ 348	9%	(14.67)	$ (264)	-7%	34.00	$ 612	0%	240
241		820890	INSTALL SIGN PANEL ON EXISTING FRAME	SQFT	120	$ 50.00	$ 6,000	0%	9.00	$ 1,080	-82%	9.00	$ 1,080	-82%	9.00	$ 1,080	-82%	9.00	$ 1,080	0%	-82%	-	$ -	0%	-	$ -	0%	-	$ -	0%	-	$ -	0%	241
242		820900	INSTALL ROADSIDE SIGN PANEL ON EXISTING POST	EA	7	$ 100.00	$ 700	0%	375.00	$ 2,625	275%	417.00	$ 2,919	317%	100.00	$ 700	0%	297.33	$ 2,081	0%	197%	77.67	$ 544	26%	119.67	$ 838	40%	(197.33)	$ (1,381)	-66%	317.00	$ 2,219	0%	242
243		820920	INSTALL ROADSIDE SIGN (LAMINATED WOOD BOX POST)	EA	2	$ 1,500.00	$ 3,000	0%	4,500.00	$ 9,000	200%	5,000.00	$ 10,000	233%	5,600.00	$ 11,200	273%	5,033.33	$ 10,067	0%	236%	(533.33)	$ (1,067)	-11%	(33.33)	$ (67)	-1%	566.67	$ 1,133	11%	1,100.00	$ 2,200	0%	243
244		832005	MIDWEST GUARDRAIL SYSTEM	LF	1,730	$ 35.00	$ 60,550	0%	27.00	$ 46,710	-23%	29.00	$ 50,170	-17%	27.00	$ 46,710	-23%	27.67	$ 47,863	0%	-21%	(0.67)	$ (1,153)	-2%	1.33	$ 2,307	5%	(0.67)	$ (1,153)	-2%	2.00	$ 3,460	0%	244
245		832070	VEGETATION CONTROL (MINOR CONCRETE)	SQYD	2,490	$ 60.00	$ 149,400	0%	60.00	$ 149,400	0%	54.00	$ 134,460	-10%	50.00	$ 124,500	-17%	54.67	$ 136,120	0%	-9%	5.33	$ 13,280	10%	(0.67)	$ (1,660)	-1%	(4.67)	$ (11,620)	-9%	10.00	$ 24,900	0%	245
246	F	833033	CHAIN LINK RAILING (TYPE 7 MODIFIED)	LF	766	$ 130.00	$ 99,580	0%	120.00	$ 91,920	-8%	125.00	$ 95,750	-4%	120.00	$ 91,920	-8%	121.67	$ 93,197	0%	-6%	(1.67)	$ (1,277)	-1%	3.33	$ 2,553	3%	(1.67)	$ (1,277)	-1%	5.00	$ 3,830	0%	246
247		839301	SINGLE THRIE BEAM BARRIER	LF	2,090	$ 75.00	$ 156,750	0%	34.00	$ 71,060	-55%	35.00	$ 73,150	-53%	35.00	$ 73,150	-53%	34.67	$ 72,453	0%	-54%	(0.67)	$ (1,393)	-2%	0.33	$ 697	1%	0.33	$ 697	1%	1.00	$ 2,090	0%	247
248	F	839521	CABLE RAILING	LF	508	$ 80.00	$ 40,640	0%	60.00	$ 30,480	-25%	64.00	$ 32,512	-20%	60.00	$ 30,480	-25%	61.33	$ 31,157	0%	-23%	(1.33)	$ (677)	-2%	2.67	$ 1,355	4%	(1.33)	$ (677)	-2%	4.00	$ 2,032	0%	248
249		839543	TRANSITION RAILING (TYPE WB-31)	EA	3	$ 4,200.00	$ 12,600	0%	4,600.00	$ 13,800	10%	4,900.00	$ 14,700	17%	4,800.00	$ 14,400	14%	4,766.67	$ 14,300	0%	13%	(166.67)	$ (500)	-3%	133.33	$ 400	3%	33.33	$ 100	1%	300.00	$ 900	0%	249
250		839581	END ANCHOR ASSEMBLY (TYPE SFT)	EA	5	$ 900.00	$ 4,500	0%	875.00	$ 4,375	-3%	928.00	$ 4,640	3%	900.00	$ 4,500	0%	901.00	$ 4,505	0%	0%	(26.00)	$ (130)	-3%	27.00	$ 135	3%	(1.00)	$ (5)	0%	53.00	$ 265	0%	250
251		839584	ALTERNATIVE IN-LINE TERMINAL SYSTEM	EA	8	$ 4,000.00	$ 32,000	0%	3,800.00	$ 30,400	-5%	4,000.00	$ 32,000	0%	3,750.00	$ 30,000	-6%	3,850.00	$ 30,800	0%	-4%	(50.00)	$ (400)	-1%	150.00	$ 1,200	4%	(100.00)	$ (800)	-3%	250.00	$ 2,000	0%	251
252		839607	A REUSABLE CRASH CUSHION	EA	2	$ 40,000.00	$ 80,000	0%	40,000.00	$ 80,000	0%	54,000.00	$ 108,000	35%	40,000.00	$ 80,000	0%	44,666.67	$ 89,333	0%	12%	(4,666.67)	$ (9,333)	-10%	9,333.33	$ 18,667	21%	(4,666.67)	$ (9,333)	-10%	14,000.00	$ 28,000	0%	252
253		839640	CONCRETE BARRIER (TYPE 60M)	LF	210	$ 300.00	$ 63,000	0%	150.00	$ 31,500	-50%	160.00	$ 33,600	-47%	135.00	$ 28,350	-55%	148.33	$ 31,150	0%	-51%	1.67	$ 350	1%	11.67	$ 2,450	8%	(13.33)	$ (2,800)	-9%	25.00	$ 5,250	0%	253
254	F	839719	A CONCRETE BARRIER (TYPE 732SW MODIFIED)	LF	918	$ 290.00	$ 266,220	1%	300.00	$ 275,400	3%	245.00	$ 224,910	-16%	250.00	$ 229,500	-14%	265.00	$ 243,270	1%	-9%	35.00	$ 32,130	13%	(20.00)	$ (18,360)	-8%	(15.00)	$ (13,770)	-6%	55.00	$ 50,490	0%	254

I-215 Placentia Avenue Interchange

Revision No.: A (completed 5/??/2020)

Bid Opening Date: 14 MAY 2020

ENGINEER'S ESTIMATE

BID PRICES AND AMOUNTS

Yellow items are > $100k Below ENGR EST

AVERAGE OF BID AMOUNTS

VARIANCE FROM AVERAGE OF BIDS

SPREAD (HIGH MINUS LOW)

ITEM NUM	ITEM CODE	ITEM DESCRIPTION	UNIT OF MEASURE	BID QTY (A)	ENGINEER'S ESTIMATED PRICE (B)	AMOUNT (C=A x B)	% of Eng Est	LOW BIDDER Riverside Construction Co. PRICE	LOW BIDDER AMOUNT	% VAR ENGR EST	SECOND BIDDER Griffith Co. PRICE	SECOND BIDDER AMOUNT	% VAR ENGR EST	THIRD BIDDER Ames Construction PRICE	THIRD BIDDER AMOUNT	% VAR ENGR EST	AVERAGE PRICE	AVERAGE AMOUNT	% of Total Avg.	% VAR ENGR EST	VARIANCE LOW BIDDER PRICE	VARIANCE LOW BIDDER AMOUNT	% Var to Avg	VARIANCE SECOND BIDDER PRICE	VARIANCE SECOND BIDDER AMOUNT	% Var to Avg	VARIANCE THIRD BIDDER PRICE	VARIANCE THIRD BIDDER AMOUNT	% Var to Avg	SPREAD PRICE SPREAD	SPREAD AMOUNT SPREAD	% of Total Avg.	ITEM NUM
255	839744	CONCRETE BARRIER (TYPE 836 MODIFIED)	LF	460	$ 145.00	$ 66,700	0%	165.00	$ 75,900	14%	200.00	$ 92,000	38%	150.00	$ 69,000	3%	171.67	$ 78,967	0%	18%	(6.67)	$ (3,067)	-4%	28.33	$ 13,033	17%	(21.67)	$ (9,967)	-13%	50.00	$ 23,000	0%	255
256	839752	REMOVE GUARDRAIL	LF	960	$ 15.00	$ 14,400	0%	10.00	$ 9,600	-33%	12.00	$ 11,520	-20%	11.00	$ 10,560	-27%	11.00	$ 10,560	0%	-27%	(1.00)	$ (960)	-9%	1.00	$ 960	9%	-	$ -	0%	2.00	$ 1,920	0%	256
257	839754	REMOVE DOUBLE METAL BEAM BARRIER	LF	1,070	$ 30.00	$ 32,100	0%	12.00	$ 12,840	-60%	14.00	$ 14,980	-53%	13.00	$ 13,910	-57%	13.00	$ 13,910	0%	-57%	(1.00)	$ (1,070)	-8%	1.00	$ 1,070	8%	-	$ -	0%	2.00	$ 2,140	0%	257
258	839774	REMOVE CONCRETE BARRIER	LF	1,020	$ 42.50	$ 43,350	0%	85.00	$ 86,700	100%	11.00	$ 11,220	-74%	30.00	$ 30,600	-29%	42.00	$ 42,840	0%	-1%	43.00	$ 43,860	102%	(31.00)	$ (31,620)	-74%	(12.00)	$ (12,240)	-29%	74.00	$ 75,480	0%	258
259	840519	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	SQFT	2,830	$ 4.00	$ 11,320	0%	3.00	$ 8,490	-25%	2.50	$ 7,075	-38%	2.00	$ 5,660	-50%	2.50	$ 7,075	0%	-38%	0.50	$ 1,415	20%	-	$ -	0%	(0.50)	$ (1,415)	-20%	1.00	$ 2,830	0%	259
260	840615	6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT	LF	29,600	$ 1.00	$ 29,600	0%	0.40	$ 11,840	-60%	0.32	$ 9,472	-68%	0.25	$ 7,400	-75%	0.32	$ 9,571	0%	-68%	0.08	$ 2,269	24%	(0.00)	$ (99)	-1%	(0.07)	$ (2,171)	-23%	0.15	$ 4,440	0%	260
261	840617	6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT	LF	450	$ 1.00	$ 450	0%	0.40	$ 180	-60%	0.32	$ 144	-68%	0.30	$ 135	-70%	0.34	$ 153	0%	-66%	0.06	$ 27	18%	(0.02)	$ (9)	-6%	(0.04)	$ (18)	-12%	0.10	$ 45	0%	261
262	840621	6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT	LF	2,700	$ 1.15	$ 3,105	0%	0.40	$ 1,080	-65%	0.32	$ 864	-72%	0.25	$ 675	-78%	0.32	$ 873	0%	-72%	0.08	$ 207	24%	(0.00)	$ (9)	-1%	(0.07)	$ (198)	-23%	0.15	$ 405	0%	262
263	840623	6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT	LF	610	$ 1.00	$ 610	0%	0.40	$ 244	-60%	0.32	$ 195	-68%	0.30	$ 183	-70%	0.34	$ 207	0%	-66%	0.06	$ 37	18%	(0.02)	$ (12)	-6%	(0.04)	$ (24)	-12%	0.10	$ 61	0%	263
264	846007	6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT	LF	69,300	$ 1.00	$ 69,300	0%	0.55	$ 38,115	-45%	0.70	$ 48,510	-30%	0.56	$ 38,808	-44%	0.60	$ 41,811	0%	-40%	(0.05)	$ (3,696)	-9%	0.10	$ 6,699	16%	(0.04)	$ (3,003)	-7%	0.15	$ 10,395	0%	264
265	846008	6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT	LF	1,150	$ 1.00	$ 1,150	0%	0.50	$ 575	-50%	0.38	$ 437	-62%	0.30	$ 345	-70%	0.39	$ 452	0%	-61%	0.11	$ 123	27%	(0.01)	$ (15)	-3%	(0.09)	$ (107)	-24%	0.20	$ 230	0%	265
266	846009	8" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT	LF	12,500	$ 1.50	$ 18,750	0%	0.85	$ 10,625	-43%	1.08	$ 13,500	-28%	0.80	$ 10,000	-47%	0.91	$ 11,375	0%	-39%	(0.06)	$ (750)	-7%	0.17	$ 2,125	19%	(0.11)	$ (1,375)	-12%	0.28	$ 3,500	0%	266
267	846010	8" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT	LF	360	$ 1.50	$ 540	0%	0.85	$ 306	-43%	1.05	$ 378	-30%	0.65	$ 234	-57%	0.85	$ 306	0%	-43%	-	$ -	0%	0.20	$ 72	24%	(0.20)	$ (72)	-24%	0.40	$ 144	0%	267
268	846012	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING (EA	SQFT	19,300	$ 4.00	$ 77,200	0%	5.50	$ 106,150	38%	5.00	$ 96,500	25%	4.10	$ 79,130	3%	4.87	$ 93,927	0%	22%	0.63	$ 12,223	13%	0.13	$ 2,573	3%	(0.77)	$ (14,797)	-16%	1.40	$ 27,020	0%	268
269	846030	REMOVE THERMOPLASTIC TRAFFIC STRIPE	LF	33,100	$ 2.00	$ 66,200	0%	0.25	$ 8,275	-88%	0.25	$ 8,275	-88%	0.20	$ 6,620	-90%	0.23	$ 7,723	0%	-88%	0.02	$ 552	7%	0.02	$ 552	7%	(0.03)	$ (1,103)	-14%	0.05	$ 1,655	0%	269
270	846035	REMOVE THERMOPLASTIC PAVEMENT MARKING	SQFT	630	$ 25.00	$ 15,750	0%	2.00	$ 1,260	-92%	2.50	$ 1,575	-90%	2.00	$ 1,260	-92%	2.17	$ 1,365	0%	-91%	(0.17)	$ (105)	-8%	0.33	$ 210	15%	(0.17)	$ (105)	-8%	0.50	$ 315	0%	270
271	847198	CONTRAST STRIPE THERMOPLASTIC	LF	4,880	$ 1.50	$ 7,320	0%	1.00	$ 4,880	-33%	0.63	$ 3,074	-58%	0.50	$ 2,440	-67%	0.71	$ 3,465	0%	-53%	0.29	$ 1,415	41%	(0.08)	$ (390)	-11%	(0.21)	$ (1,025)	-30%	0.50	$ 2,440	0%	271
272	870090	MAINTAINING EXISTING TRAFFIC MANAGEMENT ELEMENTS D	LS	1	$ 5,000.00	$ 5,000	0%	25,000.00	$ 25,000	400%	2,000.00	$ 2,000	-60%	10,000.00	$ 10,000	100%	12,333.33	$ 12,333	0%	147%	12,666.67	$ 12,667	103%	(10,333.33)	$ (10,333)	-84%	(2,333.33)	$ (2,333)	-19%	23,000.00	$ 23,000	0%	272
273	870200	LIGHTING SYSTEM	LS	1	$ 401,200.00	$ 401,200	1%	300,000.00	$ 300,000	-25%	316,000.00	$ 316,000	-21%	285,000.00	$ 285,000	-29%	300,333.33	$ 300,333	1%	-25%	(333.33)	$ (333)	0%	15,666.67	$ 15,667	5%	(15,333.33)	$ (15,333)	-5%	31,000.00	$ 31,000	0%	273
274	870300	SIGN ILLUMINATION SYSTEM	LS	1	$ 1,800.00	$ 1,800	0%	4,800.00	$ 4,800	167%	5,000.00	$ 5,000	178%	3,500.00	$ 3,500	94%	4,433.33	$ 4,433	0%	146%	366.67	$ 367	8%	566.67	$ 567	13%	(933.33)	$ (933)	-21%	1,500.00	$ 1,500	0%	274
275	870400	SIGNAL AND LIGHTING SYSTEM	LS	1	$ 550,850.00	$ 550,850	1%	505,000.00	$ 505,000	-8%	537,000.00	$ 537,000	-3%	540,000.00	$ 540,000	-2%	527,333.33	$ 527,333	2%	-4%	(22,333.33)	$ (22,333)	-4%	9,666.67	$ 9,667	2%	12,666.67	$ 12,667	2%	35,000.00	$ 35,000	0%	275
276	870510	RAMP METERING SYSTEM	LS	1	$ 578,200.00	$ 578,200	1%	368,000.00	$ 368,000	-36%	392,000.00	$ 392,000	-32%	350,000.00	$ 350,000	-39%	370,000.00	$ 370,000	1%	-36%	(2,000.00)	$ (2,000)	-1%	22,000.00	$ 22,000	6%	(20,000.00)	$ (20,000)	-5%	42,000.00	$ 42,000	0%	276
277	871300	CAMERA SYSTEMS	LS	1	$ 28,400.00	$ 28,400	0%	15,000.00	$ 15,000	-47%	17,000.00	$ 17,000	-40%	26,000.00	$ 26,000	-8%	19,333.33	$ 19,333	0%	-32%	(4,333.33)	$ (4,333)	-22%	(2,333.33)	$ (2,333)	-12%	6,666.67	$ 6,667	34%	11,000.00	$ 11,000	0%	277
278	871812	INTERCONNECTION CONDUIT AND CABLE (LS)	LS	1	$ 42,900.00	$ 42,900	0%	40,000.00	$ 40,000	-7%	40,000.00	$ 40,000	-7%	40,000.00	$ 40,000	-7%	40,000.00	$ 40,000	0%	-7%	-	$ -	0%	-	$ -	0%	-	$ -	0%	-	$ -	0%	278
279	871900	A COMMUNICATION SYSTEM	LS	1	$ 53,300.00	$ 53,300	0%	105,000.00	$ 105,000	97%	110,000.00	$ 110,000	106%	155,000.00	$ 155,000	191%	123,333.33	$ 123,333	0%	131%	(18,333.33)	$ (18,333)	-15%	(13,333.33)	$ (13,333)	-11%	31,666.67	$ 31,667	26%	50,000.00	$ 50,000	0%	279
280	872145	REMOVING TRAFFIC MONITORING STATIONS	LS	1	$ 10,000.00	$ 10,000	0%	15,000.00	$ 15,000	50%	16,000.00	$ 16,000	60%	15,000.00	$ 15,000	50%	15,333.33	$ 15,333	0%	53%	(333.33)	$ (333)	-2%	666.67	$ 667	4%	(333.33)	$ (333)	-2%	1,000.00	$ 1,000	0%	280
281	995100	WATER METER CHARGES	LS	1	$ 50,000.00	$ 50,000	0%	35,000.00	$ 35,000	-30%	23,000.00	$ 23,000	-54%	35,000.00	$ 35,000	-30%	31,000.00	$ 31,000	0%	-38%	4,000.00	$ 4,000	13%	(8,000.00)	$ (8,000)	-26%	4,000.00	$ 4,000	13%	12,000.00	$ 12,000	0%	281
282	999990	MOBILIZATION	LS	1	$ 4,303,300.00	$ 4,303,300	10%	1,775,000.00	$ 1,775,000	-59%	2,675,000.00	$ 2,675,000	-38%	2,025,000.00	$ 2,025,000	-53%	2,158,333.33	$ 2,158,333	7%	-50%	(383,333.33)	$ (383,333)	-18%	516,666.67	$ 516,667	24%	(133,333.33)	$ (133,333)	-6%	900,000.00	$ 900,000	3%	282
						$ 44,162,740			$ 30,292,082	-31%		$ 31,798,578	-28%		$ 31,873,071	-28%		$ 31,321,244		-29%		$ (1,029,162)			$ 477,335			$ 551,827					

Contractor's Bid Schedule Value	$ -	$ -	$ -
Delta betw. Contractor's Bid Sched total value & the above total calculation	$ (30,292,082)	$ (31,798,578)	$ (31,873,071)
Variance to Engr Estimate	$ (13,870,659) -31.4%	$ (12,364,162) -28.0%	$ (12,289,670) -27.8%
Variance to Low Bid	$ - 0.0%	$ 1,506,497 5.0%	$ 1,580,989 5.2%

Contractor's Bid Schedule Value	$(12,841,497)	-29.1%
Delta betw. Contractor's Bid Sched total value & the above total calculation	$ 1,029,162	3.4%

AGENDA ITEM 9

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 10, 2020
TO:	Riverside County Transportation Commission
FROM:	David Knudsen, Legislative Affairs Manager Aaron Hake, External Affairs Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Senate Bill 743 Update and Request to Delay Implementation

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Receive an update on the implementation Senate Bill 743 (Steinberg, 2013) by Caltrans; and
2) Authorize the Chair to request the Governor delay the use of Vehicle Miles Traveled (VMT) as the primary method for assessing transportation impacts on the environment for projects subject to California Environmental Quality Act (CEQA) review.

BACKGROUND INFORMATION:

Caltrans is in the end stages of finalizing a sweeping environmental policy change that will have a dramatic impact on the types of highway improvement projects RCTC will be able to design and construct in Riverside County. This change will not only impact the quality of the region's transportation system, but could also negate thousands of private-sector transportation-related jobs that help make up the backbone of the county's workforce and are essential to the region's economic recovery.

Senate Bill 743: Determining the Significance of Transportation Impacts

Title 14 of the California Code of Regulations, Section 15064.3 was created as a result of the passage of SB 743 (Steinberg, 2013). SB 743 created a special environmental review process under CEQA for a new basketball arena in downtown Sacramento. SB 743 also authorized a process for the Governor's Office of Planning and Research (OPR) and California Natural Resources Agency to change how transportation impacts are analyzed under CEQA. As a result of these state agencies regulatory actions authorized by SB 743, traffic congestion is generally no longer considered a potentially significant environmental impact under CEQA. A long-standing practice in California was to utilize a level of service (LOS) measurement for evaluating transportation impact on the environment. LOS analysis measures the quality of traffic flow on roadways, including vehicle speed and congestion.

Traffic congestion is one of the top concerns of Riverside County residents, with more than 80 percent of voters stating they see a need to improve the transportation system according to a recent RCTC public opinion poll. Measure A, the voter-approved local sales tax and expenditure plan in Riverside County, makes traffic congestion reduction a central focus by naming several specific projects and programs to tackle the problem. Many of the projects in Measure A increase the capacity of state highways in Riverside County. As the legally responsible agency for regional transportation planning and funding in Riverside County, the Commission has prioritized traffic relief for local residents and businesses as among its top priorities.

SB 743 required the OPR to amend the CEQA Guidelines to provide an alternative to utilizing LOS measurement. The CEQA Guidelines state that, with limited exception, vehicle delay may no longer be considered a significant impact under CEQA. Instead, the amount of driving, as measured by VMT, is generally required for assessing transportation impacts on the environment for projects subject to CEQA review. This shift is to align transportation impact with the State's plan to reduce greenhouse gas (GHG) emissions. Ultimately, the goal is to reduce the overall VMT across California by reducing vehicle dependency to support walking, bicycling, and transit use.

In December 2018, the California Natural Resources Agency certified and adopted OPR's updated CEQA Guidelines package. The finalized guidelines were intended to take effect on July 1, 2020. While using VMT as the metric on land use projects is mandatory, OPR's guidelines provide discretion to Caltrans for using VMT on the state highway system. Caltrans has proposed draft guidance to implement SB 743 and its regulations for transportation projects on the State Highway System. Caltrans outreach to transportation project sponsors such as RCTC and other "self-help" transportation agencies began in late fall 2019.

Caltrans has published a memo establishing that SB 743 will be implemented for transportation projects on the state highway system that have not begun the environmental review process by September 15, 2020. Caltrans' timing memo pushed-back the original implementation date of July 1, 2020.

Impact on Transportation

While optional under SB 743 and even in the CEQA Guidelines for roadway capacity projects, Caltrans's draft guidance has determined it will no longer utilize LOS but instead, use VMT to focus on how projects are likely to influence the overall amount of vehicle use. To compound the issue, Caltrans' draft guidance also indicates that transportation projects that increase VMT at any level may be deemed significant and require mitigation. A zero-increase VMT policy will result in increased project cost and time and expose transportation agencies to costly litigation. Implementation of SB 743 regulations as currently proposed by Caltrans will have a chilling effect on RCTC's ability to deliver Measure A projects, create needed employment, and support Riverside County residents who live here to access affordable housing and the desirable communities in our region but must make long commutes to jobs in coastal counties.

The Need for Policy and Technical Improvements

For the last several months, RCTC staff and the Self-Help Counties Coalition have provided Caltrans with formal and informal comments concerning SB 743 implementation. The most recent formal comment letter is attached to this staff report. RCTC staff is prepared to send another technical comment letter to meet Caltrans' June 15, 2020 deadline for comments. RCTC Executive Director and Project Delivery Director, as well as other staff, have participated in roundtable meetings held by Caltrans.

In the letters, RCTC staff outline many unresolved policy and technical concerns that still require resolution before the final guidance can be implemented. In particular, RCTC has explained why VMT, as a one-size-fits-all method, should not be the only alternative for evaluating transportation projects under CEQA. Utilizing VMT as the primary method is likely to have a more significant negative impact on the state's rural, Central Valley, and Inland Empire regions. Urban coastal areas will have much less impact due to their urban and built-out environment. Caltrans has not yet resolved the outstanding SB 743 implementation issues that could put the brakes on millions of dollars of highway transportation investment in Riverside County and throughout California.

RCTC staff believes the significance of the issues raised in RCTC's comment letters, and letters by other regional transportation agencies, warrant more than three months to resolve. While RCTC will continue to work towards solutions with Caltrans, as a practical matter, it is likely that an extension of Caltrans' implementation timeline will be necessary. Implementation of SB 743 across State agencies appears to be driven from the Governor's OPR. Therefore, RCTC staff recommends the Commission authorize the Chair to communicate with the Governor to request a delay of Caltrans' implementation of SB 743. Seeking a delay to SB 743 implementation is consistent with the following points from the Commission adopted 2020 State and Federal Legislative Platform:

Environment

- Oppose efforts to place new environmental criteria (such as GHG reduction or vehicle miles traveled reduction) on transportation projects and programs without commensurate funding for alternatives or mitigations.

Regional Control

- State/federal rulemakings, administrative processes, program guidelines, and policy development activities should include meaningful collaboration from regional transportation agencies.

- Policies should be sensitive to each region's unique needs and avoid "one size fits all" assumptions, especially regarding the balance among highways, transit, rail, and freight; and urban, suburban, and rural needs.

In addition to significant practical implementation concerns, the full impacts of the COVID-19 public health crisis remain unknown. Whether short-term or long-lasting, the stay-at-home order and social distancing guidelines have caused dramatic shifts in transportation and economic activity. With job and revenue loss expected to reach unprecedented levels, it is staff's professional perspective that now is not the appropriate time for the state to implement a new and untested environmental measurement that could delay or cancel transportation projects in a time when infrastructure investment will significantly contribute to the region's economic recovery.

Last week, a bipartisan, bicameral group of state legislators sent a letter to the Governor requesting a two-year delay on implementation of SB 743. Riverside County delegation members Senator Richard Roth and Assembly Member Chad Mayes co-signed the letter, which is attached to this staff report.

Attachments:
1) RCTC Comment Letter Caltrans Implementation of SB 743 (February 20, 2020)
2) Request by Legislative Members to Delay SB 743 Implementation (May 25, 2020)

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

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February 20, 2020

VIA E-Mail and Online Portal

Mr. Chris Schmidt
SB 743 Program Manager
California Department of Transportation

Subject: February 12, 2020 Memorandum re Caltrans Implementation of SB 743 – Use of Vehicle Miles Traveled in CEQA

Dear Mr. Schmidt:

The Riverside County Transportation Commission (RCTC) has received and reviewed Caltrans's February 12, 2020 Memorandum titled Caltrans Implementation of SB 743 – Use of Vehicle Miles Traveled in CEQA (Memorandum). RCTC serves as the regional transportation planning agency for Riverside County, California, and has acted as both lead agency and responsible agency for billions of dollars in regional transportation projects, often partnering with the California Department of Transportation in the environmental review process under the California Environmental Quality Act (CEQA).

Although RCTC submitted comments via the web portal, RCTC is also providing this letter to provide further clarification and a record of RCTC's comments.

RCTC seeks implementation of SB 743 that minimizes or avoids increasing the cost and time of delivering vital transportation improvements, while achieving the State's environmental goals. The voters of California have entrusted Caltrans and agencies like ours with efficiently putting their tax dollars to projects they have voted to support. We believe that Caltrans is at risk of implementing new policy that does not appropriately consider its consequences on project delivery both for RCTC's projects and many of Caltrans's projects.

Unfortunately, the Memorandum's public review and comment process is being shortchanged—the review and comment period for the significant changes being proposed is a mere 8 days (including a holiday weekend). This hasty process is a sharp contrast from Caltrans's typical process for undertaking such sweeping changes. By way of comparison, Caltrans's "Interim Guidance Determining CEQA significance for Greenhouse Gas Emissions on the State Highway System" was widely circulated to stakeholders and involved public review over many months. It is unreasonable to give stakeholders a mere 8 days to review and comment on such a radical change to how transportation projects are analyzed.

For reasons explained in more detail in the attached exhibit, RCTC disagrees with the Memorandum's position that vehicle miles traveled (VMT) is the best metric for evaluating the impacts of transportation projects under CEQA and believes the Memorandum should be revised accordingly. There are very good reasons why the new State CEQA Guidelines treat land use projects and transportation projects differently—requiring land use projects to use VMT, but *not* transportation projects. (See 14 Cal. Code Regs., § 15064.3(b).) The Memorandum's failure to reflect this critical distinction will have serious consequences for transportation projects, such as steep cost increases and delays, double counting of VMT impacts, exacerbation of the state's

housing shortage, and unintended consequences such as *increases* in greenhouse gas emissions. Thus, as is allowed under the State CEQA Guidelines, Caltrans and CEQA lead agencies on state highway projects should continue to have the discretion afforded to them to use level of service to analyze CEQA impacts—and let local land authorities use VMT for local land use projects, the true source of VMT.

RCTC aligns itself with concerns expressed by other regional transportation agencies who will be responsible for implementing the Memorandum and subsequent policy guidance. Although RCTC's concerns have been previously raised, RCTC appreciates this and every opportunity to comment on Caltrans's efforts to implement SB 743 and looks forward to direct engagement with Caltrans and other implementing agencies on this important subject.

If you have any questions or would like to discuss further, please feel free to contact me. We would welcome a discussion on these topics.

Sincerely,

Anne Mayer
Executive Director

cc: Honorable Richard Roth, Senator, District 31
Honorable David Kim, Secretary, California State Transportation Agency
Adetokunbo Omishakin, Director, California Department of Transportation
Mike Beauchamp, District 8 Director, California Department of Transportation
Kome Ajise, Executive Director, Southern California Association of Governments
Keith Dunn, Executive Director, Self Help County Coalition

Attachment

RCTC's Comments on

Caltrans's Memorandum re Implementation of SB 743

Section 1

Implementation of SB 743 under the new State CEQA Guidelines treats land use projects and transportation projects differently. While land use projects *must* use VMT, transportation projects do not. As stated in the new State CEQA Guidelines: "For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements." (14 Cal. Code Regs., § 15064.3(b)(2).) RCTC believes this distinction between land use projects and transportation projects is absolutely warranted and essential.

However, this distinction is not currently reflected in the Memorandum. The Memorandum states that VMT "is the most appropriate primary measure of transportation impacts for capacity-increasing transportation projects on the SHS." (Section 1.1.) This is problematic for a few reasons.

First, there is not a clear definition or explanation as to which projects increase capacity, and what the basis is for that determination. Attachment A to the Memorandum provides examples of projects "that would not likely lead to a substantial increase or measurable increase in vehicle travel," but that is not necessarily the same as whether a project increases capacity, and whether that increase is "substantial." As noted in examples below, it is possible to increase capacity without leading to a "substantial" or measurable increase in VMT. Also, projects listed in Attachment A, while not considered capacity increasing projects, can result in increases in VMT under the Induced Travel Calculator. For example, per the calculator, the addition of even 0.1 miles of an auxiliary lane shows a VMT increase of 0.5 million VMT/year. Similarly, a vital truck lane safety project on State Route 60 currently under construction by RCTC in partnership with Caltrans was analyzed with a mitigated negative declaration. Some VMT methodologies might have shown an increase in VMT, which would have then required a lengthy and costly environmental impact report (EIR). Indeed, a legal challenge to the environmental document for the project alleged that the project actually increased VMT.

RCTC believes that under the proposed procedures, many of Caltrans's operational improvement projects can be considered to increase VMT and would hence require EIR-level environmental documents, jeopardizing project delivery schedules.

Second, in the context of "induced" travel, there is a presumption that the addition of a lane increases capacity because better flowing traffic will lead to more people opting to use the road for travel. But this ignores the fact that the population is growing (particularly in more affordable areas outside urban centers) and a roadway improvement, itself, does not directly affect VMT or the number of users. Rather, land use decisions, such as zoning and the construction of new homes and businesses more directly dictate VMT. Roadways provide corridors to be used by existing travelers

and, to the extent necessary, account for future capacity needs dictated solely by local land use authorities. These land use authorities are under increasing pressure from the State to increase housing production, particularly in counties such as Riverside. With most employment opportunities still located in coastal areas, a factor that neither local land use authorities nor transportation agencies can control, VMT increases are inevitable to meet the State's housing goals.

To illustrate this point, imagine a new 8-lane roadway built in a remote part of California. The roadway itself would not induce any new travel. Rather, local land use agency decisions to permit new housing and commercial construction along or near the roadway would be the cause for any increase in VMT. And, importantly, those local land use agency decisions are, themselves, subject to CEQA and required to use VMT analyses. Therefore, requiring transportation projects to *also* undergo their own VMT analyses ignores the true cause for increases in vehicle travel and results in double counting of VMT impacts.

Similarly, to the extent capacity is added in urban areas (where there is scarce land available for new development), new roadway capacity projects might only shift travel from one roadway to another—not increase vehicle travel. The trips in such areas may occur with or without the new roadway capacity, and because land in these areas is often fully developed, new roadway capacity will at times, instead of increasing vehicle travel, result in a net *reduction* of greenhouse gases by make existing vehicle trips faster and more efficient, resulting in less idling and fewer greenhouse gas emissions.

Third, and in that same vein, if the goal of SB 743 is to achieve greenhouse gas reduction goals, requiring VMT analyses for all transportation projects may take us further from those goals. The induced demand theory is premised on the idea that free-flowing traffic induces more users and therefore causes more traffic. Thus, according to the theory, it seems preferable to let congestion continue in the hope that the congestion will spur people to seek other modes of transportation. However, what is to be done in situations where there are no other viable modes of transportation, population increases, and more and more vehicles congest the roadway, idling for longer periods of time and increasing greenhouse gas emissions?

Finally, the Memorandum framework does not address the fact that a multi-modal interconnected transportation network is an integral component of Regional Transportation Plans/Sustainable Community Strategies (RTP/SCS). In accordance with SB 32, specific greenhouse gas reduction targets must be met, and it is that target upon which RTP/SCS are based. Caltrans's proposed implementation of the Memorandum's framework outside the context of RTP/SCS implications could jeopardize a region's ability to comply with greenhouse gas reduction mandates.

Thus, it would be far more effective to allow Caltrans and CEQA lead agencies on state highway projects to continue exercising the discretion afforded them to use level of service, as is allowed under the State CEQA Guidelines—and let local land authorities use VMT for land use projects, the true source of VMT.

Additional comments on Section 1 include:

- Section 1 of the Memorandum contains language that is somewhat contradictory. For example, Section 1.0 states: "It is recommended that Districts use VMT to analyze transportation impacts of projects with the potential to increase VMT ...." Whereas, Section 1.1 states: "Many types of projects will be unaffected by the use of VMT as a measure of transportation impacts because they are assumed to not lead to a substantial increase in vehicle travel." The first statement seems to indicate that *any* potential to increase VMT requires a VMT analysis. The second statement seems to indicate that only projects that will cause a *substantial* increase in VMT must have a VMT analysis. This tension reoccurs elsewhere in the memo and warrants clarification and harmonization. Further, we question what justifies the generalization that, "Many types of projects will be unaffected ...."
- Section 1 references a January 4, 2019 message distributed by Caltrans Division of Environmental Analysis. This message should be disseminated (and included with this Memorandum), so that reviewers can understand its role.
- Section 1 states that the January 4, 2019 message "recommended" that Districts use VMT for particular projects. Is this now a requirement? If so, why the change? If not a requirement, how much discretion do Districts have in deciding whether to use VMT?
- Section 1.1 states that VMT is to be used for capacity-increasing projects on the state highway system when Caltrans is the lead agency "or when Caltrans designates another entity as lead agency." What is the basis for Caltrans requiring another agency, designated as the lead agency, to use a particular methodology?
- Section 1.2 states that the TAF document will provide guidance for CEQA transportation/traffic analysis for project on the SHS. Will this require use of the "Induced Travel Calculator" on the National Congress on School Transportation (NCST) website?
- Regarding the future TAF and TAC, referenced in Section 1.2, RCTC requests that there be ample time for comment and *revisions* before the documents are made final. Both documents will be instrumental in shaping the ultimate approach that will be used in CEQA documents, including whether an EIR and statement of overriding considerations will be required. Thus, it is critical that stakeholders—particularly project sponsors—have sufficient time to weigh in on these important documents. Based on indications from Caltrans so far, a significance threshold triggered by *any* increase will effectively condemn most transportation projects to preparing an EIR, which will significantly increase the time and cost for delivering many transportation projects. Such a result runs counter to representations made by Caltrans staff to the Self-Help Counties Coalition that it is not Caltrans's intent to slow projects down; it is also counter to the spirit of SB 1, which coupled new transportation taxes with new efficiencies and a pledge to voters to deliver. Doing so would also be inconsistent with and undermine specific GHG targets already established in RTP/SCS. Thus, RCTC strongly opposes a "zero increase" significance threshold.

- Whether in the TAC, TAF, or Memorandum, it should be made clear that some capacity increasing projects may not require an analysis of induced demand because, as noted previously, not all capacity increasing projects increase VMT (some may decrease VMT).

Section 2.1

This section appears to apply to all transportation projects – not just capacity increasing projects. As such, there appears *even less* reason to use a VMT-based significance threshold. As noted above, the use of VMT for capacity increasing projects is unwarranted and could lead to unintended consequences of increased greenhouse gas emissions. Thus, there should be no reason why non-capacity increasing projects should use VMT. Further, the simple fact that there is a "high level of public and stakeholder interest in a project" or because an EIR is going to be certified after July 1, 2022, seem irrelevant to whether a VMT-based significance threshold should be used. What's more, the factors are so broad, that they will result in inconsistent determinations across the state.

Naturally, a lot will depend on what the ultimate significance threshold turns out to be, but it is not hard to imagine many types of projects that do not increase capacity, have a high level of public and stakeholder interest, and result in a slight increase in VMT. Under such circumstances, an EIR would likely be required for projects that have negligible environmental effects.

Section 2.1 also relies on an internal project delivery schedule, Milestone 020 to establish when the new policies apply. But this scheduled implementation is arbitrary, relies on an internal policy that can be changed at any time, and is not grounded in CEQA precedent.

Section 2.2

For the reasons previously explained, it should not be presumed that a capacity increasing project will result in an increase in VMT. Whether VMT increases is dependent on the land use decisions made by local land use agencies, not roadway projects.

Section 2.3.1

As explained above, Section 2.1 should be revised and the factors reconsidered. Thus, Section 2.3.1 should not look to the current language of Section 2.1 for guidance.

Section 2.3.2 and 2.3.3

Because VMT has been known for many years, it is more appropriate to treat it similar to how greenhouse gas emissions are treated in subsequent, supplemental, and later tier CEQA documents, where the original document was certified before greenhouse gas emissions analyses were required. (See *Citizens for Responsible Equitable Environmental Development v. City of San Diego* (2011) 196 Cal.App.4th 515, 531 [greenhouse gas emissions not new information that triggered 14 Cal. Code Regs., § 1512(a)(3)]; *A Local and Reg'l Monitor (ALARM) v. City of Los Angeles* (1993) 12 Cal.App.4th 173, 1802 [letter containing reformulated quantification of traffic study information that

was already included in the EIR was not 'new' information].) Indeed, there should be a presumption that the subsequent, supplemental, and later tier CEQA documents use the same methodology as was used in the original document. To do otherwise will result in confusion (comparing apples to oranges, i.e., an LOS analysis to a VMT analysis) and cause unnecessary use of Supplemental and Subsequent EIRs versus addenda.

Section 3.2

For the reasons previously explained, it should not be presumed that a capacity increasing project will result in an increase in VMT. Whether VMT increases is dependent on the land use decisions made by local land use authorities, not transportation agencies.

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0115

California Legislature

May 25th, 2020

The Honorable Gavin Newsom
California State Capitol
Sacramento, California 95814

RE: Extension of the July 2020 Implementation Date for the Vehicle Miles Travelled Regulations

Dear Governor Newsom:

We would like to thank you for your leadership and prompt and decisive action to protect our state from the COVID-19 pandemic. We applaud you for taking this threat seriously, and taking the necessary actions to prevent its rapid spread thereby reducing the impacts on our healthcare system, economy, and housing that are sure to come. It is in this spirit that we bring to your attention a regulation that we believe will dramatically impact the ability for many Californians, including millennials and communities of color in particular, to purchase a home – Vehicle Miles Travelled (VMT), and respectfully request the extension of the implementation date to July 1st, 2022.

In December 2018, the California Natural Resources Agency adopted new regulations for the implementation of the California Environmental Quality Act (CEQA). The CEQA Guidelines contain many provisions that will increase the likelihood that housing projects will be subject to litigation and cost increases. Among them was the newly proposed impact known as VMT.

VMT requires residential project developers to quantify how many miles home buyers or renters drive to work, to the store, for recreation, and other purposes. This new impact is in addition to existing laws which require the quantification and mitigation of air quality impacts, including greenhouse gas emissions, from tail pipes. Accordingly, it will apply even once we convert to 100% zero emission vehicles.

The ideological approach of VMT is to get people to abandon their individual vehicles and utilize multimodal transit opportunities such as walking, biking, and using public transit. The regulation views road congestion as a good thing, since it slows down traffic and incentivizes individuals to use alternative forms of transit. Improvements like road widening is considered a negative impact on greenhouse gas reductions because it increases commuter speeds which the regulation assumes will encourage people to drive longer distances. The new regulation advocates that California go on a "road diet" and calls into question whether the voters understood this when they approved an increase in the gas tax.

The highest costs imposed by the VMT regulation is in areas farther away from job centers. This is where housing can be produced at the lowest cost, and is the primary source of housing for low and middle class Californians. However, measures to mitigate VMT, especially in rural areas, significantly drive up the costs of residential development. VMT also disproportionately impacts low- and middle-class Californians who are predominately communities of color. This point is illustrated in the graph below which shows that as people drive "until they qualify", home prices drop by $19,000 per mile as they move farther way from Santa Monica towards San Bernardino.

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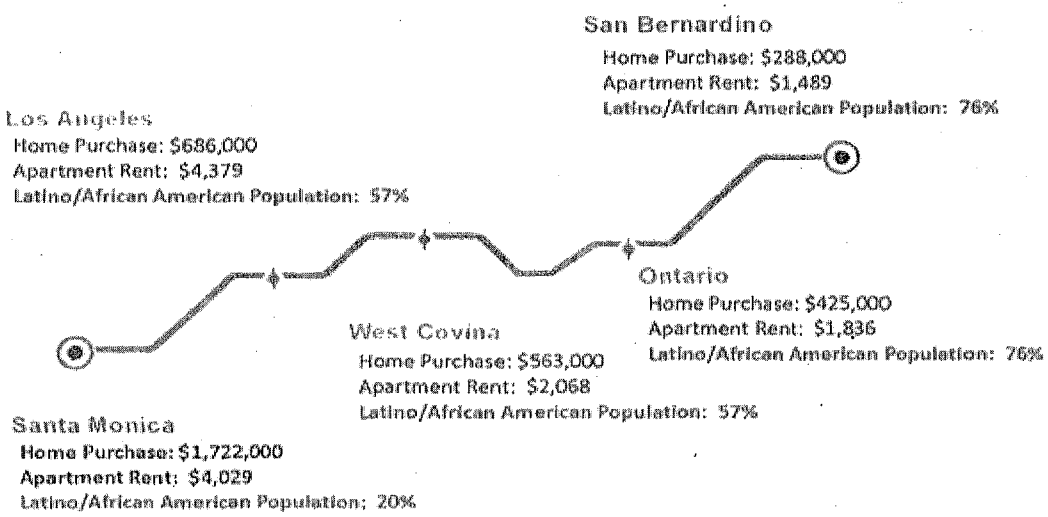
Figure 1: Geography of Southern California Region's Housing Cost Crisis
Housing Costs increase $19,000 per Mile
Median 2BR Apartment Rents Increase $33 per month per mile
(77 Mile Commute Distance to Coast)



Communities of color depend on cars more than non-protected classes to get to their jobs which are often not at fixed locations served by transit (construction, farmworkers, janitors, etc.). The VMT regulation will increase, not decrease, the cost of housing and will have its greatest impacts on classes protected by the federal and state constitutions and a variety of federal and state laws prohibiting housing discrimination. Moreover, a $1,000 increase in the cost of a home eliminates 8,870 households from the ability to afford a home and puts the American dream of homeownership – the primary method of establishing economic stability, community participation and economic growth – further out of reach for those struggling to afford a home today.

During the COVID-19 health crisis, which has already produced dramatic reductions in VMT, we believe that you should pause this regulation for cities and counties until a more equitable solution can be achieved. Therefore, we respectfully request that you extend the implementation of the VMT regulation for two years. Thank you again for your leadership during these challenging times, and know that we stand ready to assist you in our mutual effort to address the housing crisis in California.

Sincerely,

Anna Caballero
Senator, 12th District

Frank Bigelow
Assemblymember, 5th District

Andreas Borgeas
Senator, 8th District

Melissa Hurtado
Senator, 14th District

Richard Roth
Senator, 31st District

Susan Rubio
Senator, 22nd District

Scott Wilk
Senator, 21st District

Steven Choi
Assemblymember, 68th District

Jim Cooper
Assemblymember, 9th District

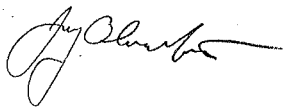
Tom Daly
Assemblymember, 69th District

James Gallagher
Assemblymember, 3rd District

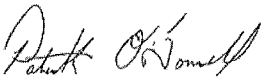
Mike Gipson
Assemblymember, 64th District

Adam Gray
Assemblymember, 21st District

Chad Mayes
Assemblymember, 42nd District



Jay Obernolte
Assemblymember, 33rd District



Patrick O'Donnell
Assemblymember, 70th District

Jim Patterson
Assemblymember, 23rd District

Sharon Quirk-Silva
Assemblymember, 65th District

Blanca Rubio
Assemblymember, 48th District

Rudy Salas
Assemblymember, 32nd District